MPC Paper No. A/K15/132B
for Consideration by the
Metro Planning Committee
on 15.8.2025

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K15/132

Applicants	:	Good Hour International Limited and First Route Limited represented by Arup Hong Kong Limited
Site	:	4 Tung Yuen Street, Yau Tong, Kowloon
Site Area	:	About 2,419m^2
Lease	:	Yau Tong Marine Lot (YTML) No. 70 (a) restricted to industrial or godown purposes (b) maximum building height (BH) of 100 feet (i.e. about 30.48m) above Hong Kong Principal Datum
Plan	:	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27
Zoning	:	"Residential (Group E)" ("R(E)") (a) maximum domestic plot ratio (PR) of 5.0 and a maximum non-domestic PR of 1.0 (b) maximum BH of 80 metres above Principal Datum (mPD), or the height of the existing building, whichever is the greater (c) base on the individual merits of a development or redevelopment proposal, minor relaxation of the PR/BH restrictions may be considered by the Town Planning Board (the Board) on application
Application	:	Proposed Flat and Permitted Shop and Services and Eating Place with Minor Relaxation of PR and BH Restrictions

1. The Proposal

1.1 The applicants seek planning permission for redevelopment of an existing industrial building (IB), known as Wah Tung Godown, into a composite development with proposed flat use and permitted shop and services and eating place uses at the application site (the Site) (the Proposed Scheme) (**Plan A-1**). The applicants also seek minor relaxation of domestic PR restriction from 5 to 6 (+1 or +20%), resulting in composite development at a total PR of 6.9, and BH restriction (BHR) from 80mPD to 100mPD (+20m or +25%). According to Schedule I (for building other than industrial or industrial-office building) of the Notes of the OZP for the "R(E)" zone, 'Flat' is a Column 2 use requiring planning permission from the Town Planning Board (the Board), while 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements but excluding floors containing wholly or mainly car parking, loading/unloading (L/UL) bays and/or plant room. Furthermore, minor relaxation of the PR and BHR may

be considered by the Board on application under section 16 of the Town Planning Ordinance.

1.2 The proposed redevelopment consists of one L-shape residential block. The portion fronting Tung Yuen Street has 25 storeys whereas the portion closer to the harbourfront has 19 storeys. The residential block sits atop a 3-storey podium comprising a residential clubhouse and commercial uses (eating place and shop and services), and two basement levels for car parking and L/UL (**Drawings A-1 and A-7**). Various design measures have been incorporated into the Proposed Scheme. A full-height setback of about 1m along the site boundary fronting Tung Yuen Street (hatched red area in **Drawing A-1**) is incorporated as per the requirement of the draft Cha Kwo Ling, Yau Tong and Lei Yue Mun Outline Development Plan (ODP) No. D/K15C/1B-A to effectuate a 3.5m-wide footpath (**Plan A-2**). Additionally, a voluntary full-height setback of 1.5m along Tung Yuen Street (hatched blue area in **Drawing A-1**), a voluntary 15m-wide waterfront promenade at the Site and at-grade 5m-wide covered pedestrian passageway connecting to Tung Yuen Street are proposed (**Drawing A-4**). The setbacks, waterfront promenade (which serves as private open space) and at-grade covered pedestrian passageway will be opened for public enjoyment at all times. The applicants will be responsible for the maintenance and management of the setbacks, covered pedestrian passageway and waterfront promenade, while the ODP-required setback area will be surrendered to the government upon request.

1.3 The master layout plan (MLP), floor plans, sections, landscape master plan (LMP), summary of proposed planning and design merits and photomontages submitted by the applicants are at **Drawings A-1 to A-14**. The major development parameters of the Proposed Scheme are summarised as follows:

Development Parameters	**Proposed Scheme**	
Site Area (m^2)	About 2,419	
Maximum Total PR[a] - *Maximum Domestic* - *Maximum Non-domestic*	6.9 *6* *0.9[b]*	*+0.9 (+16.9%)* *+1 (+20%)* -
Total Gross Floor Area (GFA) (m^2)[a] - *Domestic* - *Non-domestic*	16,691.1 *14,514* *2,177.1*	*+2,419 (+16.9%)* *+2,419 (+20%)* -
Maximum BH (at main roof level)	80mPD (waterfront portion) 100mPD (inland portion)	- *+20m (+25%)*
SC - *Below 15m* - *Above 15m*	 Not more than 70% Not more than 33.556%[c]	
No. of Blocks	1	
No. of Storeys	24 (waterfront portion); 30 (inland portion) (incl. two levels of basement carpark/ L/UL)	
No. of Flats	342	
Design Population (about)	855	
Private Open Space (m^2) [at G/F and L2]	Not less than $855m^2$ (including a voluntary 15m-wide waterfront promenade of not less than $608m^2$ for public use)	
Site Greenery Provision	Not less than 20%	

Development Parameters	Proposed Scheme
Parking Spaces • Private Car (accessible) • Motorcycle	 66 (2) 6
L/UL Spaces	3
Tentative Completion Year	2032

Notes:

[a] On top of the PR/GFA set out above, the applicants have indicated that bonus PR of about 0.081 (equivalent to a GFA of about 197.93m^2) will be claimed for the surrender of 39.586m^2 of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2), the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[b] The Proposed Scheme does not fully utilise the non-domestic PR of 1.0 permitted under the OZP. According to the applicants, the building bulk would only accommodate a non-domestic PR of 0.9 due to site constraints and potential implication on land premium. The submitted technical assessments are conducted based on the Proposed Scheme at a total PR of 6.9.

[c] Inclusive of bonus SC of 0.256% in pursuant of [a] above.

1.4 To form a continuous waterfront promenade from the Site to Yau Tong Bay (YTB) which is segregated by the Yau Tong Sewage Pumping Station (YTSPS), the applicants propose to design and construct a waterfront promenade at the 4.3m-wide setback area[1] at YTSPS. This will allow access from the Site to Ko Fai Road via the YTSPS (**Plan A-2**). The design of the promenade will be developed at detailed design stage. As the setback area at the YTSPS falls within Government land, the Government will undertake the management and maintenance of the concerned section of waterfront promenade upon the completion of works to the satisfaction of the relevant government bureau/departments (B/Ds).

1.5 The main entrance and the vehicular ingress/egress of the proposed redevelopment are located at Tung Yuen Street. The Traffic Impact Assessment (TIA) has assessed the traffic impacts on the surrounding traffic network, parking and ingress/egress provisions of the proposed development and concludes that the traffic impact generated by the proposed development is insignificant and could be accommodated by the surrounding road networks. Given that the Site is located between the YTSPS and a concrete batching plant (CBP), the Environmental Assessment (EA) and the Air Quality Impact Assessment (AQIA) have assessed the air quality (including odour) and noise impacts arising from the operation of its neighbouring facilities. The EA concludes that the proposed development would not be subject to adverse air quality and noise impacts with the adoption of various mitigation measures, including single aspect building design at the side facing the CBP, vertical acoustic fin, acoustic windows/balcony (baffle type) and acoustic doors. Moreover, other technical assessments, including Landscape Master Plan (LMP) and Tree Treatment Proposal, Drainage and Sewerage Impact Assessment (DSIA), Air Ventilation Assessment (AVA) and Visual Impact Assessment (VIA) have demonstrated that no adverse impacts are anticipated from the proposed development.

1.6 In support of the application, the applicants have submitted the following documents:

(a) Application Form received on 9.1.2025 (**Appendix I**)

(b) Consolidated Supporting Planning Statement (SPS) received on 8.8.2025 (**Appendix Ia**)

[1] Based on DSD's estimate, the width of setback for opening the waterfront promenade is around 4.3m at the existing YTSPS adjoining the Site.

(Supporting Planning Statement received on 9.1.2025 as well as Further Information (FI) received on 28.1.2025[*], 25.4.2025[#], 24.6.2025[#], 25.7.2025[*], 1.8.2025[*] and 8.8.2025[*] were superseded and are attached at Appendices Ib, Ic, Id, Ie, If, Ig and Ih respectively.)

Remarks
[*] accepted and exempted from publication and recounting requirement
[#] accepted but not exempted from publication and recounting requirement

1.7 On 28.2.2025 and 20.6.2025, the Metro Planning Committee (the Committee) of the Board agreed to defer making a decision on the application for two months each as requested by the applicants.

2. Justifications from the Applicants

The justifications put forth by the applicants in support of the application are set out in the consolidated SPS in **Appendix Ia**, which are summarised as follows:

In line with Government Policy to Optimise Flat Supply

2.1 Increasing housing supply has been the utmost policy priority of successive administrations. According to the Chief Executive's 2014 Policy Address, the government considered it feasible to boost housing land supply by generally increasing the maximum domestic PR by 20% for some density zones in the Main Urban Areas and new towns. The proposed minor relaxation of domestic PR by 20% echoes this policy initiative and would facilitate the additional provision of about 60 flats at the Site (as compared with about 282 flats under the OZP-conforming scheme). Furthermore, the proposal is in line with recent policy objectives to optimise the development potential of land especially in urban areas.

In line with Government Policy to Enhance Living Space

2.2 In response to growing public aspirations, the government stipulated a minimum flat size requirement of 26m^2 (about 280ft^2, in saleable area) for all land sale sites, railway property development projects, Urban Renewal Authority projects, and lease modification and land exchange applications by private developers in 2022. The Proposed Scheme thus strives to enhance both the quantity and quality of private residential flats through the proposed minor relaxation of domestic PR and BHRs. As a result of the increase in domestic PR and BH, 342 residential units with an average flat size of 43m^2 could be provided by 2032.

In line with the Planning Intention and Compatible with the Surrounding Area

2.3 Over the past two decades, Yau Tong Industrial Area (YTIA) has undergone significant transformation from an industrial area to an emerging residential neighbourhood with supporting commercial uses. The proposal to redevelop an obsolete IB for a composite development is fully in line with the planning intention of the "R(E)" zone and would spur the on-going transformation of the area. The proposed residential use is compatible with the existing and emerging land use character of the YTIA.

A Continuous Waterfront Promenade in Kowloon East

2.4 In order to contribute to a continuous waterfront promenade in Kowloon East for public enjoyment to celebrate the iconic view of Victoria Harbour, the applicants voluntarily provide a not less than 15m-wide open-air waterfront promenade[2] along the western fringe of the Site, which respects the OZP requirements of the surrounding "Comprehensive Development Area" ("CDA") sites at YTIA. The waterfront promenade will be opened at all times for public access and the applicants are committed to taking up the management and maintenance responsibility of the waterfront promenade. As the proposed waterfront promenade will occupy about one-fourth of the Site, the applicants seek minor relaxation of BHR to accommodate the Proposed Scheme. Besides, the applicants undertake to build a waterfront promenade at the setback area of the adjoining YTSPS so as to form a continuous section of waterfront promenade in the locality.

Planning and Design Merits

2.5 The existing footpaths abutting Tung Yuen Street are narrow and not conducive to walkability. About 1m full-height setback along Tung Yuen Street is proposed to meet the provision of a 3.5m-wide footpath under the ODP. Furthermore, the applicants voluntarily propose additional 1.5m-wide setback for the provision of a 5m-wide footpath in total. In addition, the applicants propose a 5m-wide at-grade covered public passageway connecting Tung Yuen Street and the proposed waterfront promenade with retail shops on both sides. Under the Proposed Scheme, the non-domestic PR of 0.9 will be utilised for retail and eating place uses on G/F and L1/F along Tung Yuen Street and waterfront promenade, which would provide an active frontage to support a vibrant neighbourhood.

2.6 Landscape treatment in the form of 7 compensatory trees, shrub planting and peripheral planting at G/F and on 2/F podium (**Drawing A-9**). The Proposed Scheme fully complies with the requirements of the Sustainable Building Design Guidelines and building setbacks, and not less than 20% SC of greenery will be provided within the primary zone (**Drawings A-9 and A-10**).

Respecting the District Gradation of BH Profile towards the Harbourfront and Compatibility with the Surrounding Context

2.7 Minor relaxation of BH is considered necessary to accommodate the additional flat units and provide the voluntary waterfront promenade for public enjoyment. The proposed stepped BH profile descending from 100mPD at inland portion along Tung Yuen Street to 80mPD towards the Victoria Harbour will be in line with the BHR of 100mPD on the other side of Tung Yuen Street, and the overall pattern of stepped BH at Yau Tong Industrial Area would be maintained.

No Adverse Impact on the Surrounding Areas

2.8 Various technical assessments concluded that, with mitigation measures (see paragraph 1.5), the proposed development is technically feasible and would not generate adverse impacts to the surrounding area.

[2] The voluntary waterfront promenade of not less than 15m-wide (608m^2) is proposed by referencing to the statutory requirement on waterfront promenade for "CDA(1)" to "CDA(5)" zones in the area.

3. Compliance with the "Owner's Consent/Notification" Requirements

The applicants are sole "current land owners" of the Site. Detailed information would be deposited at the meeting for Members' inspection.

4. Background

Prior to 1998, vast majority of private lots at YTIA (including the Site) were originally zoned "Industrial" ("I") on the OZP. Following the recommendations of the Central and East Kowloon Development Statement, the "I" zones at YTIA were rezoned to "CDA" zones (including the Site) and two "Commercial" zones in August 1998. In November 1999, the areas along/around Sze Shan Street, Shung Tak Wai and the northwestern end of Tung Yuen Street (including the Site), were rezoned to "R(E)" to facilitate early phasing out of industrial uses. The draft OZP was subsequently approved in 2000 and the boundaries of the "R(E)" zones have hitherto remain unchanged. In May 2008, following the findings of a BH review, BHRs were stipulated for YTIA which generally ascends from 80mPD (including the Site) along the waterfront to 120mPD/140mPD further inland.

5. Previous Application

There is no previous application concerning the Site.

6. Similar Applications

6.1 There is no similar application for proposed minor relaxation of both PR and BHRs or BHR in the "R(E)" zones on the OZP.

6.2 There is one similar application (No. A/K15/129) for proposed flat use and permitted shop and services, eating place and social welfare facility (day care centre for the elderly (DE)) with minor relaxation of domestic PR restriction from 5 to 6 (+1 or +20%) and non-domestic PR restriction from 1 to 1.301 (+0.301 or +30.1%) in an inland "R(E)" zone (**Plan A-1**). The application was approved with conditions by the Committee on 26.1.2024 mainly on the considerations that the proposed domestic PR after relaxation (i.e. 6) was lower than that of the public housing developments in new town in general (i.e. 6.5); and the proposed non-domestic PR after relaxation (i.e. 1.301) was mainly to accommodate the proposed DE.

6.3 Furthermore, there have been 21 similar applications for flat use covering seven sites within the YTIA "R(E)" zones since 2000 (**Plan A-1**). Sixteen were approved with conditions by the Committee mainly on the considerations that the proposed redevelopments/ developments were in line with the planning intention of the "R(E)" zone; and the proposals would not cause any adverse environmental and traffic impacts. Pursuant to the planning approvals, five residential developments have been completed, namely Peninsula East, Maya, The Spectacle, Ocean One and Canaryside (**Plan A-3**).

6.4 The remaining five applications covering four sites were rejected by the Committee or the Board on review mainly on the grounds that the applications had failed to demonstrate that the proposed developments would be environmentally acceptable in the light of potential industrial/ residential (I/R) interface problems; and there was insufficient information to

justify the excessive BHs (120mPD to 166.45mPD) of the proposed developments (for three of the applications considered prior to the imposition of BHR for the area). Details of the similar applications are at **Appendix II**. These four sites have subsequently obtained planning approvals mentioned in the paragraph 6.3 above.

7 The Site and Its Surrounding Areas (Plans A-1 to A-8)

7.1 The Site:

(a) is occupied by the 7-storey Wah Tung Godown (completed in 1978), which is currently used as warehouses; and

(b) abuts Tung Yuen Street and the Victoria Harbour.

7.2 The surrounding areas have the following characteristics:

(a) YTIA is currently undergoing gradual transformation to a residential neighbourhood with five completed residential developments as stated in paragraph 6.3 above;

(b) the Site is sandwiched between the YTSPS and a "R(E)" site currently occupied by an enclosed private CBP[3]. Four of the five YTIA "CDA" zones along the waterfront are covered with valid planning permissions for residential developments, of which the development at "CDA(5)" zone, namely Montego Bay, is completed and two of the "CDA" sites are under construction (i.e. "CDA(1)" and "CDA(3)" zones, the waterfront portion of "CDA(1)" has been completed, namely The Coast Line 1) (**Plan A-3**). Two other private CBPs within the "CDA(4)" zone have ceased operations[4]. The "CDA(2)" site is occupied by Kwun Tong Wholesale Fish Market and a cooked food centre. No planning application has been received for the "CDA(2)" site;

(c) opposite to the Site across Tung Yuen Street are an existing IB, namely Gloria Weaving & Knitting Factory which is undergoing conversion into a temporary transitional housing project for completion in 2026 and a completed residential development, namely Peninsula East (147mPD) **(Plans A-3 and A-8)**;

(d) a sand depot currently in operation is located at further north of the Site and is part of the YTB "CDA" zone located at Ko Fai Road and Cha Kwo Ling Road for proposed comprehensive development (**Plan A-2**); and

(e) MTR Yau Tong Station is located about 600m to the northeast of the Site.

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[3] As advised by the Environmental Protection Department (EPD), the CBP at No. 6 Tung Yuen Street adjacent to the Site is operated by the Redland Concrete Limited ("Redland") with a Specific Process Licence (SPL) issued under the Air Pollution Control Ordinance ("APCO"). The SPL is valid till 23.8.2025 and the application for renewal has not yet been received.

[4] As advised by EPD, the two CBPs at Nos. 20 and 22 Tung Yuen Street operated by the China Concrete Company Limited have ceased operations in early April 2025.

8. Planning Intention

8.1 The "R(E)" zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Board.

8.2 According to the Explanatory Statement of the OZP, developments within the "R(E)" zone are subject to specific control on PRs as stipulated in the Notes in order to restrain traffic growth which will otherwise overload the existing and planned transport network. To provide design/architectural flexibility, minor relaxation of the PR/BHRs may be considered by the Board on application. Each application will be considered on its individual merits.

9. Comments from Relevant B/Ds

9.1 The following government departments have been consulted and their views on the application are summarised as follows:

Land Administration

9.1.1 Comments of the District Lands Officer/Kowloon East, Lands Department (LandsD):

(a) the Site is located at YTML No. 70 which is restricted for industrial purposes requiring direct access to the sea as may be approved by the then Director of Commerce and Industry, or godown purposes or both excluding the storage of bulk oil and petroleum products and offensive trade with a BHR of not exceeding 100 feet above Hong Kong Principal Datum; and

(b) the proposed redevelopment for residential, shop and services, eating place uses is in conflict with the existing lease conditions. If the planning application is approved by the Board, the lot owners have to apply to the LandsD for a lease modification to implement the proposal. The terms of the proposed modification would be considered during the processing stage of the lease modification application. However, there is no guarantee that the lease modification application will be approved. Such application, if received by the LandsD, will be considered by the LandsD acting in the capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fee as may be imposed by the LandsD. The applicants should note his detailed comments at **Appendix IV**.

Environmental Aspect

9.1.2 Comments of the Director of Environmental Protection (DEP):

(a) he has no in-principle objection to the application as the proposed development would have no insurmountable environmental impact and mitigation measures are available to mitigate potential environmental

impacts;

(b) on air quality, the proposed development is subject to vehicular emissions from nearby roads, marine vessels and industrial emission from CBP and sand depot. Based on the findings of the AQIA, it is predicted that cumulative air quality impacts on the proposed residential development (all residential portion except some portion at 4/F-5/F facing the CBP which have no air intake and openable windows) would comply with Air Quality Objectives. The fresh air intake for the non-domestic use of the Proposed Development is recommended to be located at or above 1.5m above ground. Nonetheless, since the AQIA has not fully addressed the outstanding technical comments, including the assessment on odour generated from daily operation of YTSPS, approval condition on the submission of a revised EA to include an updated AQIA to address the outstanding technical comments and to quantitatively assess the odour issues prior to the commencement of the construction works for the proposed development should be imposed;

(c) on noise, the proposed development would be subject to potential traffic noise generated by nearby roads including Tung Yuen Street and Ko Fai Road and potential fixed noise source from nearby IBs. According to the submitted EA, full compliance with the Hong Kong Planning Standards and Guidelines can be achieved with proposed noise mitigation measures. Mitigation measures such as proper building orientation/design, acoustic windows and acoustic balconies are available for mitigating the potential noise impact and no insurmountable noise impact is anticipated. Approval condition on the submission of a revised EA to include an updated Noise Impact Assessment to address potential noise issue in detailed design stage with implementation of appropriate mitigation measures should be imposed to mitigate the potential noise impact and achieve full compliance with the relevant noise standards;

(d) on land contamination, the submitted EA indicated that land contamination within the Site arising from historical and existing uses is not anticipated. However, there are potential land contamination issues as the CBP is located immediately south of the Site. As such, approval condition on the submission of a land contamination assessment for conducting further site appraisal and soil sampling (if required) to determine whether the site is contaminated and the implementation of the remediation measures identified therein prior to the commencement of the construction works for the proposed development should be imposed; and

(e) on sewerage impact, the submitted SIA has demonstrated that no insurmountable sewerage impact will be arising from the proposed development with proposed connection and upgrading works. However, the SIA has not fully addressed the outstanding technical comments, hence approval conditions on submission of an updated SIA in the detailed design stage to assess the potential impacts on the local/nearby public sewerage system and recommend appropriate mitigation measures for the development should be imposed.

Traffic Aspect

9.1.3 Comments of the Commissioner for Transport (C for T):

(a) she has no in-principle objection to the application from district traffic engineering viewpoint; and

(b) she has no comment on the submitted TIA but considers approval conditions on the submission of a revised TIA and implementation of traffic mitigation measures identified therein for the proposed development; and the design and provision of vehicular access, vehicle parking spaces, loading/ unloading facilities and maneuvering spaces for the proposed development should be imposed.

Harbourfront Planning

9.1.4 Comments of the Commissioner for Harbourfront, Development Bureau:

(a) the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) of Harbourfront Commission (HC) was consulted on the application on 14.3.2025. Comments from Task Force members conveyed to the applicants were mainly on the justification for proposed minor relaxation of PR and BHR, design of the voluntary waterfront promenade and 5m-wide public passage and connecting the voluntary waterfront promenade within the Site to nearby harbourfront (YTB) as public gain;

(b) having considered the applicants' responses (**R-to-C table at FI3 in Appendix Ie**) that they will take up the design and construction of a waterfront promenade at the setback area at the YTSPS to form a continuous waterfront to Ko Fai Road, she has no objection/ further comment on the application because the proposal is in line with the policy of improving harbourfront connectivity (**Plan A-2**) and is anticipated to contribute to building a connected and accessible harbourfront; and

(c) should the application be approved by the Board, approval conditions (g) and (h) in paragraph 12.2 below about provision and design of waterfront promenade should be imposed.

9.1.5 Comments of the Chief Engineer/Electrical and Mechanical Branch, DSD:

(a) the existing YTSPS, despite without relocation programme, is scheduled for underground utilities upgrading work resulting in about 4.3m-wide setback from the waterfront and he anticipates that the setback area could be released by Q3 2026 the earliest; and

(b) the applicants should note his detailed comments at **Appendix IV.**

9.1.6 Comments of the Director of Leisure and Cultural Services (DLCS):

(a) he has no objection to the application. The future management and maintenance responsibilities related to the proposed waterfront promenade within the setback area of DSD's YTSPS would be decided at a later stage subject to agreement of relevant B/Ds; and

(b) the applicants should note his advisory comments at **Appendix IV.**

Urban Design, Visual Impact, Air Ventilation and Landscape Provision

9.1.7 Comments of the Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD):

(a) she has no adverse comment on the application from urban design, visual impact, air ventilation and landscape provision perspectives;

Urban Design, Visual Impact and Air Ventilation

(b) given the context and as illustrated in the photomontages of the VIA, the proposed development with a maximum BH of 100mPD at its inland portion and 80mPD near the waterfront may slightly weaken the intended descending BH towards the harbourfront, but would unlikely induce significant adverse effects on the visual character of the surrounding townscape;

(c) the applicants propose various design measures including (i) a voluntary 15m-wide waterfront promenade with a 5m-wide at-grade covered public passage from Tung Yuen Street across the southeastern portion of the Site to the proposed waterfront promenade, (ii) full-height and aboveground setbacks along Tung Yuen Street (iii) landscape treatment in the form of trees, shrub planting and peripheral planting at G/F and on the podium at 2/F. These measures may enhance pedestrian connectivity, promote visual interest and pedestrian comfort;

(d) given the Site is relatively small in scale and the frontage to the sea is only about 40m, the proposed development will unlikely induce significant adverse air ventilation impact to the surrounding pedestrian environment;

Landscape Provision

(e) the Site is situated in the southwestern fringe of YTIA. An existing CBP is located to its southeast and Victoria Harbour to its southwest. The proposed residential development and landscaping and tree planting works are not incompatible with the surrounding landscape environment;

(f) a total of seven existing trees are identified within the Site and all the existing trees are proposed to be removed. Seven new trees (including six trees on promenade and one tree on setback) are proposed to be planted in the proposed promenade within the Site. The proposed promenade is intended for public entry from Tung Yuen Street via the public passage

within the Site. In this regard, significant adverse landscape impact is not anticipated; and

(g) the applicants should note her advisory comments at **Appendix IV**.

9.2 The following B/Ds have no comment on/no objection to the application, and their advisory comments, if any, are at **Appendix IV**:

(a) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department;
(b) Chief Highway Engineer/Kowloon, Highways Department;
(c) Chief Highway Engineer/Lighting Division, Highways Department;
(d) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
(e) Chief Engineer/Construction, Water Supplies Department;
(f) Chief Engineer/Port Works, Civil Engineering and Development Department (CEDD);
(g) Director of Fire Services (D of FS);
(h) Chief Building Surveyor/Kowloon, Buildings Department;
(i) Project Manager (East), CEDD;
(j) Head of Geotechnical Engineering Office, CEDD (H of GEO, CEDD);
(k) Director of Electrical and Mechanical Services;
(l) District Officer (Kwun Tong), Home Affairs Department;
(m) Commissioner of Police; and
(n) Director of Marine.

10. Public Comments Received During the Statutory Publication Periods

10.1 During the statutory publication periods, a total of 27 public comments from individuals were received, including six supporting comments (**Appendix IIIa**), sixteen objecting comments (**Appendix IIIb**) and five expressing views (**Appendix IIIc**).

Supporting Comments (Six Comments)

10.2 The supporting comments opine that the relaxation of PR and BHR would increase the housing supply, optimize the utilization of the site and facilitate the redevelopment to provide retails along public passageway and open space at waterfront promenade; the footpath widening at Tung Yuen Street would enhance the pedestrian experience and safety; and the proposed development would improve the aesthetic coherence of waterfront and the permeability along the waterfront as well as increase its appeal to both locals and tourists.

Objecting Comments (Sixteen Comments)

10.3 The objecting comments argue that the proposed minor relaxation of BHR would create 'wall effect' and would obstruct the private views of inland developments along Tung Yuen Street e.g. the temporary transitional housing and Peninsula East (**Plan A-3**); it is not in line with the stepped building height profile of BHR of the OZP and would set a precedent case; the existing community facilities, including schools, hospitals and open space, could not meet the increasing demands in the area; and the proposal would induce adverse air quality, visual, air ventilation and traffic impacts.

Expressing Views (Five Comments)

10.4 The comments expressing views consider that the proposed development should be developed with the adjacent lot currently occupied by the CBP and it should respect the stepped BH profile; and raise concerns about the adverse impact to the surroundings induced by the adjacent CBP.

11. Planning Considerations and Assessments

11.1 The application is for redeveloping the Site for a composite development with proposed flat use and permitted shop and services and eating place uses. The applicants also seek minor relaxation of domestic PR restriction from 5 to 6 (+1 or +20%) resulting in a development at a total PR of 6.9 and BHR from 80mPD to 100mPD (+20m or +25%).

Planning Intention and Land Use Compatibility

11.2 The proposed redevelopment is in line with the planning intention of the "R(E)" zone, which is primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential uses. The Site is located at YTIA which is undergoing transformation from an industrial area into an emerging residential neighbourhood. The proposed flats with complementary commercial use at its podium is considered compatible with the planned land uses and existing residential developments in the surrounding area. The applicants also propose mitigation measures to ensure the Proposed Development would not be to subject to adverse impacts generated by the existing industrial uses including the CBP and the YTSPS.

I/R Interface and Environmental Considerations

11.3 The requirement to submit planning application for residential uses within "R(E)" zones on the OZP is primarily to ensure that the future residents would not be subject to adverse I/R interface problems posed by extant industrial uses during the interim period of the land use transformation as it would take time to fully complete. The Site is situated between the YTSPS and the CBP. As there is no relocation programme for the YTSPS and the CBP, it is vital to ensure that appropriate measures are adopted in the Proposed Scheme to address the possible I/R interface issues, notably air quality (including odour) and noise impact from the neighbouring facilities. As shown in **Drawings A-1 and A-15**, the residential towers are setback from Tung Yuen Street with single aspect building design at the side facing the CBP. The disposition of the block is designed in such a manner that windows for sensitive uses are openable on sides facing Tung Yuen Street and the waterfront, while non-sensitive uses like lift lobby, common corridors, kitchens and bathrooms would be located close to the industrial installations. The EA and AQIA have concluded that the Proposed Scheme would not be subject to insurmountable environmental problems with suitable mitigation measures to address the potential noise and air quality impacts as detailed in paragraphs 1.5 and 9.1.2 (b) and (c). DEP has no objection to the application and his technical concerns on air, odour, noise, sewerage and land contamination aspects can be addressed by way of approval conditions. On other technical aspects, concerned departments, including D of FS, CE/MS, DSD and CE/Port Works, CEDD, have no objection/no adverse comment on the application.

Minor Relaxation of Domestic PR and BHR

11.4 The application applies for an increase in domestic PR from 5 to 6 (+20%) resulting in a total PR of 6.9 and BHR from 80mPD to 100mPD (+25%). The resultant domestic PR of 6 is in keeping with the character of the area under transformation. The additional 60 flats would not create adverse impact on the infrastructure, as supported by the technical assessments (including TIA). Relevant departments including C for T have no-principle objection to the proposed domestic PR increase. C for T has proposed the imposition of relevant approval conditions on revised TIA and internal transport facilities. As the open-air voluntary waterfront promenade occupies about one-fourth of the Site (i.e. about 608m^2) and full-height setback as per the ODP requirement and the voluntary further setback along Tung Yuen Street would be incorporated, the applicants propose a minor relaxation of BHR from 80mPD to 100mPD (+25%) to accommodate the additional GFA. Having taken account of the BHRs at YTIA, the applicants have created in the Proposed Scheme a building band ascending from 80mPD near the waterfront to 100mPD at its inland portion. It is considered that the proposed BH profile will not be incompatible with BHRs stipulated at YTIA in achieving stepped BHs at YTIA (**Plan A-8**). CTP/UD&L, PlanD considers that the Proposed Scheme would unlikely induce significant adverse effects on the visual character of the surrounding townscape and she has no adverse comment to the proposed increase in BHR.

Planning and Design Merits

11.5 The applicants propose a 15m-wide open-air voluntary waterfront promenade (**Drawing A-4**) for public enjoyment at all times, and a 5m-wide covered pedestrian passageway linking it with the widened setback at Tung Yuen Street via the shops within the Site. Setting back of the site for waterfront promenade is to respect the OZP requirements on the surrounding "CDA" sites at YTIA and YTB for the provision of a waterfront promenade of the same width. According to the applicants, the proposed waterfront promenade will also serve as private open space for the future residents. To further improve waterfront connectivity, the applicants undertake to design and construct a waterfront promenade at the setback area (about 160m^2) at the adjoining YTSPS to effectuate a continuous waterfront to YTB via Ko Fai Road. As the proposed waterfront promenade within the Site and the undertaking to extend the waterfront promenade to the YTSPS site will bring enhanced public benefits, the Task Force of HC and the Commissioner for Harbourfront have no adverse comment on/no objection to the captioned application.

11.6 In addition to providing full-height setback along the site boundary abutting Tung Yuen Street to meet the requirements of the ODP, the applicants have voluntarily incorporated additional setback of 1.5m wide to effectuate a 5m-wide footpath. Landscape treatment at G/F and podium level will also be provided. CTP/UD&L, PlanD considers such measures may enhance pedestrian connectivity, promote visual interest and pedestrian comfort in the area.

Similar Applications

11.7 There is no similar application for minor relaxation of both PR and BHR for flat uses within the "R(E)" zones on the OZP. However, the Committee has approved a similar application for minor relaxation of domestic PR restriction from 5 to 6 for a "R(E)" site (paragraph 6.2 above). Besides, the Committee has previously approved 16 similar applications for residential (flat) uses with/without commercial uses within the "R(E)" zones at YTIA on the grounds that the proposals were in line with the planning intention and there were no

adverse comments from concerned departments. The Committee had rejected five similar applications within the "R(E)" zone at YTIA with the reasons mentioned in paragraph 6.4 above. The rejected applications were under planning circumstances different from the current one and the concerned sites were subsequently granted planning approvals (i.e. among the 16 similar applications mentioned in this paragraph). Overall, approval of the current application is generally in line with the Committee's previous decisions.

Public Comments

11.8 For the objecting comments, the considerations and assessments in paragraphs 11.2 to 11.6 above are relevant. The impact on the provision of the community facilities in the area would be insignificant in view of the small scale of the development and resultant minor increase in the residential units and population.

12. Planning Department's Views

12.1 Based on the assessments made in paragraph 11, and having taken into account the public comments as mentioned in paragraph 10, the Planning Department has no objection to the application.

12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 15.8.2029, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

(a) the submission of a revised environmental assessment to address the potential air quality and noise impacts, and the implementation of the environmental mitigation measures identified therein for the proposed development to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;

(b) the submission of a revised land contamination assessment and the implementation of the remediation measures identified therein prior to the commencement of the construction works for the proposed development to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;

(c) the submission of a revised sewerage impact assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;

(d) the implementation of the of the local sewerage upgrading/sewerage connection works identified in the revised sewerage impact assessment under approval condition (c) to the satisfaction of the Director of Drainage Services or of the Town Planning Board;

(e) the submission of a revised traffic impact assessment and implementation of traffic mitigation measures identified therein for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

(f) the design and provision of vehicular access, vehicle parking spaces, loading/ unloading facilities and maneuvering spaces for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

(g) the design and provision of the waterfront promenade at the Application Site, as proposed by the applicants, to the satisfaction of the Commissioner for Harbourfront and the Director of Leisure and Cultural Services or of the Town Planning Board; and

(h) the design and provision of the waterfront promenade at the setback area of the Yau Tong Sewage Pumping Station for providing a continuous waterfront promenade, as proposed by the applicants, to the satisfaction of the Commissioner for Harbourfront or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix IV**.

12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' consideration:

There are no strong justifications for the proposed minor relaxation of plot ratio and building height restrictions.

13 Decision Sought

13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.

13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicants.

14 Attachments

Appendix I	Application Form
Appendix Ia	Consolidated SPS received on 8.8.2025
Appendix Ib	SPS received on 9.1.2025
Appendix Ic	1st FI received on 28.1.2025
Appendix Id	2nd FI received on 25.4.2025
Appendix Ie	3rd FI received on 24.6.2025
Appendix If	4th FI received on 25.7.2025
Appendix Ig	5th FI received on 1.8.2025
Appendix Ih	6th FI received on 8.8.2025
Appendix II	Similar Applications
Appendices IIIa to IIIc	Public Comments

Appendix IV	Recommended Advisory Clauses
Drawing A-1	MLP
Drawings A-2 to A-6	Floor Plans
Drawings A-7 to A-8	Sections
Drawing A-9	Illustration of Planning and Design Merits
Drawing A-10	LMP
Drawings A-11 to A-14	Photomontages
Drawing A-15	Location of Noise Sensitive Receivers extracted from EA
Plans A-1 and A-2	Location Plans on OZP and ODP
Plan A-3	Site Plan
Plan A-4	Aerial Photo
Plans A-5 to A-7	Site Photos
Plan A-8	BH Profile in the Vicinity of the Site

PLANNING DEPARTMENT
AUGUST 2025

2025年 1月 9日
此文件在_____收到，城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期

This document is received on - 9 JAN 2025
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

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

根據《城市規劃條例》(第131章)第16條遞交的許可申請

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

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

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

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

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

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

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

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

2403092 27/12 by hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/K15/132
	Date Received 收到日期	- 9 JAN 2025

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

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

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

1. Name of Applicant 申請人姓名/名稱

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

Good Hour International Limited 好時辰國際有限公司
First Route Limited 銳致有限公司

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

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

Arup Hong Kong Limited 奧雅納香港有限公司

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	No. 4 Tung Yuen Street, Yau Tong, Kowloon (Yau Tong Marine Lot (YTML) No. 70)
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 2,419 sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 Not more than 16,691.1 sq.m 平方米 ☐About 約 (Excluding a bonus domestic GFA of not more than 198 sq.m to be claimed under Building (Planning) Regulations 22(1) or (2) subject to approval of Building Authority in detailed design stage.)
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	0 sq.m 平方米 ☐About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Residential (Group E)"
(f)	Current use(s) 現時用途	A 7-storey industrial building for godown use (i.e. Wah Tung Godown) (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

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

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

(b) The applicant 申請人 –

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

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

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

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

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

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

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

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

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

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

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

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

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

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

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

6. Type(s) of Application 申請類別

☐ Type (i) 第(i)類 Change of use within existing building or part thereof 更改現有建築物或其部分內的用途

☐ Type (ii) 第(ii)類 Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程

☐ Type (iii) 第(iii)類 Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置

☑ Type (iv) 第(iv)類 Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制

☑ Type (v) 第(v)類 Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途／發展

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

(i) For Type (i) application 供第(i)類申請

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

(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用)
(Please use separate sheets if the space provided is insufficient)
(如所提供的空間不足，請另頁說明)

Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

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

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

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

(a) Nature and scale
性質及規模

☐ Public utility installation 公用事業設施裝置

☐ Utility installation for private project 私人發展計劃的公用設施裝置

Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate
請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度

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

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

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

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

☑	Plot ratio restriction 地積比率限制	From 由 Domestic: Not more than 5 to 至 Domestic: Not more than 6*
☐	Gross floor area restriction 總樓面面積限制	From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
☐	Site coverage restriction 上蓋面積限制	From 由 .....% to 至 ..... %
☑	Building height restriction 建築物高度限制	From 由 .....m 米 to 至 ..... m 米 From 由 .....80..... mPD 米 (主水平基準上) to 至 .....100.....mPD 米 (主水平基準上) From 由 ..... storeys 層 to 至 ..... storeys 層
☐	Non-building area restriction 非建築用地限制	From 由 .....m to 至 ..... m
☐	Others (please specify) 其他（請註明）	

(*) It is assumed that bonus domestic PR of not more than 0.082 (i.e. GFA of not more than 198 sq.m) added on top of the proposed domestic PR of 6 and will be claimed under Building (Planning) Regulation 22(1) or (2) for surrendered area used as public passage / the purpose of street widening at street level. The above has been reflected in the Architectural Layout of Proposed Development in **Appendix A** of the Supporting Planning Statement.

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	(excluding a bonus domestic GFA of not more than 198 sq.m to be claimed under B(P)R 22(1) or (2)) Not more than 16,691.1 sq.m 平方米 ☐About 約
Proposed plot ratio 擬議地積比率	Domestic: Not more than 6 (excluding a bonus domestic PR of not more than 0.082 to be claimed under B(P)R 22(1) or (2)) Non-domestic: Not more than 0.9 ☐About 約
Proposed site coverage 擬議上蓋面積	Below 15m: Not more than 70% Above 15m: Not more than 33.3% % ☐About 約
Proposed no. of blocks 擬議座數	1
Proposed no. of storeys of each block 每座建築物的擬議層數	Not more than 28 storeys 層 ☐ include 包括.....storeys of basements 層地庫 ☑ exclude 不包括 2 storeys of basements 層地庫
Proposed building height of each block 每座建築物的擬議高度	Not more than 100 mPD 米(主水平基準上) ☐About 約 ..... m 米 ☐About 約

☑ Domestic part 住用部分

(excluding a bonus domestic GFA of not more than 198 sq.m to be claimed under B(P)R 22(1) or (2))

GFA 總樓面面積 Not more than 14,514 sq. m 平方米 ☐About 約

number of Units 單位數目 342

(estimation with bonus domestic GFA of not more than 198 sq.m)

average unit size 單位平均面積 43 sq. m 平方米 ☑About 約

estimated number of residents 估計住客數目 855

☑ Non-domestic part 非住用部分

GFA 總樓面面積

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

☐ hotel 酒店 ..... sq. m 平方米 ☐About 約

(please specify the number of rooms 請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐About 約

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

☐ Government, institution or community facilities 政府、機構或社區設施

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

.....

.....

.....

☑ other(s) 其他

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

Proposed Shop and Services and Eating Place: not more than 2,177.1 sq.m

.....

☑ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☑ private open space 私人休憩用地 855 sq. m 平方米 ☑Not less than 不少於

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

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

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Tower 1	B2/F - B1/F	Car Park
.....	G/F	Retail (Shop and Services / Eating Place), Loading/Unloading Bay, Residential Tower Lobby, Public Passageway to Promenade
.....	L1/F	Retail (Shop and Services / Eating Place)
.....	L2/F	Residential Clubhouse
.....	1/F - 19/F 1/F - 25/F (for inland portion only)	Flats

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

Greenery, Local Open Space and Waterfront Promenade

.....

.....

.....

.....

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

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

Year 2032

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

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Tung Yuen Street ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 (including 2 accessible parking spaces) 63 Motorcycle Parking Spaces 電單車車位 4 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 ____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 ____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 ____ Others (Please Specify) 其他 (請列明) ____
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 ____ Coach Spaces 旅遊巴車位 ____ Light Goods Vehicle Spaces 輕型貨車車位 1 Medium Goods Vehicle Spaces 中型貨車車位 ____ Heavy Goods Vehicle Spaces 重型貨車車位 2 Others (Please Specify) 其他 (請列明) ____
	No 否	☐

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

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

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 ....
	No 否	☑
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是	☑ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☑ Excavation of land 挖土 Area of excavation 挖土面積 1,800 sq.m 平方米 ☑About 約 Depth of excavation 挖土深度 12 m 米 ☑About 約 (Please refer to the Appendix A for the Proposed Excavation Area Plan for details.)
	No 否	☐

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

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

Please refer to the Supporting Planning Statement for more details.
.....
.....
.....
.....
.....

10. Justifications 理由

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

Please refer to the Supporting Planning Statement for more details.

11. Declaration 聲明

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

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

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

YEUNG WING SHAN, THERESA — Name in Block Letters 姓名（請以正楷填寫）

Director — Position (if applicable) 職位 （如適用）

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

ARUP HONG KONG LIMITED ARUP AH16 奧雅納香港有限公司

on behalf of 代表 Arup Hong Kong Limited

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

Date 日期 27/12/2024 (DD/MM/YYYY 日/月/年)

Remark 備註

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

Warning 警告

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

Statement on Personal Data 個人資料的聲明

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

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

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

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

Ash interment capacity 骨灰安放容量@

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

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____
Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____
Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____
Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____
Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____
Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

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

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____
Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____
Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____
Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____
_____

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

Gist of Application 申請摘要

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

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	九龍油塘東源街 4 號（油塘海旁地段第 70 號） No. 4 Tung Yuen Street, Yau Tong, Kowloon (Yau Tong Marine Lot No. 70)
Site area 地盤面積	2,419 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 0 sq. m 平方米 ☐ About 約)
Plan 圖則	茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/27 Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27
Zoning 地帶	「住宅(戊類)」 "Residential (Group E)"
Applied use/ development 申請用途/發展	擬議分層住宅、商店及服務行業、食肆，並略為放寬地積比率及建築物高度限制 Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions

		sq.m 平方米	Plot Ratio 地積比率
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	14,514 (excluding a bonus domestic GFA of not more than 198 sq.m to be claimed under B(P)R 22(1) or (2)) ☐ About 約 ☑ Not more than 不多於	6 (excluding a bonus domestic PR of not more than 0.082 to be claimed under B(P)R 22(1) or (2)) ☐About 約 ☑Not more than 不多於
	Non-domestic 非住用	2,177.1 ☐ About 約 ☑ Not more than 不多於	0.9 ☐About 約 ☑Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	-	
	Non-domestic 非住用	-	
	Composite 綜合用途	1	

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用		m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途		m 米 ☐ (Not more than 不多於)
			100 米(主水平基準上) 100mPD	mPD 米(主水平基準上) ☑ (Not more than 不多於)
			28 層 28 storeys	Storeys(s) 層 ☑ (Not more than 不多於) *(☐Include 包括/☑ Exclude 不包括* ☐ *Carport 停車間* ☑ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
			2	
(iv)	Site coverage 上蓋面積	低於 15 米：不多於 70% Below 15m: Not more than 70% 高於 15 米：不多於 33.3% Above 15m: Not more than 33.3%		% ☐ About 約
(v)	No. of units 單位數目	342		
(vi)	Open space 休憩用地	Private 私人	855	sq.m 平方米 ☑ Not less than 不少於
		Public 公眾		sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	67
	Private Car Parking Spaces 私家車車位	63 (including 包括 2 accessible parking spaces 無障礙車位)
	Motorcycle Parking Spaces 電單車車位	4
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
	Others (Please Specify) 其他 (請列明)	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	3
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	1
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	2
	Others (Please Specify) 其他 (請列明)	

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

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

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

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

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

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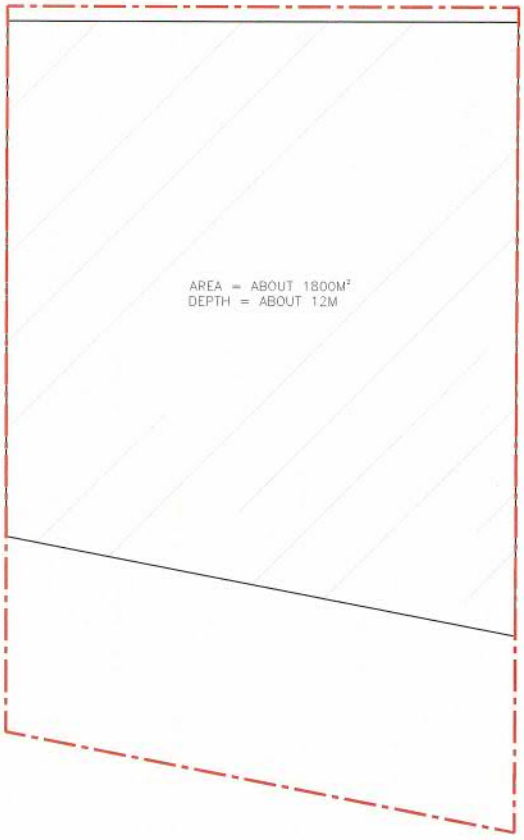

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Excavation Area Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

ARUP

By Fax (2877 0245) and Email (tpbpd@pland.gov.hk)

8 August 2025

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

Your ref TPB/A/K15/132
Our ref 298523/00/MYNL/LYRC/05588

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

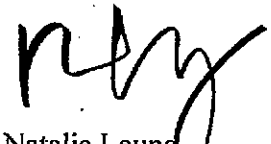
Submission of Consolidated Set

We refer to the captioned S16 Planning Application. As requested by the Kowloon District Planning Office of the Planning Department, we hereby submit 10 hard copies of the Consolidated Set of the Final Supporting Planning Statement with Final Technical Assessments **(Attachment A)** and Further Information Submissions with Response to Comment Tables **(Attachments B to G)** that have been accepted by the Town Planning Board (TPB) for your consideration.

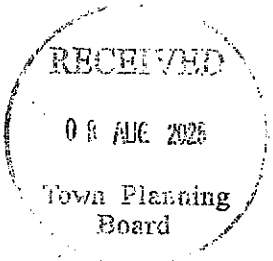
Please note that the above only serve as a consolidated version of previous Further Information Submissions already accepted by the TPB and have not involved any new information/findings of the technical assessments nor changes in the scheme, and thus should be exempted from recounting requirement.

We sincerely seek for favourable consideration from TPB to approve this S16 Planning Application. Should you have any queries, please contact the undersigned or our Mr. Ryan CHAN at [redacted].

Yours faithfully,



Natalie Leung
Associate Town Planner



d [redacted]
e [redacted]

Encl. - Consolidated Set of Final Supporting Planning Statement and Final Technical Assessments **(Attachment A)**
- Further Information with Response-to-Comments Table **(Attachments B to G)**

cc - DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
- DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
- Client

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Consolidated Set

Supporting Planning Statement with Final Technical Assessments & Further Information with Responses to Comments Table

August 2025

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

Arup Hong Kong Limited
Level 5 Festival Walk
80 Tat Chee Avenue
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ARUP

Attachment A

Final Supporting Planning Statement with Final Technical Assessments

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Supporting Planning Statement

V4 | August 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

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Executive Summary

Pursuant to Section 16 of the Town Planning Ordinance (TPO), this Supporting Planning Statement is submitted to seek approval from the Town Planning Board (TPB) for the Proposed Flat, Shop and Services, and Eating Place with Minor Relaxation of Plat Ratio (PR) and Building Height (BH) Restrictions (Proposed Scheme) in "Residential (Group E)" ("R(E)") zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (the Application Site).

The Application Site, with an area of about 2,419m^2, is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) and conveniently located in proximity to the Yau Tong Mass Transit Railway (MTR) Station to its northeast within walkable distance. It falls within the "R(E)" zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27 with the planning intention of "*phasing out of existing industrial uses through redevelopment (or conversion) for residential use*", subject to a maximum domestic PR of 5.0, maximum non-domestic PR of 1.0 and maximum BH restriction of 80 metres above Principal Datum (mPD).

With full respect of the planning intention of the "R(E)" zone, the Applicants would like to optimise the valuable land resources at the Application Site, which is now occupied by an existing industrial building (IB) (i.e. Wah Tung Godown), to provide a residential development with retail uses as well as an additional waterfront promenade open for public enjoyment in support of the ongoing transformation of YTIA into a quality seaside residential neighbourhood.

In order to optimise the valuable land resources at the urban centre, create a vibrant waterfront promenade connecting to the adjoining site zoned "Comprehensive Development Area (1)" ("CDA(1)") and provide additional pedestrian improvement measures serving the community, this Planning Application seeks a minor relaxation of domestic PR restriction from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD.

The Proposed Scheme with additional waterfront promenade open for public enjoyment is fully justified due to the following planning and design merits:

- Realising the Planning Intention of the "R(E)" zone with Provision of an Additional Waterfront Promenade for Public Enjoyment;
- Echoing with the Government's Prevailing Policy to Secure Minimum Flat Sizes and Optimize Flat Supply at Urban Centre;
- Responding to Local Needs by Reserving Suitable Retail Floor Space for a Vibrant Living Environment;
- Fostering a Connected Waterfront Experience in Kowloon East;
- Introducing Multiple Planning and Design Merits to Enhance the Pedestrian Connectivity and Comfort;
- Respecting the Harbour Vision Statement and the Harbour Planning Principles;
- Respecting the Distinct Gradation of Building Height Profile Towards the Harbourfront and

Ensuring Compatibility with the Surrounding Context;

- Resulting in NO Adverse Impact to the Surroundings; and
- Establishing a Desirable Precedent of Residential Development with a Quality Waterfront Promenade for Public Use Aspired to Enhance Living Quality in Yau Tong.

The Applicants have demonstrated his genuine intention and commitment in taking forward the Proposed Scheme at the Application Site. In light of the planning merits and justifications put forward in this Supporting Planning Statement, we sincerely seek the favourable consideration from the TPB to give support to this well justified Section 16 Application.

行政摘要

（內文如與英文版本有任何差異，應以英文版本爲準）

本規劃申請根據《城市規劃條例》第 16 條，就位處九龍油塘東源街 4 號劃作「住宅（戊類）」地帶的用地（申請地點），提出擬議分層住宅、商店及服務行業及食肆，並略為放寬地積比率及建築物高度限制（擬議發展方案），向城市規劃委員會提出申請，並遞交本規劃綱領。

申請地點面積約為 2,419 平方米，位處於油塘工業區的西北邊緣。申請地點位置交通便利，油塘港鐵站位處其東北方，並在步行距離之內。申請地點位於茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/27（分區計劃大綱圖）的「住宅（戊類）」地帶，規劃意向主要是「*透過進行重建或改建計劃而逐步淘汰現有的工業用途，使改作住宅用途*」。此地帶准許的最高住用地積比率為 5.0 倍，最高非住用地積比率為 1.0 倍，最高建築物高度限制則為主水平基準以上 80 米。

擬議發展方案是為積極回應「住宅（戊類）」地帶的規劃意向，申請人旨在善用申請地點（現為工業大廈（華東貨倉））的珍貴土地資源，發展成具備住宅、零售餐飲以及額外海濱長廊的發展項目，以支持油塘工業區持續轉型成為優質的海濱居住社區。

為了善用位處城市中心地段的珍貴土地資源，並與毗鄰劃為「綜合發展區(1)」地帶的用地營造具活力的海濱環境，並提供額外行人改善措施以回應當區居民需要，本規劃申請擬議略為放寬最高住用地積比率限制由 5.0 倍增至 6.0 倍及建築物高度限制由主水平基準以上 80 米增至主水平基準以上 100 米。

擬議發展方案具備額外海濱長廊，將可為公眾帶來以下的規劃及設計增益：

- 實現「住宅（戊類）」地帶的規劃意向，並提供海濱長廊供公眾使用；
- 呼應政府現行政策，保證擬議分層住宅單位均達至規定的單位面積下限，並且在市中心位置增加房屋供應；
- 回應區內需求預留適當的零售樓面面積，營造具活力的生活環境；
- 提供額外海濱長廊供公眾使用，締造東九龍的連貫海濱體驗；
- 提供多項規劃及設計增益，旨在提升行人暢達度及舒適度；
- 充分尊重海港規劃原則及指引；
- 尊重區內分明層次、並向海濱方向遞減的建築物高度輪廓，確保與附近環境相協調；
- 不會對周邊帶來負面影響；及
- 成為住宅項目的良好先例，提供的海濱長廊供公眾使用以提升區內生活質素。

申請人對推進此項目，持有誠懇和積極的態度。基於本規劃綱領所闡述的規劃優點和理據，我們誠懇地希望是次規劃許可申請能獲得城規會的支持。

ARUP

1. INTRODUCTION

1.1.1 Pursuant to Section 16 of the Town Planning Ordinance (TPO), this Supporting Planning Statement is prepared and submitted to seek approval from Town Planning Board (TPB) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio (PR) and Building Height (BH) restrictions (Proposed Scheme) in the "Residential (Group E)" ("R(E)") zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (Application Site).

1.1.2 The Application Site, with an area of about 2,419m^2, is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) where the Yau Tong Mass Transit Railway (MTR) Station is at its northeast within a walkable distance. The Application Site is currently occupied by an existing Industrial Building (IB) (i.e. Wah Tong Godown).

1.1.3 The Application Site falls within "R(E)" zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP). According to the Notes of the OZP, the planning intention for "R(E)" zone is for "*phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the TPB*". As specified in the Schedule I of the "R(E)" zone in the Notes of the OZP, the proposed 'Flat', 'Shop and Services' and 'Eating Place' uses are all under Column 2 uses. Hence, a Section 16 Application is herewith submitted to seek approval from the TPB.

1.1.4 According to the OZP and Remark (1) for "R(E)" zone of the Notes, the Application Site is subject to a maximum domestic PR of 5.0 and maximum non-domestic PR of 1.0, or the PR of existing building(s); and a maximum BH of 80mPD, or the height of the existing building(s), whichever is the greater. In addition, Remark (6) for "R(E)" zone also indicated that minor relaxation of the PR/BH restrictions may be considered by the TPB based on the individual merits of a development or redevelopment proposal.

1.1.5 With a view to addressing the acute demand on territorial housing needs, the Government has paid the best of its endeavour to increase housing supply from public and private initiatives, as well as impose a minimum flat size requirement of 26m^2 (i.e. 280ft^2) for residential plots in recent land sale. In accordance with the Government's aspiration, the Applicants intend to realise the planning intention of the subject "R(E)" zone to phase out existing industrial uses through redevelopment for residential use in order to address the industrial/residential (I/R) interface problem. Despite that the Application Site does not fall within the planning briefs (PBs) for the Yau Tong Bay (YTB) and the YTIA "Comprehensive Development Area" ("CDA") zones, the Applicants have taken initiative to provide an additional waterfront promenade of not less than 15m-wide within the Application Site alongside with a 5m-wide public passageway connecting to the Tung Yuen Street, to link up with waterfront area of Lei Yue Mun, Yau Tong Bay and Kai Tak and form a continuous waterfront promenade in East Kowloon. The said waterfront promenade and 5m-wide public passageway from Tung Yuen Street will be opened on a 24/7 basis for public enjoyment. Besides, opportunities are also taken to provide retail facilities and pedestrian comfort improvement measures to activate local streets and enhance walkability. Therefore, this Application also seeks minor relaxation of PR and BH in support of the various initiatives mentioned above to serve territorial housing need and for an enhanced living environment.

1.1.6 The Proposed Scheme, comprising one 22 to 28-storey residential tower with BH of 80 to 100mPD above a 2-storey podium for 'Shop and Services' and 'Eating Place' uses plus two basement levels for car parking and loading/unloading (L/UL) spaces as well as a an additional waterfront promenade of not less than 15m-wide, seeks minor relaxation of domestic PR from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD. With the fact that about one-fourth of the Application Site has been assigned for the additional waterfront promenade for public enjoyment on a 24/7 basis, as well as to accommodate the provision of more residential flats (minor relaxation of domestic PR1), minor relaxation of BH (i.e. from 80mPD to 100mPD) for inland portion of the Application Site along Tung Yuen Street will be needed. Notwithstanding this, the Proposed Scheme would be compatible with the BH profile across Tung Yuen Street and respect the overall stepped BH profile concept for the YTIA. Overall speaking, approval of the Proposed Scheme would set a desirable precedent to facilitate the transformation of the YTIA into a quality seaside residential living neighbourhood.

1.1.7 This Supporting Planning Statement is to provide TPB with relevant information including Landscape Master Plan (LMP) and Tree Treatment Proposal, Traffic Impact Assessment (TIA), Drainage and Sewerage Impact Assessment (DSIA), Environmental Assessment (EA), Air Ventilation Assessment (AVA), Air Quality Impact Assessment (AQIA) and Visual Impact Assessment (VIA), which ascertain the technical feasibility of the Proposed Scheme for this Section 16 Application. It is structured as below:

- **Section 2** provides a brief description of the Application Site and its surrounding context;
- **Section 3** presents the planning context of the Application Site;
- **Section 4** details the Proposed Scheme in relation to general planning and design principles, and key development parameters;
- **Section 5** illustrates the planning justifications in support of this Planning Application; and
- **Section 6** concludes the whole Supporting Planning Statement.

1.1.8 We sincerely seek favourable consideration from the TPB to grant approval to this well justified Section 16 Application.

2. SITE CONTEXT

2.1 Location

2.1.1 The Application Site is located at No. 4 Tung Yuen Street, Yau Tong with a site area of about 2,419m^2. The Application Site situates at the northwestern fringe of YTIA and is accessible from Tung Yuen Street.

2.1.2 Please refer to **Figure 2-1** for the location of the Application Site.

2.2 Land Status

2.2.1 The Application is held under the Yau Tong Marine Lot (YTML) No. 70 and the applicants are the owners of YTML No. 70.

2.2.2 Please refer to **Figure 2-2** for the land status of the Application Site.

2.3 Existing Land Use

2.3.1 The Application Site is currently occupied by a 7-storey IB for godown use (i.e. Wah Tung Godown).

2.3.2 Please refer to **Figures 2-3** for the existing condition of the Application Site.

2.4 Surrounding Land Uses

2.4.1 With rapid transformation taking place in the YTIA over the past decade, the Application Site is currently surrounded by a cluster of existing/planned residential developments intermixed with existing industrial developments. High-dense residential developments including Peninsula East, Montego Bay, The Spectacle, Maya, Canaryside, Ocean One and One East Coast and other planned residential development can be found within the YTIA. Besides, some of the existing public housing developments within Yau Tong including Ko Chun Court, Ko Yee Estate, Yau Mei Court, Yau Tong Estate, Lei Yue Mun Estate and other planned developments can also be found on the rising topographies towards the northwest.

2.4.2 To the **immediate north** across Ko Fai Road, **further northeast** and **further north** across the open water of the YTB are mainly the vacant land with a few existing individual industrial developments within the YTB "CDA" zone. The whole YTB "CDA" site is the subject of an Approved Application No. A/K15/130 for a comprehensive development with minor relaxation of PR restriction from 4.5 to 5 (Approved YTB Development). The Approved YTB Development includes a total of 29 residential towers at T1 to T14 and T17 as well as three hotels at T15, T16 and T18 with a stepped BH profile descending from 120mPD to 60.5mPD and 72mPD at the western and northern end of the "CDA" zone respectively. Whilst the site of Wing Shan Industrial Building is the subject of a partially agreed S12A Application No. Y/K15/6 for commercial development with BH of not more than 120mPD, the site of Yau Tong Ice Plant is the Development Site of

Approved Application No. A/K15/130 (or Phase III of the whole YTB "CDA" development) for residential development with BH of 115mPD. Besides, there is a long-term planning intention from the Government for a waterfront promenade of not less than 15m-wide along YTB. The proposed waterfront promenade will connect Lei Yue Mun, Yau Tong to Cha Kwo Ling and further to the Kowloon East area.

2.4.3 To the **immediate south** is an existing CBP and a planned comprehensive residential development under Approved Application No. A/K15/122 (i.e. The Coast Line I & II under construction) (80 to 100mPD) within the waterfront portion of the "CDA(1)" site and the inland portion of the "CDA(1)" site across Tung Yuen Street. To the **further south**, the "CDA(2)" zone is currently occupied by Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market. To the **southeast** across Shung Wo Path are the planned comprehensive residential development (80mPD to 100mPD) under Approved Application No. A/K15/126 within the waterfront portion and inland portion of "CDA(3)" zone, and another planned comprehensive residential development (80mPD) under the Approved Application No. A/K15/121 within "CDA(4)" zone. To the **further southeast** bounded by Yan Yue Wai is Montego Bay (80mPD to 100mPD) within the "CDA(5)" zone. Similar to the YTB "CDA" zone, there is a long-term planning intention for a waterfront promenade of not less than 15m-wide along the YTIA as specified in the PB of the YTIA and designated in the OZP. The waterfront promenade will connect Lei Yue Mun to YTB and Cha Kwo Ling and further to the Kowloon East area. To the **further southeast** beyond Shung Shun Street are Sam Ka Tsuen Ferry Pier, Lei Yuen Mun Typhoon Shelter Breakwater Sitting Out Area and Sam Ka Tsuen Typhoon Shelter.

2.4.4 To the **immediate east** and **southeast** across Tung Yuen Street are "R(E)" zones and the inland portion of "CDA(1)", "CDA(3)" and "CDA(5)" zones with BH restriction of 100mPD. To the **further east** and **further southeast** bounded by Shung Yiu Street or across Yan Yue Wai are the other two "R(E)" zones with BH restrictions of 100mPD and 120mPD. Whilst there is an existing residential development with BH exceeding the restriction as stipulated in the OZP (i.e. Peninsula East (147mPD)), the BH bands of about 100mPD and 120mPD among the stepped BH profile descending from towards the waterfront can still be formed alongside with other planned comprehensive/residential developments to the east of Tung Yuen Street. Other than those existing/planned residential developments, some existing IBs also can be identified in these zones, including Gloria Weaving & Knitting Factory Limited to be developed as transitional housing via wholesale conversion[1].

2.4.5 To the **east** and **southeast** beyond Sze Shan Street are other "R(E)" zones with BH restrictions of 120mPD and 140mPD respectively. High-rise residential developments including Canaryside (140mPD), Ocean One (120mPD), The Spectacle (148mPD) and Maya (140mPD) can be found within the two "R(E)" zones to the east of Sze Shan Street, forming other two BH bands of about 120mPD and 140mPD among the stepped BH descending towards Yau Tong waterfront. Except those residential developments, a few Government, institution or community (G/IC) facilities including Sze Shan Street Cooked Food Market and Chung Pak Healthcare Services Complex can also be found. Sam Ka

[1] The transitional housing project 'Light Factory' for about 166 units and about 560 population at the Tung Yuen Street No.1 is estimated to be completed by Q3 2024 via wholesale conversion of the existing IB. For details, please refers to Housing Bureau's website (https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details_98.html).

Tsuen Recreation Ground zoned "Open Space" is located in between in these two "R(E)" zones.

2.4.6 To the **further east** beyond Cha Kwo Ling Road are a cluster of existing/planned public housing developments with GIC facilities, including Ko Chun Court (122mPD to 124mPD), Ko Yee Estate (65mPD to 115mPD), Yau Mei Court (150mPD to 154mPD), Yau Tong Estate (132mPD to 144mPD), Lei Yue Mun Estate Phase I to III (126mPD to 151mPD), planned Lei Yue Mun Estate Phase IV (150mPD), planning public housing development with minor relaxed BH at Pik Wan Road (185mPD approved under Application No. A/K15/123) and other planned developments. Situating at the rising topographies of Chiu Keng Wan Shan and Devil's Peak, those existing/planned public housing generally would form part of the highest BH bands of the stepped BH profile in Yau Tong area.

2.4.7 To the **west** of Application Site is the Victoria Harbour.

2.4.8 Please refer to **Figures 2-4a** and **b** for the surrounding context of the Application Site, which illustrate the rapid transformation of the YTIA to a residential neighbourhood. **Table 2-1** summarizes the details of major approved/agreed planning applications by the Town Planning Board in the surroundings of the Application Site.

Table 2-1 Major Approved / Agreed Planning Applications

Application No.	Location	Land Use Zoning(s)	Approved / Agreed Proposal	Proposed PR(s)	Proposed BH(s)
A/K15/121	Yau Tong Marine Lots 58, 59, 60, 61 and 62, and Adjoining Government Land, 18 Tung Yuen Street, Yau Tong	"CDA(4)" and area shown as 'Road'	Proposed Residential Development	Total PR of 5	80mPD
A/K15/122	5 and 8 Tung Yuen Street, Yau Tong	"CDA(1)"	Proposed Comprehensive Residential Development	Total PR of 5	80 to 100mPD
A/K15/123	Pik Wan Road Site B, Junction of Pik Wan Road and Ko Chiu Road, Yau Tong	"R(A)"	Proposed Minor Relaxation of BH Restriction for Permitted Public Housing Development	Domestic PR of 7.5	185mPD* * Minor Relaxation of BH Restriction from 150mPD to 185mPD (+23.3%)

Application No.	Location	Land Use Zoning(s)	Approved / Agreed Proposal	Proposed PR(s)	Proposed BH(s)
A/K15/126	Yau Tong Inland Lots 4 S.B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street, Yau Tong	"CDA(3)"and area shown as 'Road'	Proposed Comprehensive Residential Development (Amendments to an Approved Scheme)	Total PR of 5	80 to 100mPD
A/K15/127	8 Sze Shan Street, Yau Tong, Kowloon	"R(E)"	Proposed Residential cum Commercial Development	Domestic PR of 5 & Non-domestic PR of 6	120mPD
A/K15/129	18-20 Sze Shan Street, Yau Tong, Kowloon	"R(E)"	Proposed Minor Relaxation of Domestic and Non-domestic Plot Ratio Restriction for Flat and Permitted Shop and Services, Eating Place and Social Welfare Facility (Day Care Centre for the Elderly)	Domestic PR of 6 & Non-domestic PR of 1.301* * Minor Relaxation of Domestic PR from 5 to 6 (+20%) & Non-domestic PR from 1 to 1.301 (+30.1%).	120mPD
A/K15/130	Various Lots and Adjoining Government Land at Yau Tong Bay, Yau Tong, Kowloon	"CDA"	Proposed Comprehensive Development (including Commenced Phases I and II Developments, and Proposed Phase III and Remaining Phases Development for Residential, Hotel, Commercial, Public Utility Installation (Gas Pigging Station) and Marine Related Facility (Landing Steps)) and Minor Relaxation of Plot Ratio Restriction	Total PR of 5* * Minor Relaxation of PR from 4.5 to 5.0 (+11%)	Domestic: 72 to 120mPD Non- Domestic: 60.5 to 85mPD
Y/K15/6	Yau Tong Marine Lots 73 and 74 in Yau Tong Bay, Yau Tong, Kowloon	Rezone from "CDA" to "Commercial (1)"	Proposed Commercial Development	Non-domestic PR of 11*	120mPD

2.5 Accessibility

2.5.1 Vehicular and pedestrian access to the Application Site can be made via Tung Yuen Street, which directly connects to Ko Fai Road. Tung Yuen Street runs in a general north-south direction in the YTIA, linking up Lei Yue Mun and Yau Tong.

2.5.2 The Application Site is conveniently served by road-based and rail-based public transport services. Franchised bus and green minibus services are available in the surroundings with about 50m walking distance to the nearest stops on Shung Tak Wai. Regular public transport services to/from Lei Yue Mun, Lam Tin and Tsim Sha Tsui are available. Two Public Transport Interchanges, namely Yau Tong Public Transport Interchange under Domain Mall and Lei Yue Mun Estate Public Transport Interchange, are located at the northeast of the Application Site within about 800m walking distance. The Application Site is also located in proximity to the Yau Tong MTR Station with about 600m walking distance to the closest exit (Exit A2). In addition, ferry services to/from Sai Wan Ho and Tung Lung Chau are also available at the Sam Ka Tsuen Ferry Pier.

3. PLANNING CONTEXT

3.1 Land Use Zoning

3.1.1 The Application Sites designated as "R(E)" zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27. The Notes of the OZP states that the "R(E)" zone is "*intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to TPB*".

3.1.2 According to Schedule I of the Notes of the "R(E)" zone for open-air development or for buildings other than industrial or industrial-office building, 'Flat', 'Shop and Services' and 'Eating Place' are all Column 2 uses which may be permitted with or without conditions on application to TPB. In addition, 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements; or in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. It is also stated in Remarks (1) in the Notes that "*no new development or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 5.0 and a maximum non-domestic plot ratio of 1.0*". As stipulated in the OZP, the Application Site is subject to a maximum BH of 80mPD, or the height of the existing building, whichever is the greater.

3.1.3 Moreover, Remark (5) in the Notes states that "*where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.*"

3.1.4 Remark (6) in the Notes also states that based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR or BH restriction may be considered by the TPB on application under Section 16 of the TPO.

3.1.5 According to the Explanatory Statement (ES) of the OZP, the "R(E)" zone is "*intended to encourage the phasing out of non-conforming industrial uses and residential development may be permitted with or without conditions on application to the TPB. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential I/R interface problems*". In addition, the specific controls on PRs in the Notes, i.e. a maximum domestic PR of 5.0 and non-domestic PR of 1.0, are stipulated "*in order to restrain traffic growth which will otherwise overload the existing and planned transport network*". Meanwhile, it is also specified in the ES that "*to provide design/architectural flexibility, minor relaxation of the PR/BH restrictions may be considered by the TPB on application under Section 16 of the TPO. Each application will be considered on its individual merits*".

3.1.6 Please refer to **Figures 3-1a** to **3-1c** and **Figures 3-2a** to **3-2b** for the respective Plan and extracts of the Notes and ES of the OZP.

3.2 Departmental Plan Footpath Requirement

3.2.1 According to the Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (ODP) No. D/K15C/1B-A, the boundary of the development along Tung Yuen Street is required to be set back for provision of 3.5m-wide footpath to improve pedestrian circulation of the YTIA area. Apart from respecting the ODP requirement, the Applicants are keen to explore further setback within the Application Site to provide a more comfortable pedestrian environment (with a total of 5m) with landscaping for the local community.

3.2.2 Please refer to **Figure 3-3** and **Figures 3-4a** and **3-4b** for the relevant extracts of the Plan and Explanatory Statement of the ODP.

3.3 Planning Briefs for the five "CDA" zones in the Yau Tong Industrial Area and the "CDA" zone in the Yau Tong Bay adjoining the Application Site

3.3.1 With full respect of the planning intentions of surrounding sites in the YTIA and the YTB in proximity to the Application Site, the two PBs for the sites zoned "CDA" in the YTIA and the YTB have been taken into the account during the planning and design process for the Proposed Scheme despite the fact that the Application Site fall outside these "CDA" zones.

3.3.2 The "CDA" sub-zones in the YTIA and the "CDA" zone in the YTB are both intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. These "CDA" zones are subject to maximum BHs ranging from 80mPD to 120mPD with a distinct gradation of height profile with descending BH towards the harbourfront.

3.3.3 Moreover, both PBs requires a public waterfront promenade of not less than 15m-wide along the Yau Tong waterfront, which is intended to create a continuous waterfront promenade connecting to the Kai Tak Development Area and Lei Yue Mun Village. Being also a waterfront site along the YTIA, the Applicants are intended to provide a voluntary waterfront promenade open for public enjoyment on a 24/7 basis, with a width of not less than 15m-wide within the Application Site to connect to the wider waterfront framework for Kowloon East.

3.4 Pedestrian Comfort along Tung Yuen Street

3.4.1 Currently, the narrow street frontage with limited landscaping resources along Tung Yuen Street has hinder pedestrian comfort and walking experience.

3.4.2 With the intention to enhance pedestrian environment along Tung Yuen Street, in addition to the footpath of 3.5m-wide required under the ODP, this additional space will not only provide more room for pedestrians, but also provide opportunities for street furniture, greenery, and amenities to create a more comfortable, and aesthetically pleasing environment for pedestrians along Tung Yuen Street.

3.5 Recent Government Initiative to Improve Living Spaces in Private Residential Developments

3.5.1 On 24 February 2022, the Development Bureau (DEVB) announced that a minimum flat size requirement, i.e. saleable area of each residential unit should be less than 26m^2 (or about 280ft^2), would be applied to all to all Government land sale, railway property development projects, projects of the Urban Renewal Authority as well as lease modification/land exchange applications for other private residential development projects. The minimum flat size requirement would also apply to all new applications for the relevant private treaty grants, lease modifications or land exchanges received by the Lands Department from 25 February 2022 onwards. To respond the recent Government initiative, the Proposed Scheme will provide residential flats with a minimum flat size of not less than 26m^2 to improve the living space.

3.6 Government's Initiative to Allow Minor Relaxation of Maximum Domestic PR by 20%

3.6.1 Since the 2014 Policy Address, the Government has indicated that "*except for the north of Hong Kong Island and Kowloon Peninsula which are more densely populated, the maximum domestic PRs that can be allowed for housing sites located in the other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. In accordance with the established practice, the Government will duly consider factors such as traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the Proposed Scheme in the area concerned*" [2]. With a view to optimise the precious land resources for increasing housing supply at the Application Site where situates at Density Zone 1 in the Main Urban Area well-served by existing public transport and infrastructure, the Proposed Scheme would take into account the consideration factors listed above for examining the feasibility of applying for minor relaxation of domestic PR at the Application Site.

[2] Paragraph 1.1.3 of Chapter 2, Hong Kong Planning Standards and Guidelines

4. THE PROPOSED SCHEME – RESIDENTIAL DEVELOPMENT WITH RETAIL FACILITIES AND ADDITIONAL WATERFRONT PROMENADE FOR PUBLIC ENJOYMENT

4.1 Fostering a Quality Seaside Residential Development along the Yau Tong Harbourfront to Phase Out the Existing Industrial Uses

4.1.1 To echo with the planning intention to phase out industrial operations, the YTIA was rezoned from "Industrial" zone to other zonings for residential development in 1998, including the "R(E)" zone at Application Site. Meanwhile, the surrounding sites of the Application Site were also rezoned to "CDA" sub-zones to share the similar planning intention to facilitate comprehensive development/redevelopment for residential and/or commercial uses with the provision of waterfront promenade open space and other community and supporting facilities for phasing out existing industrial use. Since then, the transformation in the YTIA is taking shape in recent years from a traditional industrial area to a residential area.

4.1.2 Over the years, there has been an increasing territorial demand for housing supply as well as public aspiration for quality of living environment, especially in the compact urban environment. Therefore, the Applicants have genuinely put forth the vision of **Fostering a Quality Seaside Residential Development Aspired to Enhance Living Quality in Yau Tong** for the Proposed Scheme to set a desirable precedent in support of the ongoing transformation of the YTIA. The Proposed Scheme with minor relaxation of PR and BH restrictions for providing flats in decent sizes and other planning and design merits including an additional waterfront promenade and the associated public passageway, a setback for provision of footpath under ODP requirement and additional setback to improve pedestrian comfort, would not only in line with the planning intention of "R(E)" zone to phase out the existing incompatible industrial land use, but foster a quality residential development at the YTIA by providing considerable public planning gains.

4.2 General Planning and Design Principles

4.2.1 **Contributing to Additional Private Housing Supply while Enhancing Liveability** – Situating at an urban centre location conveniently served by public transport services, there is an opportunity to optimise the precious land resource at the Application Site for contributing to the housing supply at the territorial level. Meanwhile, the Proposed Scheme would fully align with the latest Government policy of minimum flat size requirement of 26m^2 to enhance liveability. Therefore, the Applicants seek minor relaxation of domestic PR from 5.0 to 6.0 to facilitate the provision of additional private housing flats (equivalent to an additional about 60 units) with enhanced living space in the proposed residential development at the Application Site.

4.2.2 **Providing an Additional Waterfront Promenade to Celebrate the Iconic Victoria Harbourfront –** the Applicants have taken initiative to provide a voluntary waterfront promenade of not less than 15m-wide within the Application Site, along a 5m-wide

covered public passageway adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors, connecting to Tung Yuen Street. The additional waterfront promenade, owned by the Applicants, will be open for public enjoyment on a 24/7 basis and the Applicants would take up the responsibility for its construction, maintenance and management, ensuring it is a well-maintained and inviting space for all visitors. Upon its completion, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. The landscape design will also be coherent with the adjoining waterfront promenade for coherent walking experience along the harbourfront.

4.2.3 **Enhancing Pedestrian Connectivity and Comfort in addition to the Planned Setback –** To fully respect the ODP requirements, a full-height setback of about 5m-wide from Tung Yuen Street, of which including a footpath of 3.5m-wide under ODP requirement and an additional setback of 1.5m-wide within the Application Site, is incorporated in the Proposed Scheme to improve pedestrian circulation in the YTIA. Tree plantings will also be provided to further improve pedestrian comfort and walking experience.

4.2.4 **Respecting the Harbour Planning Principles and Guidelines and Local Expectations –** In view of the harbourfront location of the Application Site, the planning and design of the Proposed Scheme has fully respected the Vision and Mission Statements as well as the Harbour Planning Principles and Guidelines promulgated by the former Harbourfront Enhancement Committee. Besides, the Proposed Scheme with a voluntary waterfront promenade for public enjoyment would also respect the Harbour Planning Guidelines and relevant Urban Design Guidelines in Chapter 11 of HKPSG to "*bring people to the harbour and the harbour to the people*".

4.2.5 **Providing Suitable Amount of Non-domestic Floor Space for Retail Uses to Serve Surrounding Residents –** Respecting the planning intention of "R(E)" zone, the Proposed Scheme would obtain PR of 0.9 for non-domestic uses, in the form of 'Shop and Services' and 'Eating Place' uses at the lower floors of the Proposed Scheme. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade would create active frontages for a more vibrant street life and serve local essential needs.

4.2.6 **Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront –** Despite the proposed residential band in the inland portion is with a minor relaxed BH of 100mPD, the residential band fronting the Victoria Harbour would be kept at 80mPD, which is fully in line with the BH restriction on the "R(E)" zone along the waterfront. Besides, the relaxed BH for the residential band at inland portion will not exceed the BH restriction (i.e.100mPD) across Tung Yuen Street. The stepped BH profile for the Proposed Scheme will maintain the distinct gradation of height profile with descending BH towards the harbourfront, while at the same time accommodate additional flat supply and the additional waterfront promenade, resulting in a win-win scenario.

4.2.7 Please refer to the architectural layout of the Proposed Scheme in **Appendix A**, as well as the summary of planning and design merits of the Proposed Scheme in **Appendix B**.

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	-
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691.1m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177.1m^2 [2]	-
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.081 [3] (to be included in Domestic PR) (Not more than 197.93m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
Floor-to-Floor Height	N/A	Basement: about 4.5m Retail: about 4.5-5.5m Clubhouse: about 3.9m Transfer Plate: about 1.85m	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
		Typical Residential: about 3.15m	
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	Total area of not less than 855m^2, which includes a voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20% [5]	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	66 (incl. 2 accessible car parking spaces)	
- Residential	N/A	53	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	6	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m^2) and SC of 0.256% will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR and SC will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design

stage, nevertheless, the bonus PR and SC have been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

[5] The total greenery provision is located at Primary Zone, i.e. 15m vertical zone, of the Application Site which accounts for not less than 20% of SC of greenery.

4.4 Building Design Concept

Stepped Building Height Design that is Compatible with the Building Height Profile of Surroundings

4.4.1 With a view that about one-fourth of the site area (i.e. about 608m^2) has been designated for the waterfront promenade open for public enjoyment on a 24/7 basis, there are limited room within the Application Site to accommodate the optimised residential floor space and retail uses within the BH restriction of 80mPD stipulated on the "R(E)" zone.

4.4.2 To respect the stepped BH profile in the Yau Tong area, a stepped BH design descending towards the harbourfront are proposed for the Proposed Scheme. In the current architectural design, most of the Proposed Scheme still complies with the BH restriction of 80mPD while only one residential band in the inland portion of the Application Site is with BH of 100mPD, which is not higher than the BH restriction of adjacent developments across Tung Yuen Street, ensuring compatibility.

Compliance with Relevant Provisions of Sustainable Building Design Guidelines (SBDG)

4.4.3 The building design of the Proposed Scheme complies the SBDG as stipulated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-152) issued by the Buildings Department.

Building Separation

4.4.4 The Application Site is less than 20,000m^2 in area with continuous projected façade of less than 60m. Therefore, the requirement on building separation is not applicable.

Building Setback

4.4.5 Since Tung Yuen Street is wider than 15m, no further setback from the street is required under the SBDG requirement. Notwithstanding this, a full-height setback of 5m-wide is proposed from Tung Yuen Street road kerb for provision of the 3.5m-wide footpath under ODP requirement and a further full-height setback of 1.5m-wide abutting the building façade. Tree planting is also proposed at the northwestern end of the proposed setback.

Greenery

4.4.6 Since the area of the Application Site is more than 1,000m^2 and less than 20,000m^2, the minimum site coverage of greenery of 20% of the site area, i.e. not less than 484m^2 to be provided in accordance to PNAP APP-152.

4.5 Landscape Design

Design Objective

4.5.1 The primary landscape objectives of the Proposed Scheme are:

To generate suitable massing, composition and arrangement of development that initiates renovation process with the surrounding context;

- To integrate the Proposed Development with the waterfront and waterfront promenade;
- To provide linkage and connections from Tung Yuen Street to the waterfront promenade;
- To provide a quality and sustainable living environment for future occupants; and
- To maximise greening opportunities and create a high-quality environment for the residents and the public.

Landscape Design Concept

4.5.2 The landscape framework of the Proposed Scheme is summarised as follow:

- **Waterfront Promenade of not less than 15m-wide** – The design of the waterfront promenade is intended to encourage social interaction and harbour-viewing, as well as linking up Tung Yuen Street to the waterfront via a Public Passage on G/F level. The design of the waterfront promenade will make reference to the "CDA(1)" zone waterfront promenade for compatibility in a broader context.
- **Design of the Waterfront Promenade within the Application Site** – Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscape. Colour paving and patterns will be used to delineate the waterfront promenade and adjacent Proposed Development to create an inviting environment upon which pedestrians will feel safe and comfortable. Seating benches, wooden deck and ornamental planting will be provided for public enjoyment on a 24/7 basis.
- **Streetscape along the Tung Yuen Street** – Paving pattern facing Tung Yuen Street will be matching with the Footpath outside the Lot to create a smooth transition. A canopy tree facing Tung Yuen Steet will be provided at the entrance ramp to basement carpark as streetscape enhancement.
- **Podium Landscape** – The open space within Proposed Development is featured by a dynamic landscape area at podium level to create a relaxed and informal outdoor space for enjoyment of future users. Viewing deck, swimming pool, outdoor lounge area will be provided for relaxation and leisure.
- **Amenity planting** – A combination of trees and shrub planting will be provided

throughout the development. The planting incorporates a varied planting palette to yield changing variety and seasonal interest.

- **Peripheral Planting** – In order to minimise the visual impact to the surrounding, shrubs are planted as much as possible along the northern boundary to soften the building façade.

Provision of Open Space

4.5.3 Not less than 855m^2 open space will be provided within the Application Site, which fulfil the requirement of 1m^2/person according to the Hong Kong Planning Standards and Guidelines.

Tree Treatment Proposal

4.5.4 According to the recent site survey, 7 nos. of existing trees are identified within the Application Site. Among them, *Ficus microcarpa* is the dominant species (28%). Other species include *Morus alba*, *Pachira aquatica*, *Dimocarpus longan*, *Ficus subpisocarpa* and *Leucaena leucocephala*.

4.5.5 All **7** nos. of existing trees are in 'fair' to 'poor' health condition and form, and are growing in constrained environment with unrecoverable health and structural problem. Since they are in direct conflict with the Proposed Development, all trees are proposed to be *Felled*. To replenish the loss of greenery, 7 nos. new trees of higher aesthetic and ecological value will be planted.

4.5.6 No endangered tree species under the listing in 'Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)' was identified in the tree survey. Additionally, no 'Champion' trees observed within the Site or its periphery.

4.5.7 Please refer to Landscape Master Plan and Tree Treatment Proposal in **Appendix C** for details.

4.6 Traffic and Transport Arrangement

Vehicular Access and Connectivity

4.6.1 Vehicular Access to the Proposed Scheme is provided at Tung Yuen Street, which is a major road connecting to Ko Fai Road at its western end and to Shung Shun Street at its eastern end. Both of which are well-connected to Cha Kwo Ling Road and Ko Chiu Road, providing external linkage to Eastern Harbour Crossing, Tseung Kwan O – Lam Tin Tunnel, Kwun Tong Bypass and Kwun Tong Road.

4.6.2 Cha Kwo Ling Road is the main transport corridor of Yau Tong area to provide internal linkage to Yau Tong as well as external linkage to Eastern Harbour Crossing, Tseung Kwan O-Lam Tin Tunnel, Kwun Tong Bypass and Kwun Tong Road.

Pedestrian Circulation

4.6.3 The Proposed Scheme with planned setback for provision of footpath is well-connected to the surrounding via existing and planned pedestrian connections. Future residents and other pedestrian can reach the proposed residential development via various pedestrian connections, including residential lobby at the frontage of Tung Yuen Street, the public passageway connecting Tung Yuen Street and the waterfront promenade.

4.6.4 The proposed 5m-wide covered public passageway adjoining retail shops on both sides will enhance the connectivity, vibrancy and create a more welcoming environment for all visitors from Tung Yuen Street to bring pedestrians to the waterfront promenade at our Application Site.

Internal Transport Facilities

4.6.5 Provisions of internal transport facilities, including carparking spaces, L/UL bays etc., for the Proposed Scheme are provided in accordance with the relevant requirements stipulated in the HKPSG. The internal transport facilities are linked up by the vehicular access by internal driveway. Carparking spaces are located at the two basement floors and L/UL spaces are located at ground floor.

4.6.6 Please refer to the Traffic Impact Assessment in **Appendix D** for details.

5. PLANNING JUSTIFICATIONS

5.1 Realising the Planning Intention of the "R(E)" zone with Provision of an Additional Waterfront Promenade for Public Enjoyment

5.1.1 While the Application Site was rezoned from "Industrial" to "R(E)" zone in 1998, it is currently occupied by an IB for godown use. No previous application has been submitted since then. Meanwhile, the YTIA has undergone a rapid transformation from an industrial area to a residential area in the past two decades, with numerous planned and completed comprehensive/residential developments adjoining the Application Site.

5.1.2 With the proactive response from the Applicants to optimise the valuable land resources at the Application Site for a seaside residential development with retail facilities and a additional waterfront promenade, the Proposed Scheme with minor relaxation of PR and BH fully aligns with the planning intention of "R(E)" as set out in the OZP. While the Proposed Scheme will phase out the existing industrial uses at the Application Site, it will also support for the ongoing transformation of the YTIA into a liveable residential area. Together with other approved applications with minor relaxation of PR in the surroundings as mentioned in **Section 2.4**, the Proposed Scheme can further provide additional flat units in the YTIA. Besides, an additional waterfront promenade open for public enjoyment on a 24/7 basis, which is not required within the "R(E)" zone, is proposed within the Application Site to achieve wider public benefit. The resultant minor relaxation of BH is only for one residential band in the inland portion of the Application Site, which will not jeopardise the overall stepped BH profile concept in the YTIA area.

5.1.3 In summary, the Proposed Scheme with minor relaxation of PR and BH restrictions, which is fully in line with the planning intention of the "R(E)" zone, is to facilitate the achievement of greater planning benefits and provide further effort to enhance liveability and quality of residential neighbourhood in view of the latest needs at territorial and local level.

5.2 Echoing with the Government's Prevailing Policy to Secure Minimum Flat Sizes and Optimise Flat Supply at Urban Centre

5.2.1 To echo with the minimum flat size requirement in residential developments announced by DEVB in February 2022 as mentioned in **Section 3.5**, the Proposed Scheme (with average flat size of about 43m^2) would secure all residential flats to be equal or not less than 26m^2 to realise the policy intention of enhancing living space and responding to the society's aspirations.

5.2.2 Considering the recent policy initiative, the Applicants seek to optimise number of flats for the enhancements in both quality (larger living space) and quantity (more flat provision) for the housing supply at the urban centre. The Proposed Scheme with minor relaxation of domestic PR from 5.0 to 6.0 has complied with all the consideration factors listed in Chapter 2 of the HKPSG, including traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the proposed development in the area concerned, when seeking a minor relaxation of domestic

PR from 5 to 6 in this Planning Application. The Proposed Scheme will be able to provide an additional about 60 units, with a total of 342 flats with a decent living space by 2032.

5.3 Responding to Local Needs by Reserving Suitable Retail Floor Space for a Vibrant Living Environment

5.3.1 With respect to the non-domestic PR of 1.0 under the "R(E)", the Proposed Scheme would obtain PR of 0.9 for non-domestic floor space on G/F and L1/F serving as retail uses, including 'Shop and Services' and 'Eating Place' along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade to serve the local neighbourhood.

5.3.2 Along the Tung Yuen Street frontage, a full-height setback of about 5m-wide is proposed for provision of a 3.5m-wide footpath under ODP requirement and a full-height setback of about 1.5m-wide adjoining the planned footpath. It is anticipated that the provision of retail shop frontage at street level with widened footpath and tree plantings along Tung Yuen Street would not only enhance the current street environment, but also activate the street life and support the need of local neighbourhood.

5.3.3 On the other hand, 5m-wide covered public passageway adjoining retail shops on both sides along the waterfront promenade would contribute to creating an attractive and welcoming waterfront environment for public enjoyment on a 24/7 basis. The retail shop frontage with a panoramic view towards the Victoria Harbour would further promote the vibrancy of waterfront activities.

5.4 Fostering a Connected Waterfront Experience in Kowloon East

5.4.1 To celebrate the iconic Victoria Harbour with the public, the Applicants have taken initiative to provide a voluntary waterfront promenade, which will be owned by the Applicants, of not less than 15m-wide along the western fringe of the Application Site for public access and enjoyment. The Applicants are committed to take up the construction as well as the management and maintenance responsibility of the waterfront promenade within the Application Site. Taken into consideration of the approved residential development in the adjacent "CDA(1)" zone (i.e. The Coast Line I under construction), the Harbour Planning Principles & Guidelines and local expectations, a mixture of soft and hard landscapes will be adopted to create a pleasant waterfront promenade for various recreation activities.

5.4.2 Besides, a 5m-wide public passageway is proposed along the northern boundary of the Application Site to connect the footpath along Tung Yuen Street to the waterfront promenade. Future users, including residents of the Proposed Scheme as well as visitors from other parts of Hong Kong, can reach the waterfront of YTIA directly from Tung Yuen Steet (one of the main streets in the YTIA) via the proposed public passageway on a 24/7 basis.

5.4.3 While a total area of 608m^2 will be used for provision of the open-air waterfront promenade for public enjoyment on a 24/7 basis, only about 3/4 of the Application Site is remained for the Proposed Scheme. As a result, the Applicants seek minor relaxation of BH from 80mPD to 100mPD (for one residential band in the inland portion only) to accommodate the domestic and non-domestic PR put forward in the Proposed Scheme.

5.4.4 With the "incremental approach" adopted by the Government in recent years to expedite the connection of different parts of the waterfront in Hong Kong including Kowloon East, approval of the Proposed Scheme will set a desirable precedent encouraging private-sector's contribution to collaboratively realise public aspiration for a connected waterfront which is proven to be viable and technically feasible.

5.5 Introducing Multiple Planning and Design Merits to Enhance the Pedestrian Connectivity and Comfort

5.5.1 The Proposed Scheme would introduce multiple planning and design merits to benefit the pedestrian environment in terms of connectivity and comfort.

5.5.2 To improve pedestrian circulation, a full-height setback of about 5m-wide from Tung Yuen Street, of which including for the 3.5m-wide footpath under ODP requirement and the further setback of 1.5m-wide, is proposed to improve pedestrian connectivity and provide a buffer zone between pedestrians and vehicular traffic. A new tree is proposed at northwestern part of the Application Site to improve the pedestrian comfort and walking experience on Tung Yuen Street. For details, please refers to the Illustrations in **Appendix B**.

5.5.3 Besides, along adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors. Active retail shop frontages will be provided under a 5m-wide covered public passageway along the waterfront promenade. The shop frontages not only improve the pedestrian interest and street vibrancy of the area, but also provide the needed retail services to the residents at the Application Site and the adjacent area. For details, please refers to the Illustrations in **Appendix B**.

5.6 Respecting the Harbour Vision Statement and the Harbour Planning Principles

5.6.1 Full respect had also been made to the Harbour Vision Statement and the Harbour Planning Principles promulgated by the Harbourfront Commission, which aims to "*provide a quality harbourfront through innovative building design and a variety of recreational activities, to enhance the waterfront as a unique attractive, to enhance the scenic views and maintain visual access to the harbourfront, and to bring the people to the Harbour and the Harbour to the people*" etc.

5.6.2 The Proposed Scheme includes the provision of an additional waterfront promenade of not less than 15m-wide for public enjoyment on a 24/7 basis, to expediate the provision of a vibrant and connected waterfront promenade to the wider area and to improve the physical linkage and connectivity with the rest of Kowloon East.

5.6.3 To bring people to the Harbour and the Harbour to the people, the Proposed Scheme introduces a 5m-wide public passageway within the Application Site that improves the at-grade pedestrian connectivity to the YTIA waterfront. Together with the pedestrian improvement measure as mentioned in **Section 5.5**, the new pedestrian linkage encourages the public to visit and connect with the Victoria Harbour in a convenient manner and serve as an additional visual access to the waterfront from Tung Yuen Street. The Applicants are also committed to take up the construction, management and maintenance

responsibility of the waterfront promenade and the associated public passageway within the Application Site.

5.6.4 The Proposed Scheme incorporates sensitive design and disposition of residential bands to avoid a monotonous harbourfront image. The stepped BH design with the proposed waterfront promenade would also provide a more interesting skyline along the YTIA waterfront area. (Please refer to **Appendix B** on the illustration on the additional waterfront promenade). To reduce the building bulk of the development, car parking spaces are proposed at two basement levels to avoid bulky podium structure along the waterfront. With the Proposed Scheme respecting the overall stepped BH profile of the YTIA, the Application Site will create a more distinctive harbourfront image at the Eastern Gateway of Hong Kong.

5.7 Respecting the Distinct Gradation of Building Height Profile Towards the Harbourfront and Ensuring Compatibility with the Surrounding Context

5.7.1 Based on the discussion above, minor relaxation of BH is considered necessary to accommodate the additional flat units and provide the voluntary waterfront promenade for public enjoyment on a 24/7 basis. Yet, the Applicants have paid due consideration on optimising the architectural design to ensure the Proposed Scheme is compatible with the surrounding context.

5.7.2 To create an interesting skyline at the Application Site, a stepped BH profile descending towards Victoria Harbour is proposed for the Proposed Scheme. A stepped BH profile, consisting of one residential band with 100mPD at inland portion along Tung Yuen Street and one residential band with 80mPD towards the Victoria Harbour, is proposed, resulting in a more interesting skyline in the YTIA. Efforts are also in place to minimise overall BH of the Proposed Scheme. For instance, all car parking spaces are proposed at the two basements levels and reasonable typical floor-to-floor height has been adopted (i.e. an average of about 3.15m for residential floors) without jeopardising quality of living for future residents. The Proposed Scheme with BHs of 80 to 100mPD will be in line with the BH restriction of 100mPD along other side of Tung Yuen Street, and hence the overall pattern of stepped BH at YTIA will be maintained.

5.7.3 Moreover, a Visual Impact Assessment (**Appendix I**) covering 6 viewing points, including a strategic viewing point at Quarry Bay Park, concluded that the Proposed Scheme is fully compatible with the context of YTIA and the stepped BH profile of YTIA will not be contravened with the minor relaxation of the BH under this Planning Application.

5.8 Resulting in NO Adverse Impact to the Surroundings

5.8.1 Various technical assessments including Landscape Master Plan (LMP) and Tree Treatment Proposal (**Appendix C**), Traffic Impact Assessment (TIA) (**Appendix D**), Environmental Assessment (EA) (**Appendix E**), Drainage and Sewerage Impact Assessment (DSIA) (**Appendix F**), Air Quality Impact Assessment (AQIA) (**Appendix G**), Air Ventilation Assessment (AVA) (**Appendix H**) and Visual Impact Assessment (VIA) (**Appendix I**), have been conducted to assess the technical feasibility of the Proposed Scheme.

5.8.2 Findings of the technical assessment have confirmed that the Proposed Scheme is technically feasible and will not generate adverse impacts to the surrounding area.

5.9 Establishing a Desirable Precedent of Residential Development with Quality Waterfront Promenade Aspired to Enhance Living Quality in Yau Tong

5.9.1 This Planning Application is seeking for a minor relaxation of domestic PR restriction from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD for a residential development with a quality waterfront promenade, retail facilities with pedestrian improvement measures along the waterfront of YTIA.

5.9.2 The Proposed Scheme is in line with the planning intention of the "R(E)" zone, echoes with the Government's prevailing policy to secure minimum flat sizes and increase flat supply, as well as responds to local needs by reserving suitable retail floor space for a vibrant living environment. To realise the minor relaxation of PR for additional about 60 flat units at the urban centre, about one-fourth of the site area (i.e. about 608m^2) has been designated for a voluntary waterfront promenade of 15m-wide for public enjoyment on a 24/7 basis, as well as various measures to enhance pedestrian connectivity/comfort, a minor relaxation of BH from 80mPD to 100mPD is therefore required. The minor relaxation of BH is confirmed creating no adverse visual impact to the surroundings and the overall stepped BH profile of YTIA will be respected. Overall speaking, the Proposed Scheme put forward in this Planning Application is confirmed technically feasible and will not generate unacceptable impacts to the surrounding areas.

5.9.3 Therefore, approval of the Proposed Scheme will set a desirable precedent for establishing a seaside residential development aspired to enhance living quality in YTIA. Meanwhile, the approval of the minor relaxation of domestic PR and BH restrictions would also mobilise private initiatives in contributing additional housing supply, creating a continuous waterfront environment in Kowloon East, and fully optimising the use of valuable land resources at an urban centre location, resulting in a win-win situation to society.

6. CONCLUSION

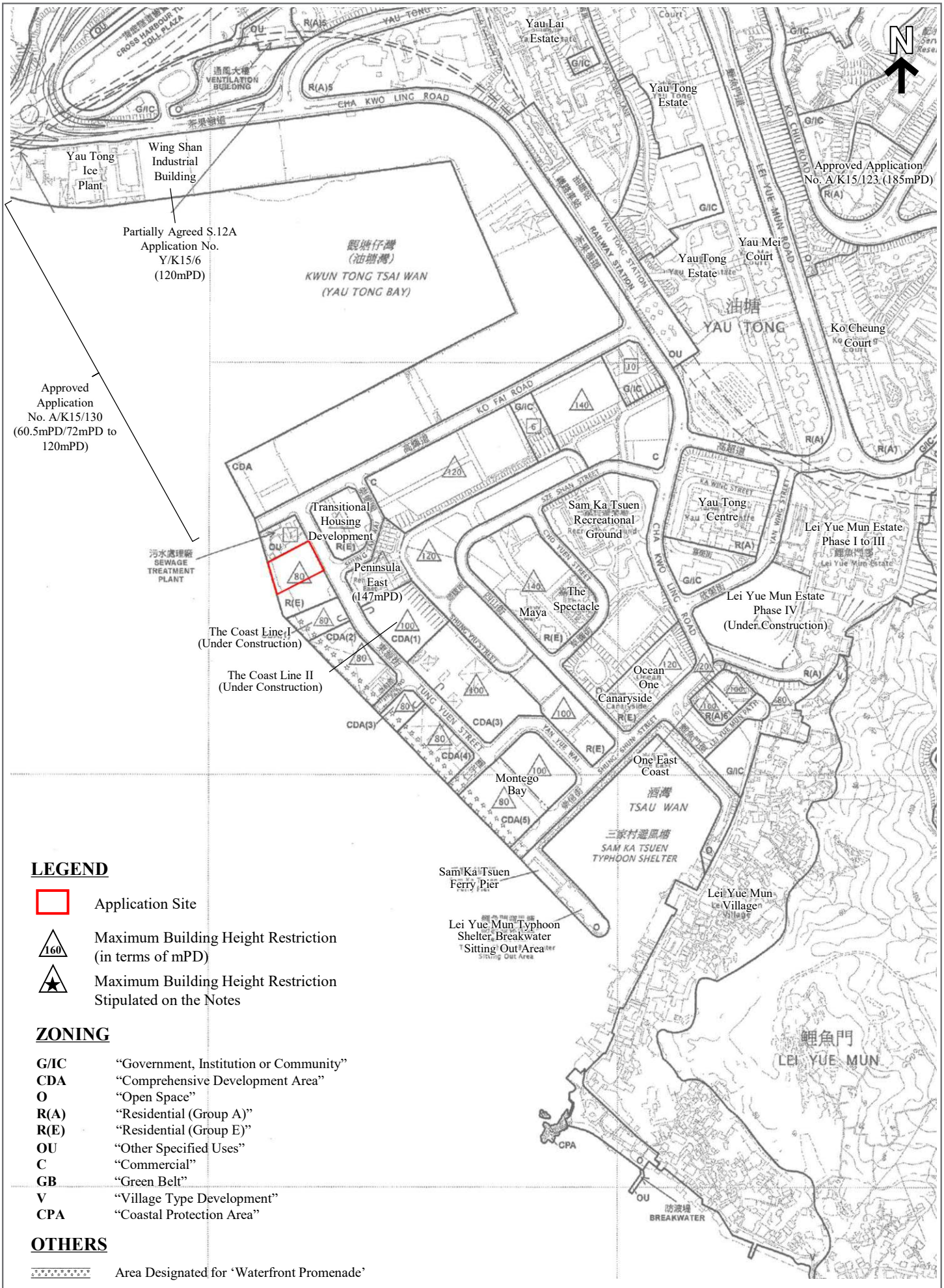
6.1.1 This Supporting Planning Statement is submitted under Section 16 of the TPO to seek approval for Proposed 'Flat', 'Shop and Services' and 'Eating Place' with Minor Relaxation of PR and BH Restrictions in the "R(E)" zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon.

6.1.2 The proposed minor relaxation of PR and BH restrictions at the Application Site is fully justified for the following reasons. Whilst the Proposed Scheme is realising the planning intention of the "R(E)" zone, the Applicants have endeavoured to echo with the Government's Prevailing Policy to optimise flat supply with a decent living space at the urban centre. The Proposed Scheme also responds to the local needs by reserving suitable retail floor space for a vibrant living environment and foster a connected waterfront experience in Kowloon East, by providing a voluntary 15m-wide waterfront promenade open for public use. With multiple planning and design merits for enhancing the pedestrian connectivity and comfort specific to the context of YTIA is proposed, the Proposed Scheme also fully respect the Harbour Vision Statement and the Harbour Planning Principles. Careful consideration has been given to the architectural design of the Proposed Scheme to ensure overall compatibility of the building profile of the YTIA, resulting no adverse impacts to the surrounding areas.

6.1.3 Various technical assessments, including LMP & Tree Treatment Proposal, TIA, EA, DSIA, AQIA, AVA and VIA, have demonstrated that the Proposed Scheme would not generate adverse impacts to the surroundings. Therefore, approval of this application would also establish a desirable precedent of residential development with quality waterfront promenade aspired to enhance living quality in YTIA.

6.1.4 Taken into consideration the planning merits and justifications put forward in this Supporting Planning Statement, we sincerely seek for the favourable consideration from the TPB to give support to this well-justified Application.

Figures



LEGEND

- Application Site
- 160 — Maximum Building Height Restriction (in terms of mPD)
- ★ — Maximum Building Height Restriction Stipulated on the Notes

ZONING

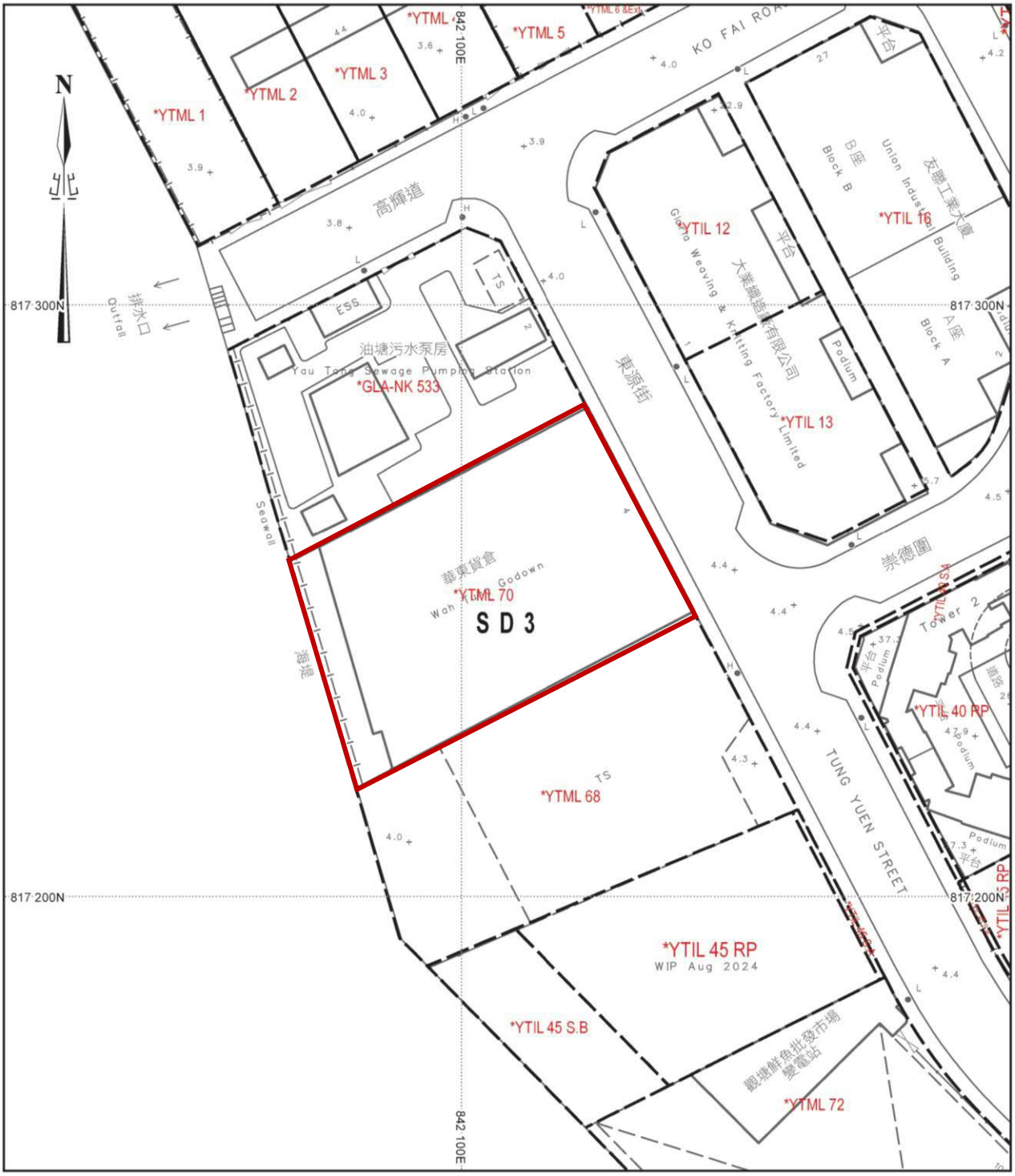
G/IC	"Government, Institution or Community"
CDA	"Comprehensive Development Area"
O	"Open Space"
R(A)	"Residential (Group A)"
R(E)	"Residential (Group E)"
OU	"Other Specified Uses"
C	"Commercial"
GB	"Green Belt"
V	"Village Type Development"
CPA	"Coastal Protection Area"

OTHERS

Area Designated for 'Waterfront Promenade'

Figure No.	*Scale*	*Figure Title*	
2-1	1:6,000		**Location Plan**
ARUP	*Date* November 2024	*Source*	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

地段索引圖 LOT INDEX PLAN



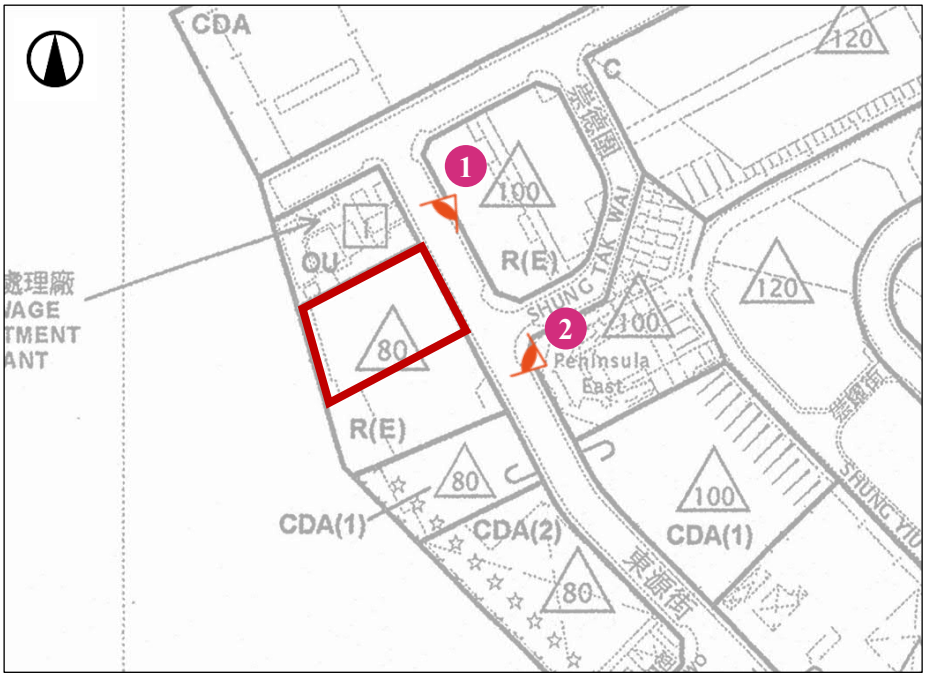
LEGEND

Application Site

比 例 尺 SCALE 1 : 1 000

米 metres 10 0 10 20 30 40 50 米 metres

Figure No.	Scale	Figure Title	
2-2	-		**Lot Status Plan**
ARUP	Date: November 2024	Source	Adapted from Lot Index Plan No. ags_S00000135391_0001



Key Plan

LEGEND

Application Site

1 Viewing Points



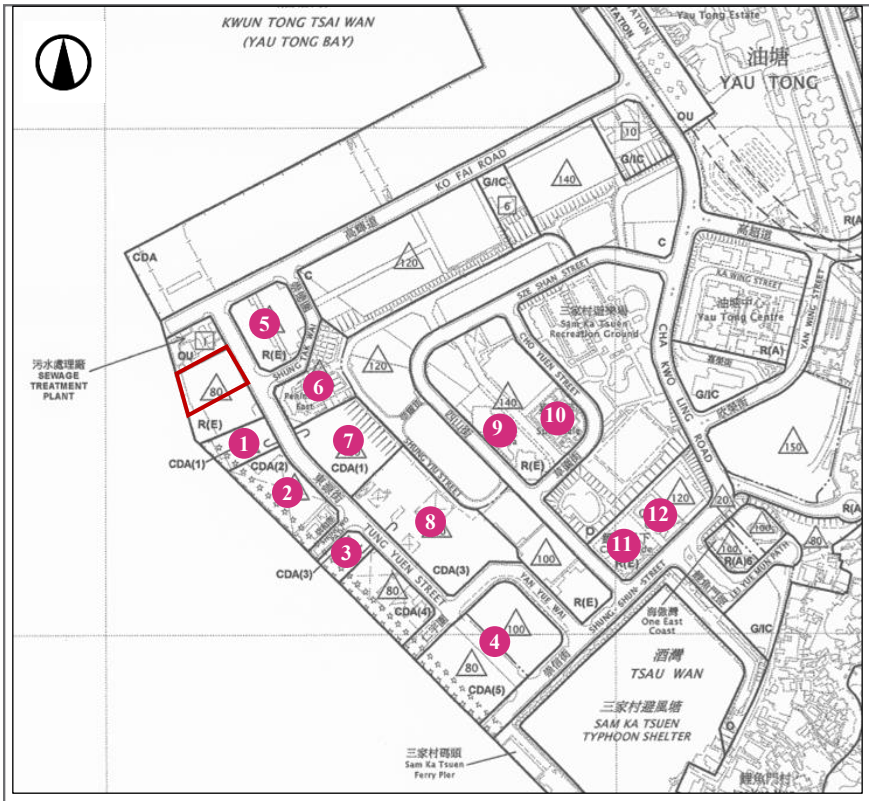
LEGEND

Application Site





Figure No.	Scale	Figure Title	Existing Condition of the Application Site
2-3	-		
ARUP	Date: November 2024	Source: GeoInfo Map and Site Photo	



LEGEND

Application Site

1 The Coast Line I (Under construction)



2 Kwun Tung Wholesale Fish Market



3 Construction Site at Waterfront Portion of "CDA(3)"



4 Montego Bay



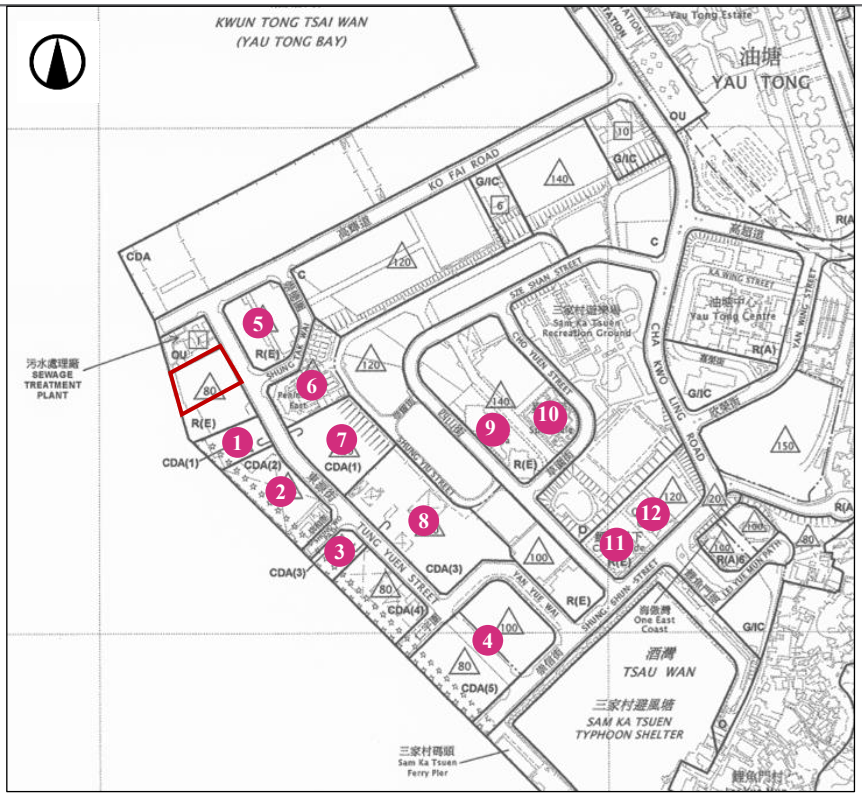
5 Gloria Weaving & Knitting Factory Limited



6 The Peninsula East



Figure No.	Scale	Figure Title	
2-4a	-		**Surrounding Context of the Application Site**
ARUP	Date: November 2024	Source: Site Photos	



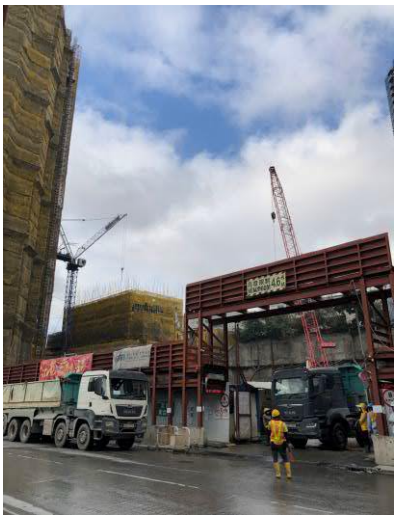
LEGEND

Application Site

7 The Coast Line II (Under Construction)



8 Construction Site at Inland Portion of "CDA(3)"



9 Maya



10 The Spectacle



11 Canaryside



12 Ocean One



Figure No.	Scale	Figure Title	
2-4b	-		**Surrounding Context of the Application Site**
ARUP	Date: November 2024	Source: Site Photos	

RESIDENTIAL (GROUP E)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule I: for open-air development or for building other than industrial or industrial-office building@	
Ambulance Depot Government Use (not elsewhere specified) Public Transport Terminus or Station (excluding open-air terminus or station) Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Hospital Hotel House Institutional Use (not elsewhere specified) Library Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

(Please see next page)

Figure No.	Scale	Figure Title	Extracted Schedule of Use of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – "Residential (Group E)" (Sheet 1 of 3)
3-1a	-		
ARUP	Date November 2024	Source	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications

RESIDENTIAL (GROUP E) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Social Welfare Facility
Training Centre

(Please see next page)

Figure No.	Scale	Figure Title	Extracted Schedule of Use of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – "Residential (Group E)" (Sheet 2 of 3)
3-1b	-		
ARUP	Date: November 2024	Source:	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications

RESIDENTIAL (GROUP E) (Cont'd)

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

Remarks

(1) No new development or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 5.0 and a maximum non-domestic plot ratio of 1.0.

(2) No addition, alteration and/or modification to an existing building shall result in a total development in excess of the plot ratio of the existing building, except for modification of an existing non-domestic building to a domestic building or a building that is partly domestic and partly non-domestic, in which case the development shall not exceed the relevant maximum domestic and non-domestic plot ratio(s) stated in paragraph (1) above.

(3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(4) In determining the relevant maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.

(6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Figure No.	*Scale*	*Figure Title*	**Extracted Schedule of Use of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – "Residential (Group E)" (Sheet 3 of 3)**
3-1c	-		
ARUP	*Date* November 2024	*Source*	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications

7.4.2 Two "R(B)" sub-zones are located in the ex-Cha Kwo Ling Kaolin Mine Site, which are subject to different PR restrictions as specified below:

Sub-zone	Maximum PR
R(B)1	4.5
R(B)2	3.3

7.4.3 The "R(B)1" and "R(B)2" zones are subject to maximum building heights of 110mPD and 90mPD respectively as stipulated on the Plan.

7.4.4 To allow air penetration and visual permeability from inland towards the waterfront, a NBA of not less than 20m wide in a northeast-southwest direction shall be provided in the "R(B)1" and "R(B)2" zones. Within the NBA, no above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBA.

7.4.5 To provide design/architectural flexibility, minor relaxation of the PR/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

7.5 "Residential (Group E)" ("R(E)") - Total Area 5.79 ha

7.5.1 This zone is intended to encourage the phasing out of non-conforming industrial uses. It provides an opportunity for redevelopment of existing obsolete industrial buildings. Residential development may be permitted with or without conditions on application to the Board. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential (I/R) interface problems.

7.5.2 Under this zoning, existing industrial uses will be tolerated but new industrial development will not be permitted upon redevelopment of existing industrial buildings in order to avoid the perpetuation or aggravation of the I/R interface problems with the new residential development during the redevelopment process. In existing industrial buildings, new developments involving offensive trades will not be permitted. Any modification of use from non-industrial to industrial uses (other than non-polluting industrial uses) within existing industrial buildings will also require the permission of the Board.

7.5.3 Five sites in Yau Tong Industrial Area, one bounded by Sze Shan Street and Cho Yuen Street, one at Sze Shan Street, two at Tung Yuen Street adjacent to Shung Tak Wai and one at the junction of Shung Shun Street and Cha Kwo Ling Road, are zoned "R(E)". With the efforts of gradually phasing out the existing industrial use in the area, some of the industrial buildings had been redeveloped into residential use.

7.5.4 Developments within this zone are subject to specific control on PRs as stipulated in the Notes, i.e. any new development or redevelopment should not exceed a maximum domestic PR of 5.0 and a maximum non-domestic PR of 1.0 in order to restrain traffic growth which will otherwise overload the existing and planned transport network.

7.5.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PRs may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

7.5.6 In order to improve visual permeability, a distinct gradation of height profile with descending building height towards the harbourfront is adopted. Development and redevelopment within this zone are subject to maximum building heights of 80mPD to 140mPD as stipulated on the Plan.

7.5.7 To provide design/architectural flexibility, minor relaxation of the PR/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.

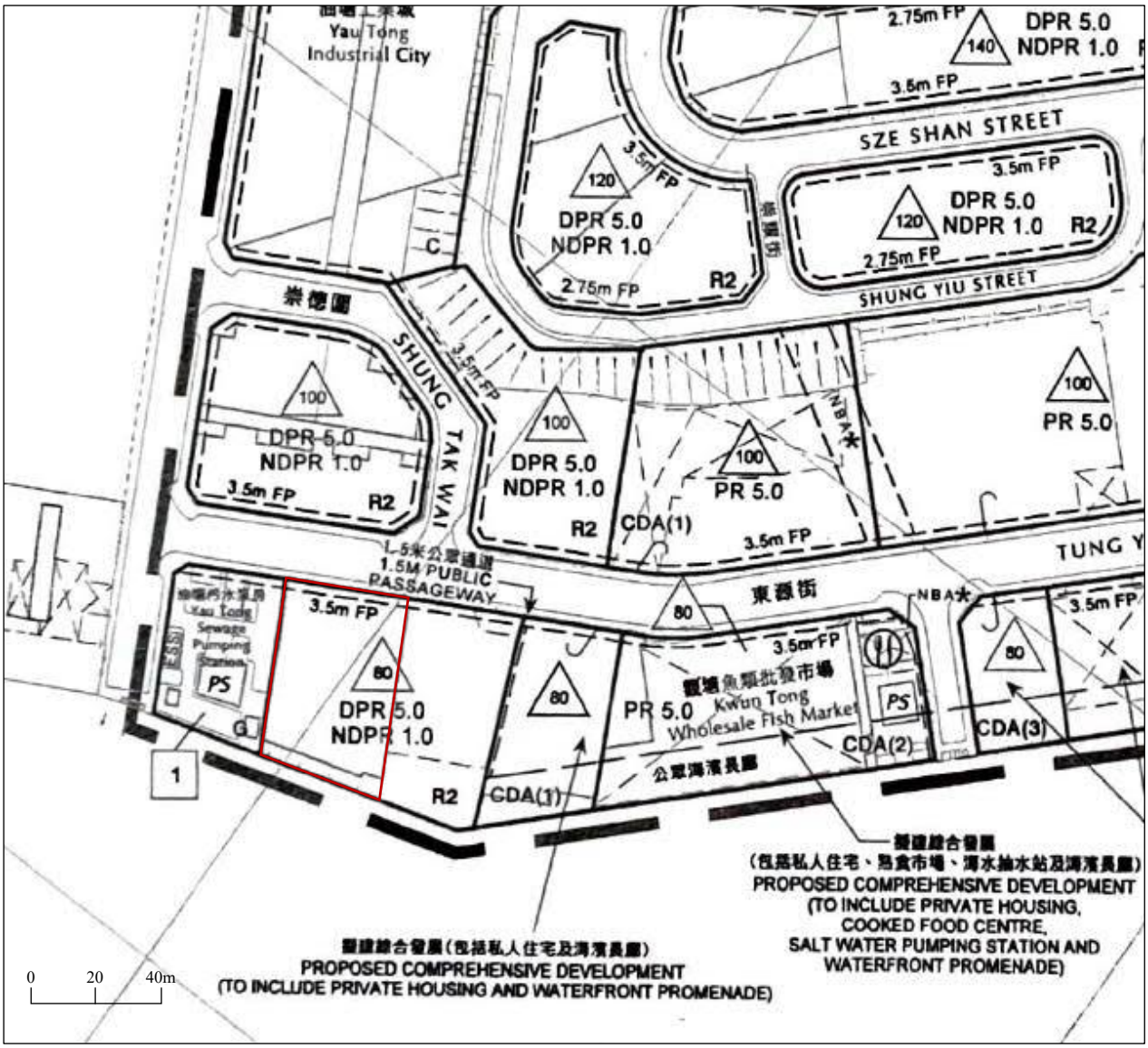
7.6 "Village Type Development" ("V") - Total Area 7.75 ha

7.6.1 This zone provides for the retention and expansion of existing villages as well as the reservation of land for the re-provisioning of village houses affected by Government development projects. Lei Yue Mun Village, which has long been a tourist attraction famous for its seafood restaurants, is within this zone.

7.6.2 It is intended to conserve the traditional character of the existing Lei Yue Mun Village. In order to ensure that any future development or redevelopment within the village is compatible in scale with the existing developments, a maximum building height of 3 storeys (8.23m) or the height of the existing building(s), if this is greater, is imposed under the Notes. Agricultural use and other related uses are also permitted within this zone.

7.6.3 To provide design/architectural flexibility on the building design adopted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board on

Figure No.	Scale	Figure Title	Extracted Explanatory Statement of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – "Residential (Group E)" (Sheet 2 of 2)
3-2b	-		
ARUP	Date: November 2024	Source: Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications	



LEGEND

- Application Site
- Zoning Boundary
- Footpath
- 200 — Maximum Building Height (in mPD)
- NBA — 非建築用地 NON-BUILDING AREA
- SBL — 退入界線 SETBACK LINE
- RCP — 垃圾收集站 REFUSE COLLECTION POINT
- *PS* — 抽水站 PUMPING STATION
- FP — 行人路 FOOTPATH

- C — "Commercial"
- CDA — "Comprehensive Development Area"
- G — "Government"
- R2 — "Residential – Zone 2"

Figure No.	*Scale*	*Figure Title*	**Extracted Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A)**
3-3	-		
ARUP	*Date* February 2025	*Source*	Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A)

5.3.3 "Residential – Zone 2" ("R2"): Total Area 19.01 ha

Land under this zoning accounts for 6.98% of total development area. This zone covers two major comprehensive private residential developments, namely, Laguna City and Sceneway Garden as well as five sites located within Yau Tong Industrial Area.

Laguna City consists of three sites (Sites A, B and C) located on the both sides of Cha Kwo Ling Road with a total area of 10.92ha. Site A of 6.39 ha containing Phases I and IV of the development is located on the western side of Cha Kwo Ling Road whereas Site B of 2.45 ha containing Phase II is located on the eastern side of Cha Kwo Ling Road. Sites A and B together provide 6,568 flats with a total domestic GFA of 440,000m^2 and commercial GFA of 15,000m^2. Site C containing Phase III lies to the east of the Cha Kwo Ling Road with an area of 2.08 ha. It comprises some 100,900m^2 domestic and 4,570m^2 non-domestic GFA with a total of 1,504 flats. As part of the development, various GIC facilities including an indoor recreation centre, swimming pools, kindergarten and children and youth centre are provided within these development.

Sceneway Garden is a comprehensive commercial/residential development situated above Lam Tin MTR Station. It falls partly within Planning Areas 14 and 15. There are nine domestic blocks with a total domestic GFA of 146,408m^2 and non-domestic GFA of 23,605m^2 within Planning Area 15. Another eight domestic blocks falling within Planning Area 14 are built on top of the public transport interchange on the other side of Lei Yue Mun Road. A landscaped deck is built over the road linking the development together.

To ensure the development intensities of Laguna City and Sceneway Garden are under statutory control, maximum domestic GFA are imposed under the Notes of the OZP.

The five sites in Yau Tong Industrial Area are also zoned "R2" to encourage redevelopment of the existing obsolete industrial buildings into residential development. To ensure the proposed residential redevelopment within these five sites will be environmentally acceptable, the developers are required to submit proposed development scheme to the Town Planning Board for consideration. Developments within these five sites are subject to specific control on plot ratios, i.e. a maximum domestic plot ratio of 5 and a maximum non-domestic plot ratio of 1, so as to restrain traffic growth which will otherwise overload the existing and planned transport network.

5.4 "Village Type Development" ("V") - Total Area 11.57 ha

Land under this zoning accounts for 4.25% of total development area. This zone covers the existing Lei Yue Mun Villages which comprise Ma Wan Village, Che Teng Village, Sam Ka Tsuen, Ma San Tsuen and Ling Nam San Tsuen. The area is characterised by a mixture of one to two-storey village houses and squatter settlement. A number of seafood restaurants which has long been a tourist attraction are densely packed along the waterfront and along the main path in the villages. The traditional

Figure No.	Scale	Figure Title	Extracted Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A) (Sheet 1 of 2)
3-4a	-		
ARUP	Date: February 2025	Source: Extract from Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A)	

constructed on Lei Yue Mun Road passing the Roundabout with Kai Tin Road and Approach Roads to EHC. The junction of Lei Yue Mun Road and Yau Tong Road is also proposed to be widened.

6.3 A number of footbridges have been provided across Cha Kwo Ling Road and Pik Wan Road to facilitate access to the major shopping centres, public transport interchanges, MTR Stations and other community facilities in the area. Two footbridge connections have been reserved to allow future provision of footbridges to connect the MTR Yau Tong Station with the proposed "CDA" development at Yau Tong Bay.

6.4 To cater for the demand arising from the redevelopment of Yau Tong Industrial Area for residential and commercial purposes, the boundaries of the developments along Ko Fai Road, Shung Tak Wai, Sze Shan Street, Cha Kwo Ling Road, Cho Yuen Street and Shung Shun Street are required to be set back to allow for provision of 3.5m wide footpaths to improve pedestrian circulation. Likewise, the development boundaries along the unnamed road between Sze Shan Street and Cho Yuen Street are also required to be set back to for introduction of 2.75m wide footpaths along the road.

Mass Transit Railway

6.5 The existing MTR Kwun Tong Line with a station at Lam Tin underneath Sceneway Garden runs through the central part of the Area and terminates at MTR Quarry Bay Station on Hong Kong Island.

6.6 The construction works for the MTR TKE, which connects Tseung Kwan O New Town with Kwun Tong District and Hong Kong Island, is now in progress for completion by 2002. As an integral part of the TKE project, the MTR Kwun Tong Line will be extended to MTR Yau Tong and Tiu Keng Leng Stations. The proposed MTR Yau Tong Station situated at the junction of Cha Kwo Ling Road and the existing Yau Tong Road is designed with interchange facilities to allow passengers interchange between the Kwun Tong Line and the TKE.

Public Transport

6.7 Apart from the MTR, the Area is well served by various modes of public transport including bus and public light bus. A public transport interchange is located above the MTR Lam Tin Station and a public transport terminus is provided at Yau Hong Street beside the Sai Tso Wan Neighbourhood Community Centre. Public transport terminus are to be provided in Phase 3 of the EHC Housing Site, Yau Tong Estate Redevelopment and Yau Tong Bay "CDA" Development.

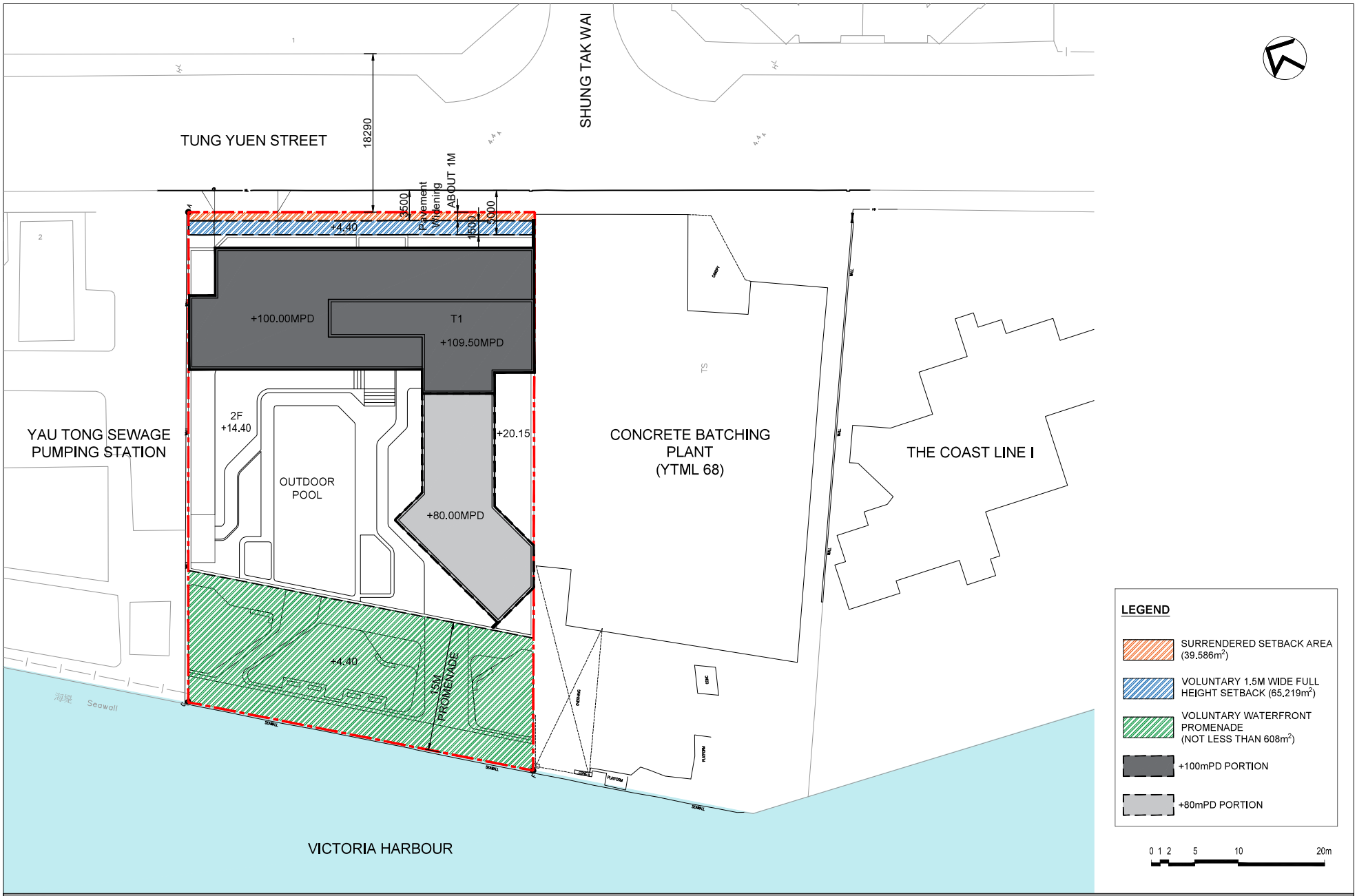
Car Parking

6.8 There are two existing multi-storey car parks within the Area. They are located in Tak Tin Estate and Hong Park Court. Three sites, one to the west of the Yau Tong Ventilation Building, one at King Yip Street and one at Shung Shun Street are reserved for car/lorry park purposes. Besides, a public car park is also proposed to be incorporated into a commercial development on Cha Kwo Ling Road near its junction with Lei Yue Mun Road.

Figure No.	*Scale*	*Figure Title*	**Extracted Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A) (Sheet 2 of 2)**
3-4b	-		
ARUP	*Date* February 2025	*Source*	Extract from Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A)

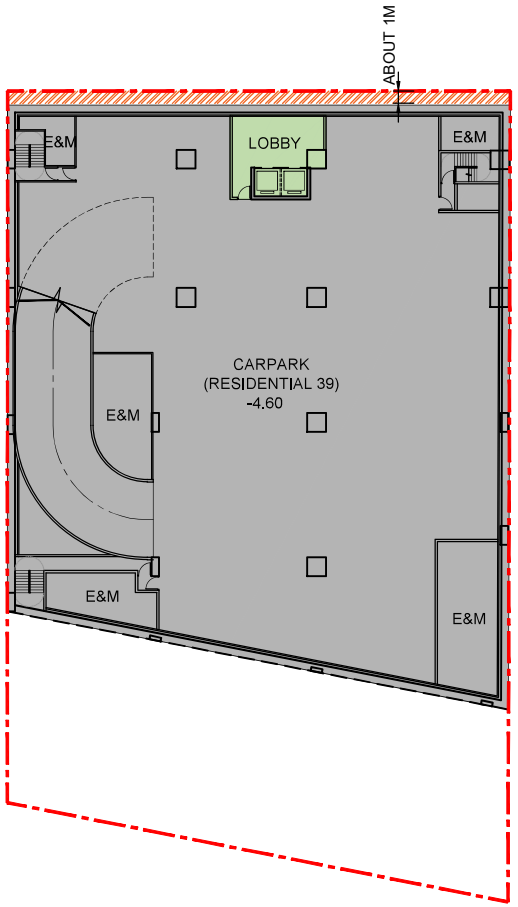
Appendix A

Architectural Layout of the Proposed Scheme



A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



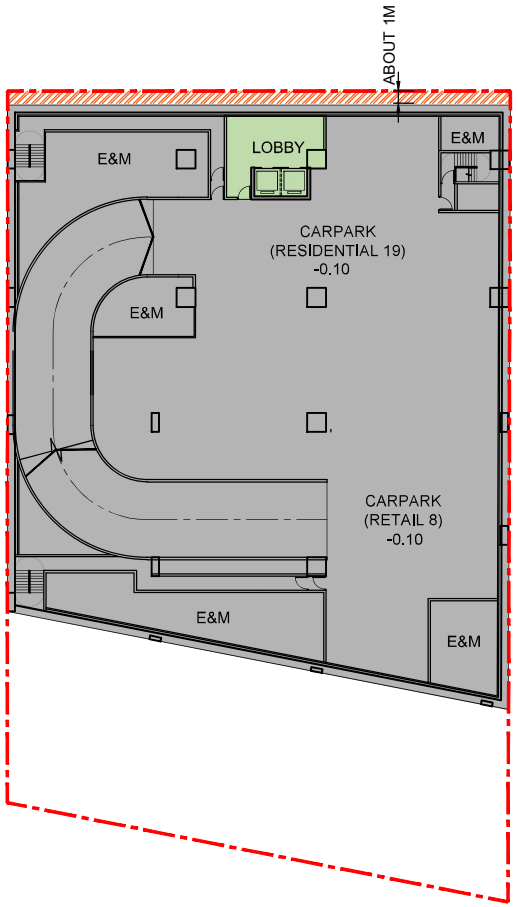
LEGEND

SURRENDERED SETBACK AREA
(39.586m²)

0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



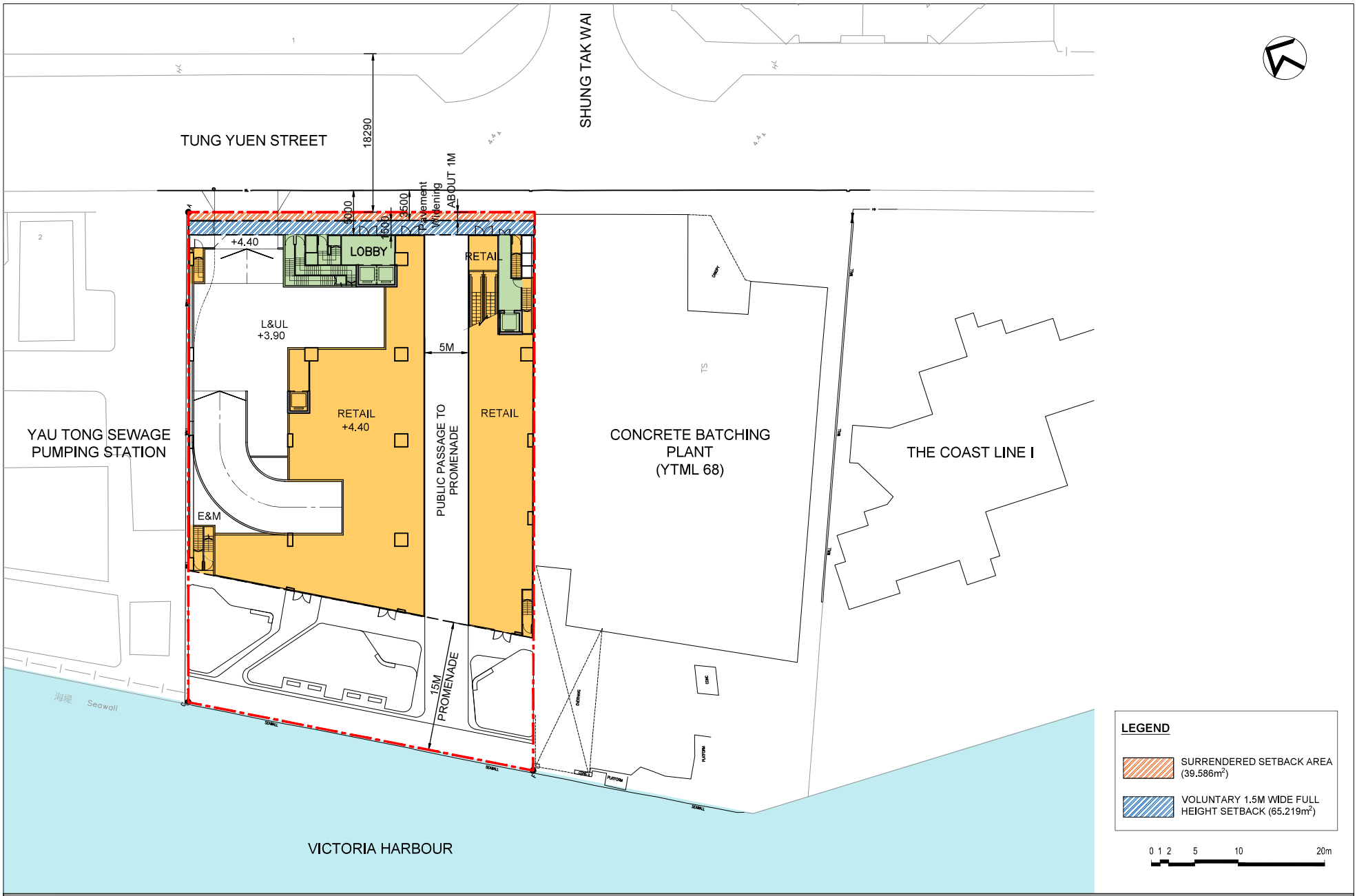
LEGEND

SURRENDERED SETBACK AREA
(39.586m²)

0 1 2 5 10 20m

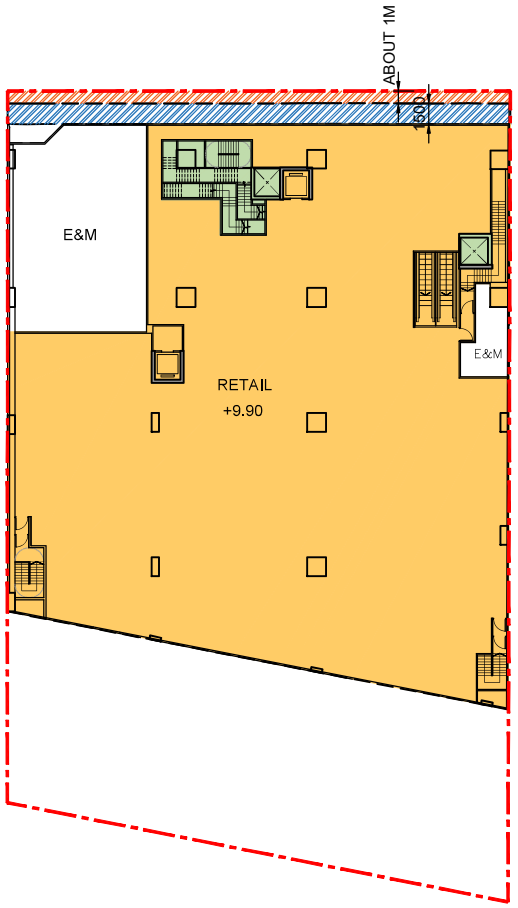
A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level (GF) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

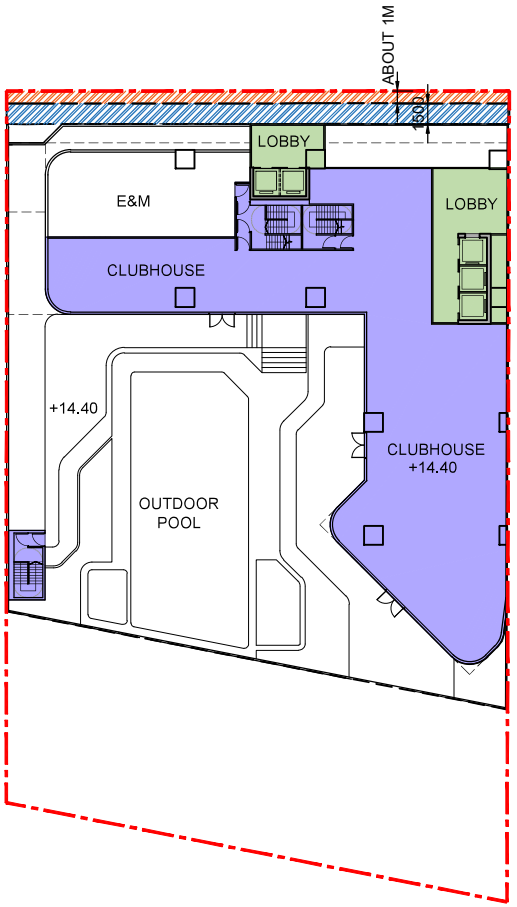
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK ($65.219m^2$)

0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

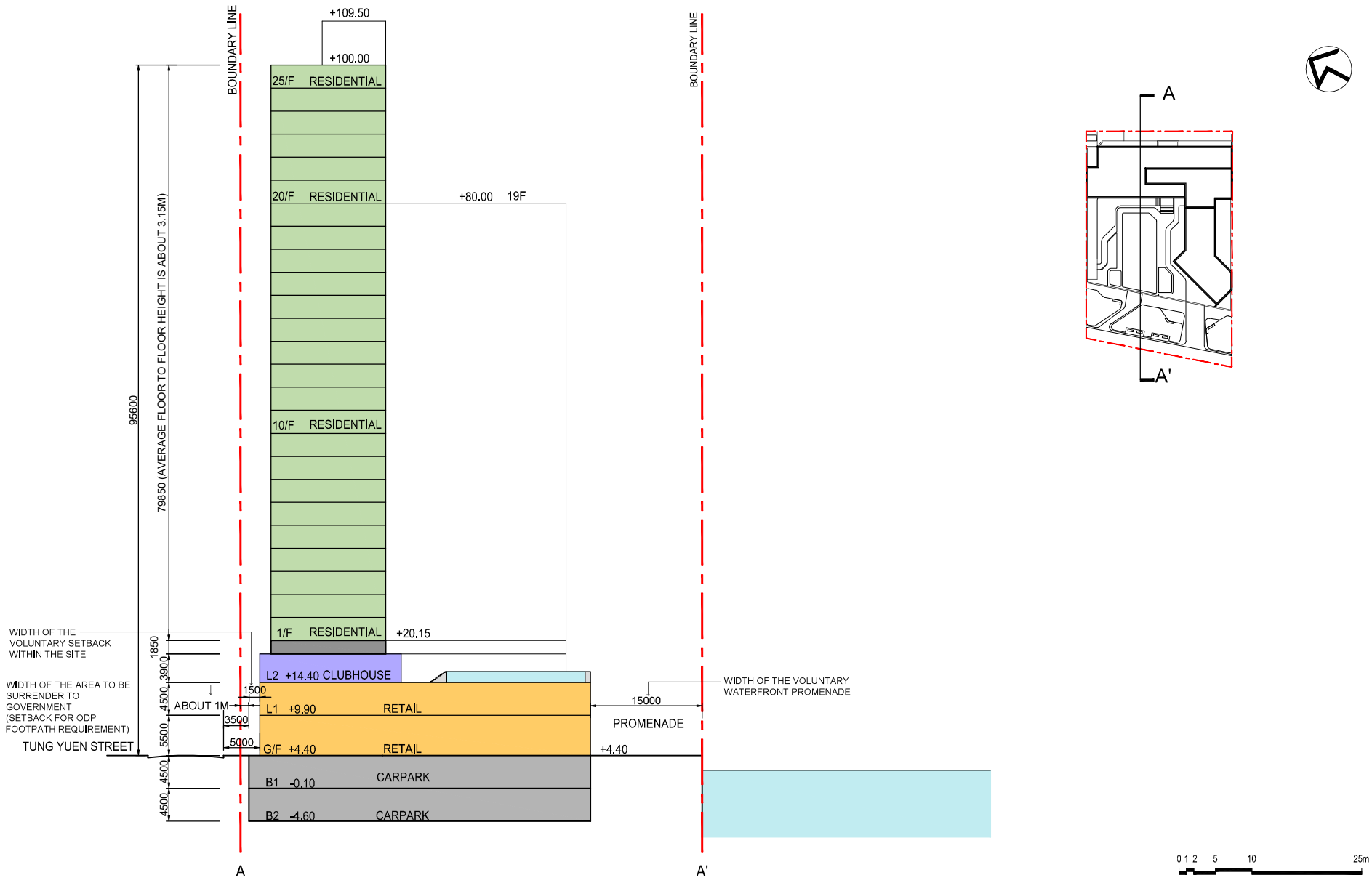
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK ($65.219m^2$)

0 1 2 5 10 20m

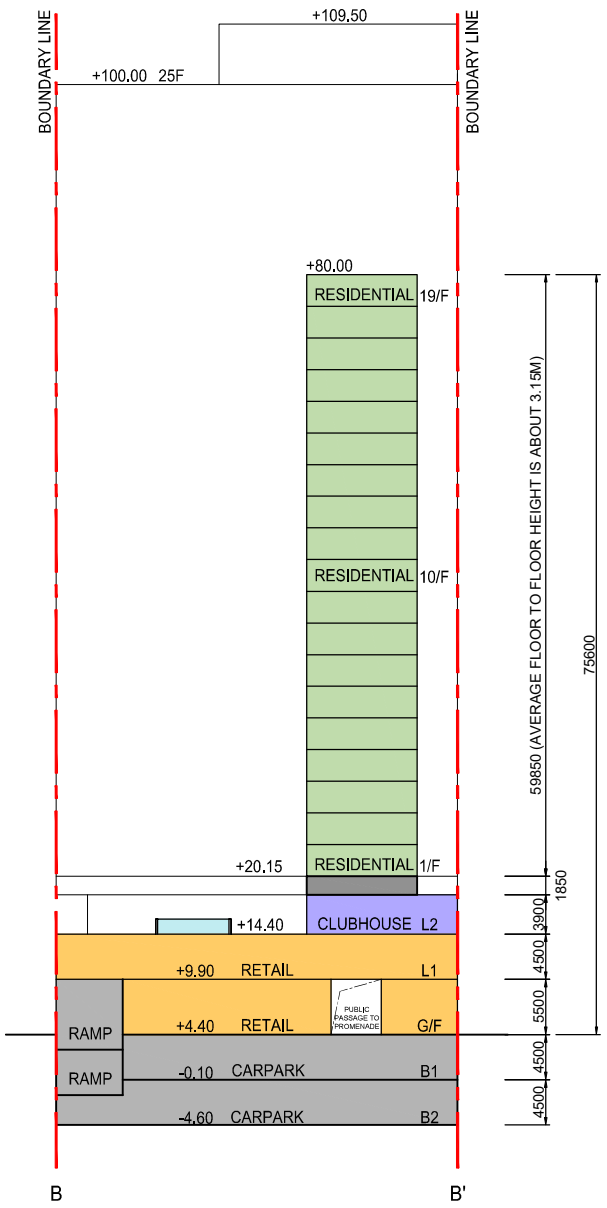
A-06 Level 2 (L2) Plan

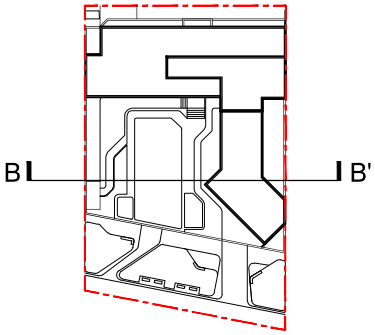
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

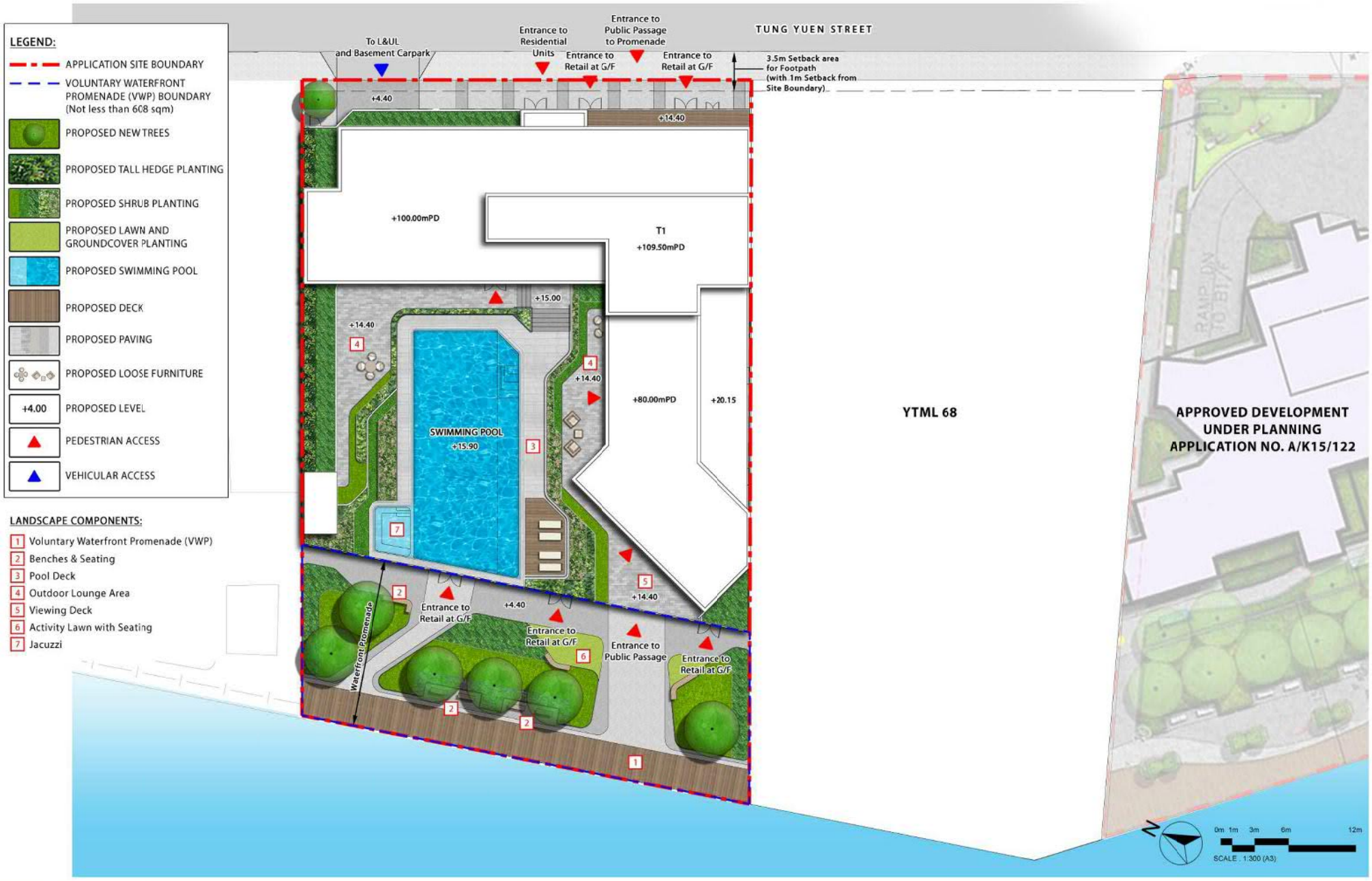




0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01a

Date : APR 2025
(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-07-16 LMP\2023204-LMP-01a

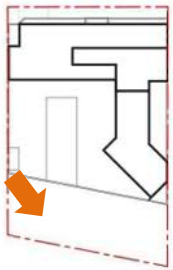
ARUP

Appendix B

Illustration of Planning and Design Merits

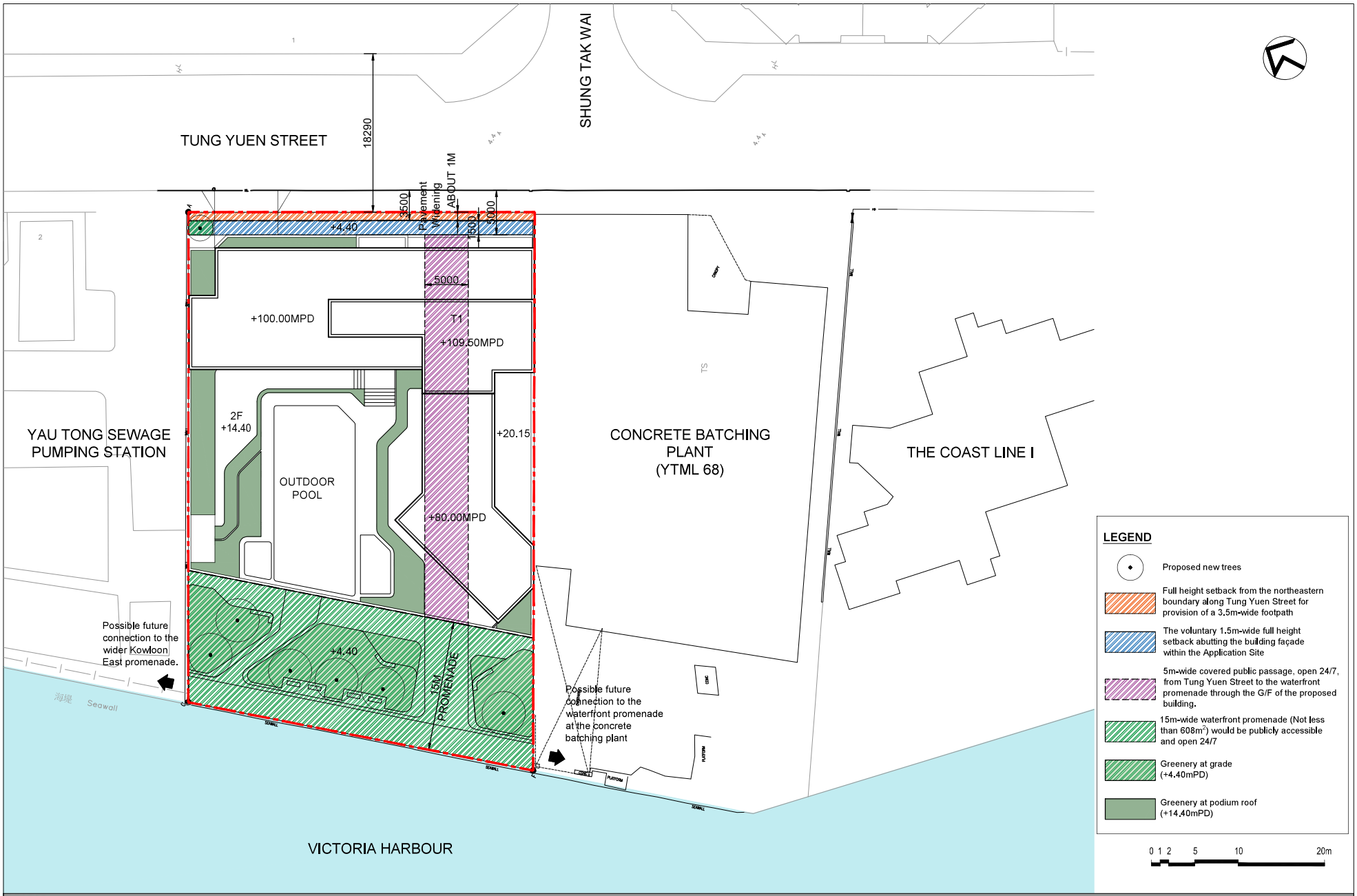


E-01 Illustration of Planning and Design Merits – Public Promenade





E-02 Illustration of Planning and Design Merits – Public Promenade



E-03 Illustration of Planning and Design Merits

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

ARUP

Appendix C

Landscape Master Plan and Tree Treatment Proposal

S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

LANDSCAPE MASTER PLAN

August 2025

Landscape Government Submission Consultant

Axxa Group Limited

Signed by:





Mr. Jason TEO, Registered Landscape Architect (R101)

axxa group

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4.0 Landscape Proposal
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- 4.3 General Landscape Area
- 4.4 Streetscape

5.0 Hard Landscape (Paving Materials / Finishes)
- 5.1 Hard Landscape Materials
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6.0 Soft Landscape (Planting Design/ Materials)
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- 6.5 Irrigation and Proposed Source of Water Supply
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APPENDIX A Tree Treatment Proposal
- **A1** Tree Treatment Schedule
- **A2** Tree Survey Plan
- **A3** Tree Treatment Plan
- **A4** Tree Planting Plan
- **A5** Photographic Record of Existing Trees

APPENDIX B Landscape Master Plan

APPENDIX C Landscape Sections

APPENDIX D Circulation Demarcation Plans

APPENDIX E Open Space Demarcation Plan

APPENDIX F Greenery Demarcation Plan

1.0 INTRODUCTION

1.1 This Landscape Master Plan and Tree Treatment Proposal is submitted to support the S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon.

1.2 The Application Site, with an approx. area of 2,419m^2 ("R(E)") zone, is located at the southwestern fringe of Yau Tong Industrial Area. The Application Site is currently occupied by Wah Tung Godown, and is bounded by Tung Yuen Street to its east, An existing manufacturing plant in YTML 68 to its southeast and the Victoria Harbour to its southwest. Refer to **Figure 1**.

Figure 1 Location Plan



2.0 ASSESSMENT OF EXISTING TREES

2.1 According to the site survey conducted in *February 2024*, **7** nos. of existing trees are identified within the Application Site. Among them, *Ficus microcarpa* is the dominant species (28%). Other species include *Morus alba*, *Pachira aquatica*, *Dimocarpus longan*, *Ficus subpisocarpa* and *Leucaena leucocephala*.

2.2 All **7** nos. of existing trees are in 'fair' to 'poor' health condition and form, and are growing in constrained environment with unrecoverable health and structural problem. Since they are in direct conflict with the Proposed Development, all trees are proposed to be *Felled*. To replenish the loss of greenery, **7** nos. new trees of higher aesthetic and ecological value will be planted.

2.3 There are **no** endangered tree species identified in the tree survey under the listing in ''Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)''. Additionally, **no** "Champion" trees observed within the Site or its periphery during the undertaking of this survey.

2.4 Tree treatment proposal refer to **Appendix A** for details.

3.0 LANDSCAPE OBJECTIVES

3.1 The primary landscape objectives are:

3.1.1 To generate suitable massing, composition and arrangement of development that initiates renovation process with the surrounding context;

3.1.2 To integrate the Proposed Development with the waterfront and waterfront promenade;

3.1.3 To provide linkage and connections from Tung Yuen Street to the waterfront promenade;

3.1.4 To provide a quality and sustainable living environment for future occupants;

3.1.5 To maximize greening opportunities and create a high-quality environment for the residents and the public.

4.0 LANDSCAPE PROPOSAL

This section provides a broad description of the design, function and amenity provisions for the landscape components. Refer to **Appendix B** and **C** for details.

4.1 Proposed Development

4.1.1 The Proposed Development consists of one 22-28-storeys (for inland portion only) residential tower excluding 2 storeys of basement Car Park, with building height not more than 100mPD.

4.2 EVA/ Access Road

4.2.1 The vehicular run-in and run-out of the Proposed Development will be via Tung Yuen Street and ramp down to L/UL and basement Car Park. Refer to **Appendix D** for details.

4.3 General Landscape Area

4.3.1 The landscape framework is summarised as follows:

(A) Voluntary Waterfront Promenade (VWP)

- The design of the Voluntary Waterfront Promenade is intended to encourage social interaction and harbour-viewing, as well as linking up Tung Yuen Street to the waterfront via a Public Passage on G/F level. The design of the Voluntary Waterfront Promenade will make reference to the "CDA(1)" zone waterfront promenade for compatibility in a broader context.
- Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscape. Colour paving and patterns will be used to delineate the waterfront promenade and adjacent Proposed Development to create an inviting environment upon which pedestrians will feel safe and comfortable.
- Seating benches, wooden deck and ornamental planting will be provided for public enjoyment.

(B) Open Space within Proposed Development

- Podium Landscape – The open space within Proposed Development is featured by a dynamic landscape area at podium level to create a relaxed and informal outdoor space for enjoyment of future users. Viewing deck, swimming pool, outdoor lounge area will be provided for relaxation and leisure. The podium landscape is further enhanced by planting a variety of large and flowering shrubs.

- Amenity planting – A combination of trees and shrub planting will be provided throughout the development. The planting incorporates a varied planting palette to yield changing variety and seasonal interest.
- Peripheral Planting along the northwest boundary – In order to minimize the visual impact to the surrounding, tall hedge buffer planting will be added along the northern boundary to soften the building façade and enhance overall landscape quality. These tall hedges provide a strong visual mitigation buffer to the adjacent sewage and pumping station.

4.4 Streetscape

4.4.1 Paving pattern facing Tung Yuen Street will be matching with the Footpath outside the Lot to create a smooth transition. A canopy tree facing Tung Yuen Steet will be provided at the entrance ramp to basement Car Park as streetscape enhancement.

5.0 HARD LANDSCAPE (PAVING MATERIALS/ FINISHES)

This section provides a description of the hardscape design together with general information on hardscape related aspects of the design which relate to lighting, levels and technical standards. Hardscape elements of the landscape include: paving; walls; site structures; site furniture; signage and lighting.

5.1 Hard Landscape Materials

5.1.1 Hardscape materials and design are chosen to compliment the building finishes, add character to the Proposed Development and provide variety to the circulation areas.

5.1.2 Natural stone materials and/ or artificial granite tiles, all suitable for outdoor uses are proposed as outdoor paving materials and wall finishes.

5.1.3 The use of varied finishes to granite and/ or artificial granite tiles provide for safe application through varied textures in the paving pattern design, including ripple texture, brush and hammered finishes.

5.1.4 Natural material textures exhibit a natural variation in material colour, adding interest to the patterns and helping to highlight entrances to different functional zones.

5.2 Landscape Lighting

5.2.1 The landscape lighting design for all areas will follow an aesthetic and functional approach. Generally, lighting will be provided for the safety and security of pedestrian circulation as well as highlighting specific landscape features. Lighting will be designed in accordance with the intended use of an area, such as seating areas or play areas.

5.2.2 The desired effect for general landscape lighting in amenity areas is indirect, non-glaring and subtle, with occasional accent lighting to highlight points of interest.

5.2.3 Accent landscape lighting will be soil-recessed up-lights for trees. Signage and feature walls will be spot lit to give prominence. Surface mounted fixtures and buried up-lighters will be employed to highlight the entrance areas.

5.3 Design Codes, Technical Standards & Safety Provision

5.3.1 Hard landscape design works shall be in compliance with, or better than, government ordinances, codes and regulations, and relevant international standards. Criteria for the selection of hard landscape materials include: durability, sustainability, low maintenance, reasonable cost, contemporary theme and specific criteria for themed areas as necessary.

5.3.2 Criteria for the selection of soft landscape materials include: salinity tolerance, low maintenance, seasonal interest and appropriately selected plant stock in good health.

5.3.3 All paved areas will have adequate gradient falls for proper drainage and positive fall to drain inlets, gullies or covered channels, in accordance with accepted surface water run-off drainage practices.

5.3.4 Design of disabled access shall be in compliance with the Barrier Free Access 2008 (2024 Edition).

6.0 SOFT LANDSCAPE

This section provides a description of the soft landscape design and softscape elements together with general information on softscape related aspects of design, including irrigation and maintenance.

6.1 Plant Material Tables

6.1.1 The following list indicates the proposed combination of native and exotic tree species along with suitable ornamental evergreen and flowering species to strengthen the greening/ conservation.

6.1.2 The summary schedule of key plant material listed below is subject to further refinement and plant availability upon detail design stage. Refer to **Table 1A** and **1B** below:

Table 1A: Proposed Tree Species

Proposed Species	Chinese Name	Quantity/ Size
Cinnamomum burmannii *	陰香	7 nos. Size: Standard to Heavy Standard Size
Terminalia mantaly	細葉欖仁	
*Viburnum odoratissimum**	珊瑚樹	

Remarks: * Native

Table 1B: Proposed Shrubs and Groundcover Species

Proposed Species	Chinese Name	Height x Spread (mm)	Spacing(mm)
Shrub Species			
Aglaia odorata	米仔蘭	600 x 500	400
Duranta repens	金連翹	300 x 300	250
Fagraea ceilanica	灰莉(柱）	2000 x 800	750
Ixora coccinea	黃花龍船花	400 x 300	200
*Melastoma malabathricum**	野牡丹	500 x 400	300
Murraya paniculata	九里香	800 x 600	500
Rhododendron mucronatum	白花杜鵑	600 x 500	400
Schefflera arboricola	花葉八葉	600 x 500	400
Ground Cover Species			
Cuphea hyssopifolia	細葉雪茄花	300 x 300	200
*Nephrolepis auriculata**	腎蕨	300 x 300	250
Rhoeo discolor dwarf	矮種蚌花	200 x 250	200

Remarks: * Native

6.2 Open Space Provision

Not less than 855m^2 open space is provided within the Application Site for enjoyment of future users. Refer to **Appendix E**.

6.3 Greenery Provision

A minimum site coverage of greenery of 20% of the site area, i.e. 484 m^2 to be provided in accordance to PNAP APP-152. Refer to **Appendix F**.

6.4 Soil Depth and Drainage Provision for the Planted Area

6.4.1 The need for adequate soil depths to ensure proper plant growth is taken into account for all planting areas. The appropriate soil depths (approximate and excluding drainage layers) are:

- Trees: 1200mm
- Shrub/ Groundcover: 600mm
- Lawn: 300mm

6.4.2 Structural engineers have made sufficient allowances to accommodate the necessary planting components, i.e., plant stock, soil volume and sub-surface drainage materials loading.

6.4.3 Closed bottom planters will have proper and adequate subsoil drainage system and drain outlets to the storm water drainage system.

6.4.4 The landscape works are designed to avoid obstruction of the maintenance of drainage works. Adequate clearance between drainage works and landscape works will be maintained so as to prevent any potential damage to drainage works.

6.5 Irrigation and Proposed Source of Water Supply

6.5.1 Water points (not more than 40m apart c/c) are located throughout the Application Site for irrigation.

6.6 Future Maintenance and Management

Maintenance and establishment works to soft landscape areas within the Application Site shall be undertaken by the softworks contractor for an Establishment Period of a minimum of 12 months following Practical Completion of the Proposed Development. This will ensure the proper establishment of the planted materials. The applicant will undertake the future maintenance of the hard and soft landscape works in the proposed promenade. Tree risk assessment will be conducted by future property management at appropriate time for appropriate trees as instructed by the owner in accordance with Handbook on Tree Management by DEVB.

Soft Landscape Maintenance Schedule

Watering: Water all plants as necessary, adjusted to rainfall, to ensure adequate water supply for plant consumption during the establishment period.

Pruning: Cut back annuals after flowering period. Healthy cuttings may be used for propagation. Prune shrubs and groundcover in early March to encourage flowering. Prune woody shrubs and trees selectively according to species (annually). Utilise established and approved tree surgery techniques as necessary and seal all sharp cut wounds with approved material to resist disease attack.

Fertilizing: Two to three times annually, emphasis shall be in the March application. Test soil in January to analyse quality ameliorates as necessary.

Fungicide / Insecticide: Spray only as necessary with approved chemical.

Weeding: Manually or use selective non-toxic, biodegradable herbicide to keep the weed growth and its establishment under control.

Securing: Adjust tree stakes in spring and as necessary to taut up the staking. Care shall be applied to avoid chaffing of tree bark.

Mulching: Top up the mulching inside all planting beds twice a year and as necessary.

Thinning: Reduce overcrowding and transplant as necessary at selected periods:

- Evergreens: Spring
- Deciduous: Winter
- Palms: June to August

Table 2: Maintenance Schedule

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Watering	●	●	●	●	●	•	•	•	•	●	●	●
Pruning		D	GC									
Fertilizing	soil test		**X**								**X**	
Fungicide / Insecticide			**X**						**X**			**X**
Weeding		**X**	**X**	**X**	**X**	**X**	**X**	**X**		**X**		**X**
Securing			**X**									
Thinning			EG								D	

***Remarks:** Tree risk assessment will be conducted by future property management at appropriate time annually for appropriate trees as instructed by the owner in accordance with Handbook on Tree Management by DEVB.

Schedule Legend:

GC	Groundcover	EG	Evergreen	D	Deciduous
•	Size proportional to quantity	**X**	Application		

Appendix A

Tree Treatment Proposal

A1 Tree Treatment Schedule
A2 Tree Survey Plan
A3 Tree Treatment Plan
A4 Tree Planting Plan
A5 Photographic Record of Existing Trees

Tree Treatment Schedule (within Application Site)

Address: No. 4 Tung Yuen Street, Yau Tong, Kowloon (YMTL 70)

Tree No.	Photo No.	Species		Original Location (Lot No./ GA/ YA/ GHBA etc)	Tree Size			Proposed Treatment	Remarks[1] (Old and Valuable Tree (OVT), potentially registrable OVT, rare species, protected species, ecological and historical significance, etc.)	Justification*
		Scientific Name	Chinese Name		Height (m)	DBH[2] (mm)	Crown Spread (m)	(Retain/ Transplant/ Fell)		
T1	T1	*Ficus microcarpa*	細葉榕	YTML70	5	200	4	F	Growing on concrete wall structure.	A, B, C
T2	T2	*Morus alba*	桑	YTML70	4	165	4	F	Leaning / Imbalanced crown / Growing on seawall.	A, B, C
T4	T4	*Pachira aquatica*	瓜栗	YTML70	5.5	140	3	F	Roots girdling with other plants.	A, B, C
T5	T5	*Dimocarpus longan*	龍眼	YTML70	5	145	4	F	Codominant trunks / Dead branches.	A, B, C
T6	T6	*Ficus microcarpa*	細葉榕	YTML70	4.5	420	6	F	Leaning / Exposed roots / Growing on concrete.	A, B, C, D, E
T8	T8	*Leucaena leucocephala*	銀合歡	YTML70	5	130	4	F	Dead branches / Leaning / Root system restricted.	A, B, C, D, G
T9	T9	*Ficus subpisocarpa*	筆管榕	YTML70	3	140	3	F	Leaning / Exposed root / Growing on Conceret	A, B, C

Justifications*:	
A	Conflict with proposed layout / site formation works/ vehicular access/ EVA
B	Poor condition/ poor form/ structural condition
C	Low survival rate after transplanting
D	Located on steep slope and inaccessible for transplanting
E	Overpruned/ topped after transplanting
F	Dead tree
G	Weedy species

Summary of proposed treatment to existing trees	Qty
Tree to be Retained	0
Tree to be Transplanted	0
Tree to be Felled	7
Total Number of Existing Tree(s)	7

[1] Please state whether the OVT, potentially registrable OVT, trees of rare or protected species, trees with ecological and historical significance, etc. within and/or adjacent to the site is likely to be affected by the proposed development.

[2] DBH of a tree refers to its diameter at breast height (i.e. measured at 1.3m above ground level).

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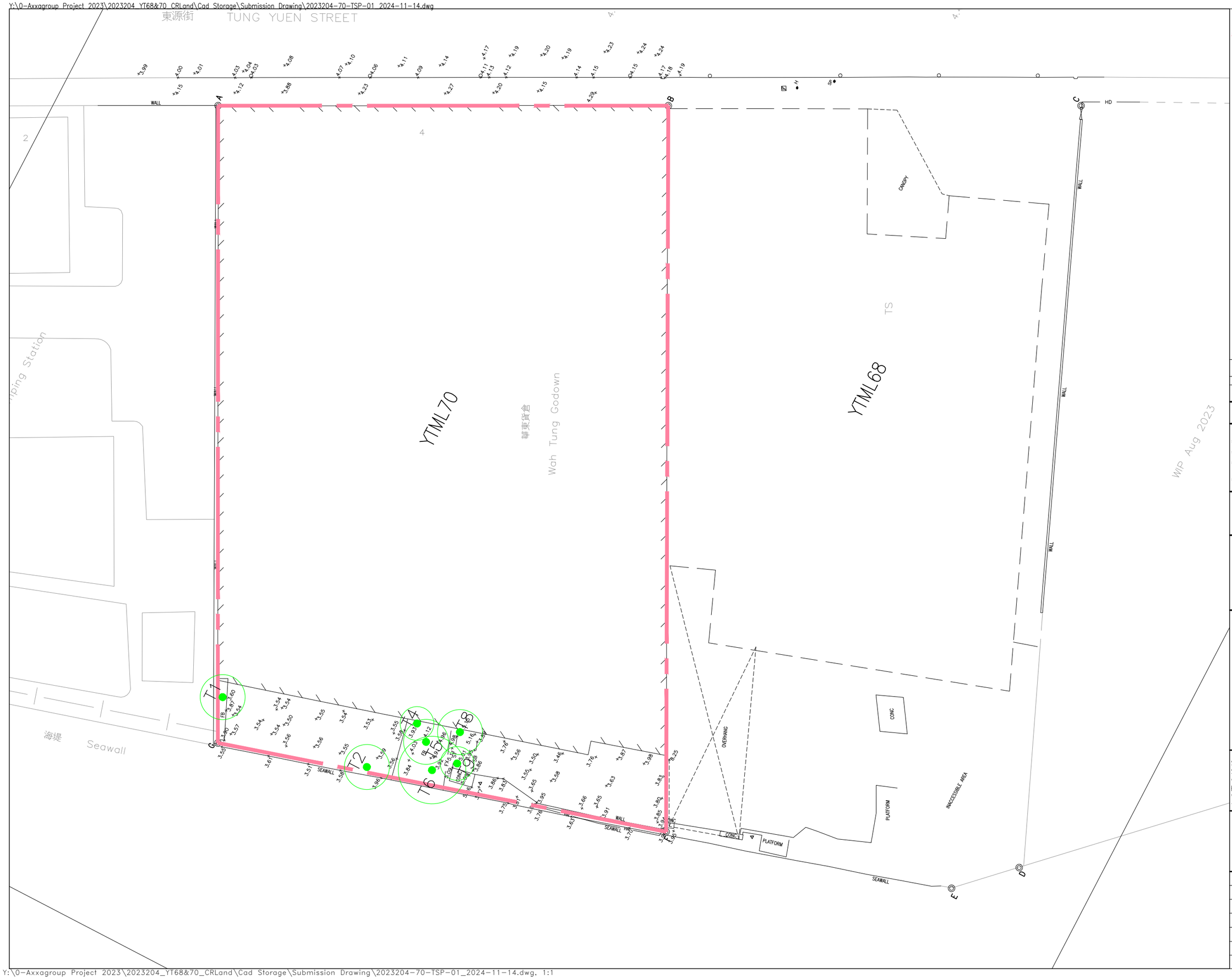

LEGEND:

APPLICATION SITE BOUNDARY

EXISTING TREES SURVEYED (7 Nos.)

no.	description	date

REVISION

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IT IS THE CONTRACTOR'S RESPONSIBILITY TO

- use figured dimension in preference to scalling
- verify all dimensions at the site
- report all discrepancies to the landscape architect and agree before proceeding
- determine location of all existing services prior to excavation

This drawing shall not be used for construction purposes unless signed by Landscape Architect

Date:

Approval:

axxa group

axxa group limited

UNIT 301-02, 3/F PLAZA 228,
No. 228 WAN CHAI ROAD, HONG KONG.
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PROJECT:
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

DRAWING TITLE:

TREE SURVEY PLAN (YTML70)

Scale:	1:300	Drawing No.:
Date:	NOV 2024	TSP-01
Design:	CL	
Drawn:	LS	
Checked:	CL	REV.
Project No:	2023204	

CAD Ref.: 2023204-70-TSP-01

A3 420 x 297

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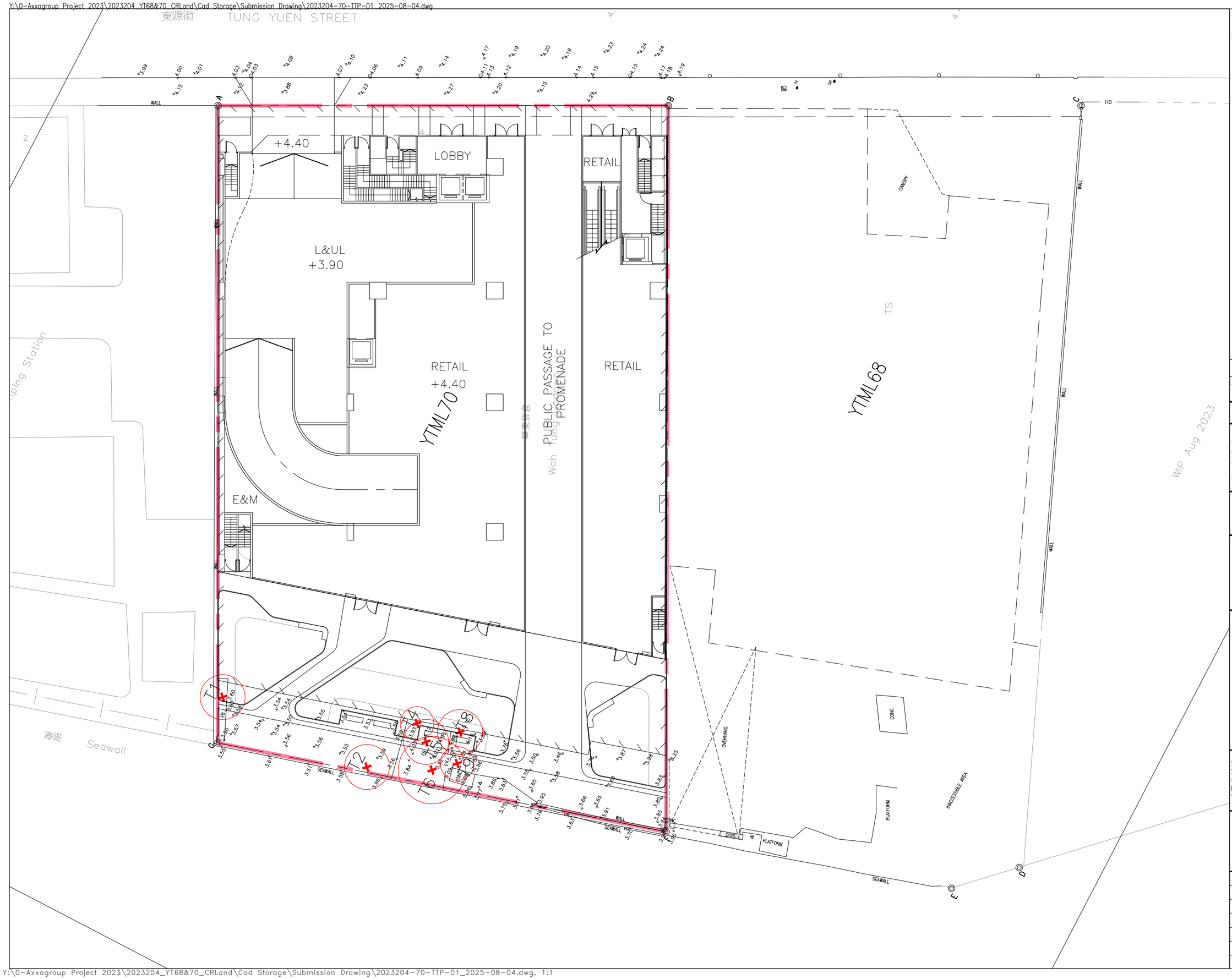

LEGEND:

APPLICATION SITE BOUNDARY

TREES PROPOSED TO BE FELLED (7 Nos.)

no.	description	date

REVISION

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- use figured dimension in preference to scalling
- verify all dimensions at the site
- report all discrepancies to the landscape architect and agree before proceeding
- determine location of all existing services prior to excavation

This drawing shall not be used for construction purposes unless signed by Landscape Architect

Date:

Approval:

axxa group

axxa group limited

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PROJECT:
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

DRAWING TITLE:

TREE TREATMENT PLAN (YTML70)

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Date:	NOV 2024	TTP-01
Design:	CL	
Drawn:	LS	
Checked:	CL	REV.
Project No:	2023204	

CAD Ref.: 2023204-70-TTP-01

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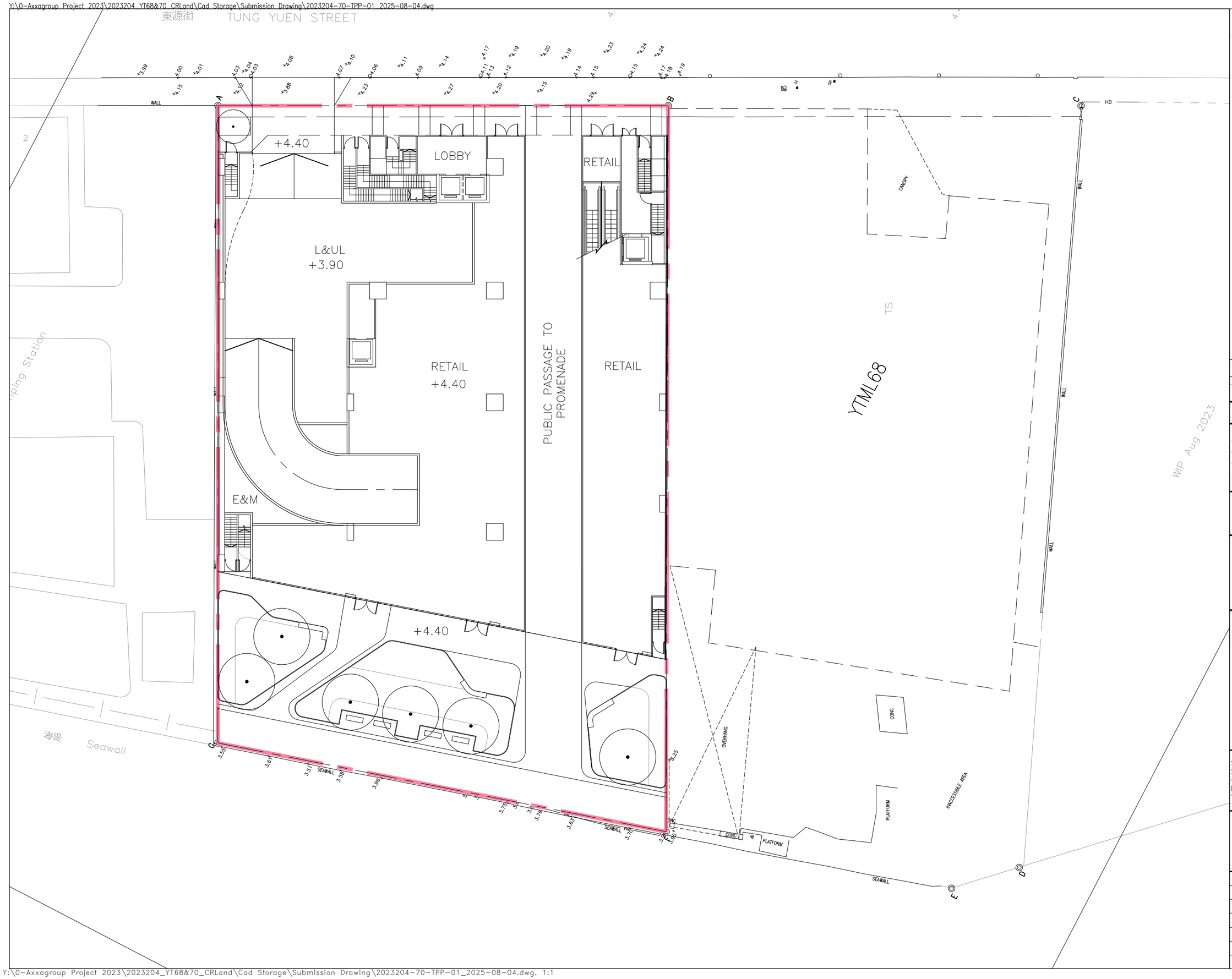

LEGEND:

APPLICATION SITE BOUNDARY

NEW TREES (7 Nos.)

no.	description	date

REVISION

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IT IS THE CONTRACTOR'S RESPONSIBILITY TO

- use figured dimension in preference to scalling
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- report all discrepancies to the landscape architect and agree before proceeding
- determine location of all existing services prior to excavation

This drawing shall not be used for construction purposes unless signed by Landscape Architect

Date:

Approval:

axxa group

axxa group limited
UNIT 301-02, 3/F PLAZA 228,
No. 228 WAN CHAI ROAD, HONG KONG.
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PROJECT:
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

DRAWING TITLE:

TREE PLANTING PLAN (YTML70)

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Design:	CL	
Drawn:	LS	
Checked:	CL	REV.
Project No:	2023204	

CAD Ref.: 2023204-70-TPP-01

A3 420 x 297

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T1



T2



T4



T5

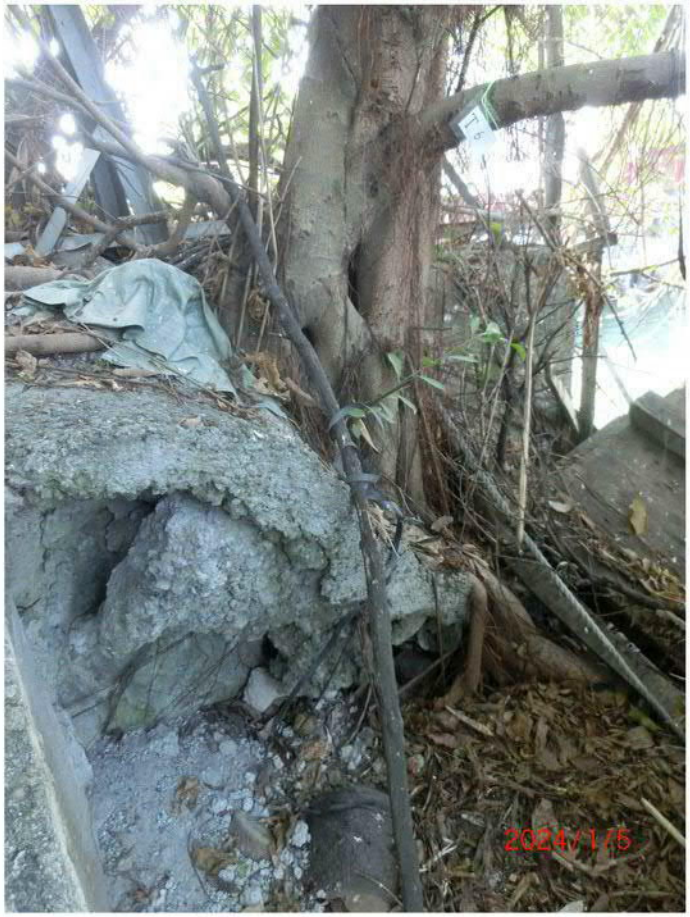
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Tree Photographic Record

R-Retain T-Transplant F-Fell D-Dead Tree



T6



T6



T8



T9

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Tree Photographic Record

R-Retain T-Transplant F-Fell D-Dead Tree

Appendix B

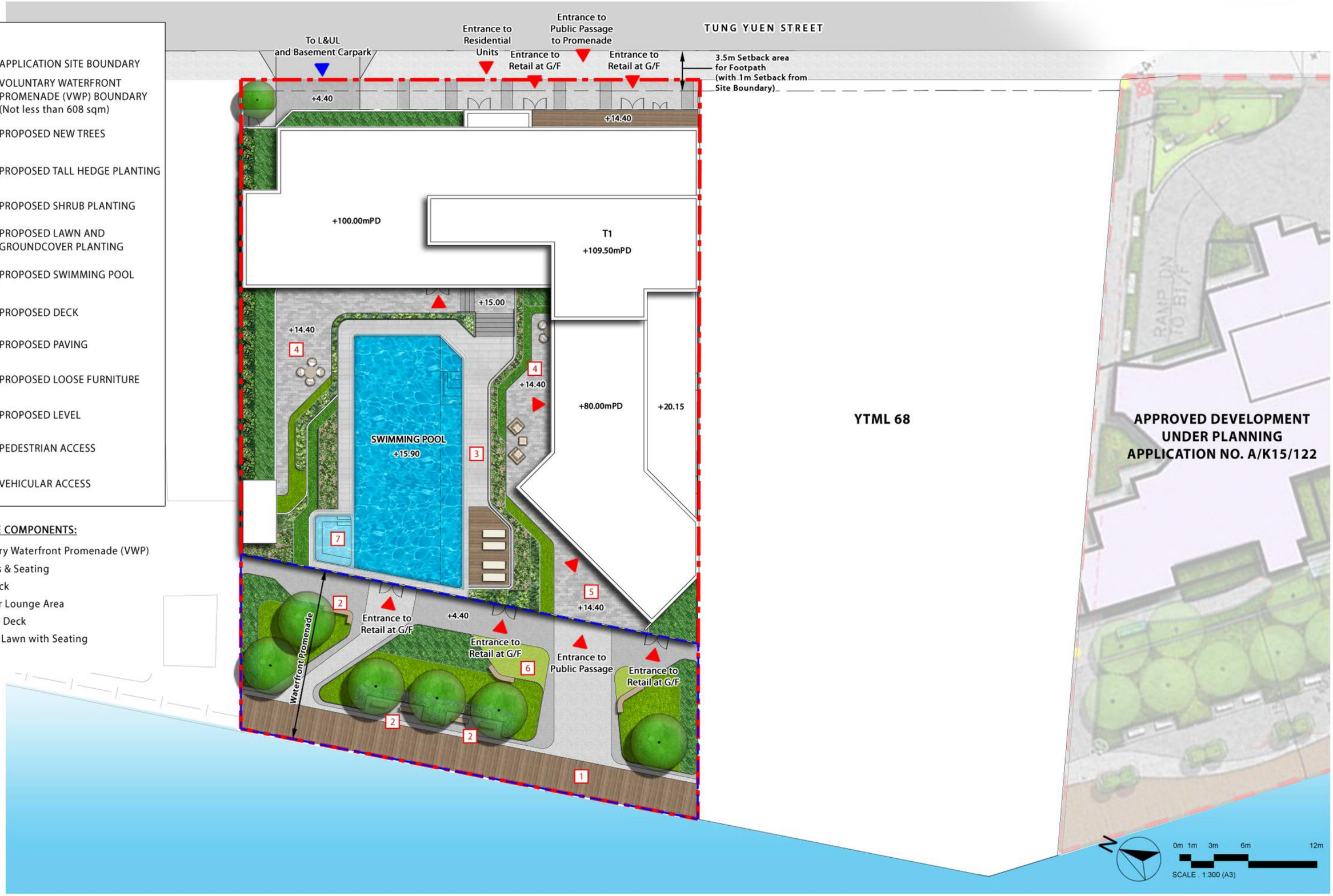
Landscape Master Plan

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- PROPOSED NEW TREES
- PROPOSED TALL HEDGE PLANTING
- PROPOSED SHRUB PLANTING
- PROPOSED LAWN AND GROUNDCOVER PLANTING
- PROPOSED SWIMMING POOL
- PROPOSED DECK
- PROPOSED PAVING
- PROPOSED LOOSE FURNITURE
- +4.00 PROPOSED LEVEL
- PEDESTRIAN ACCESS
- VEHICULAR ACCESS

LANDSCAPE COMPONENTS:

1. Voluntary Waterfront Promenade (VWP)
2. Benches & Seating
3. Pool Deck
4. Outdoor Lounge Area
5. Viewing Deck
6. Activity Lawn with Seating
7. Jacuzzi



Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01a

Date : APR 2025
(A3-size)

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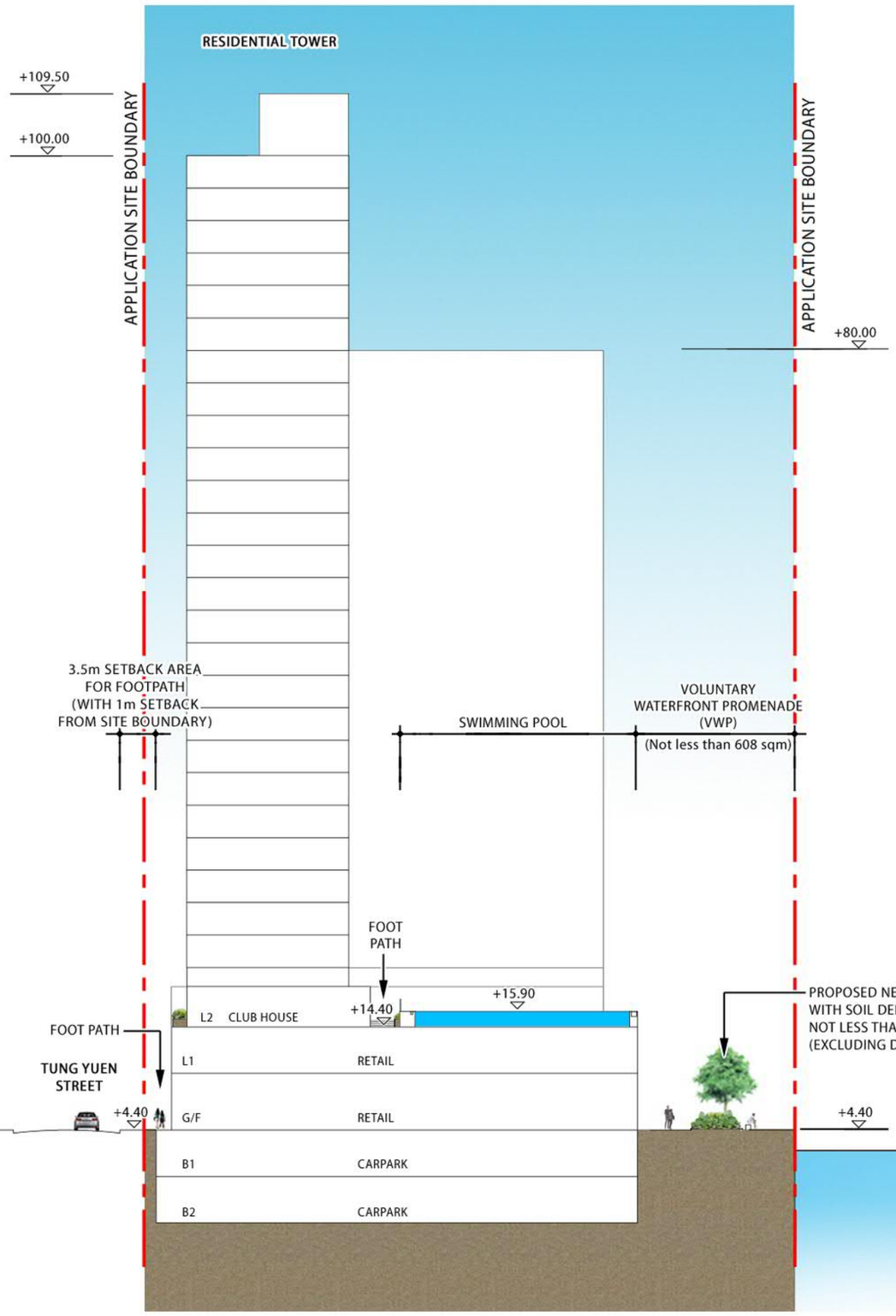
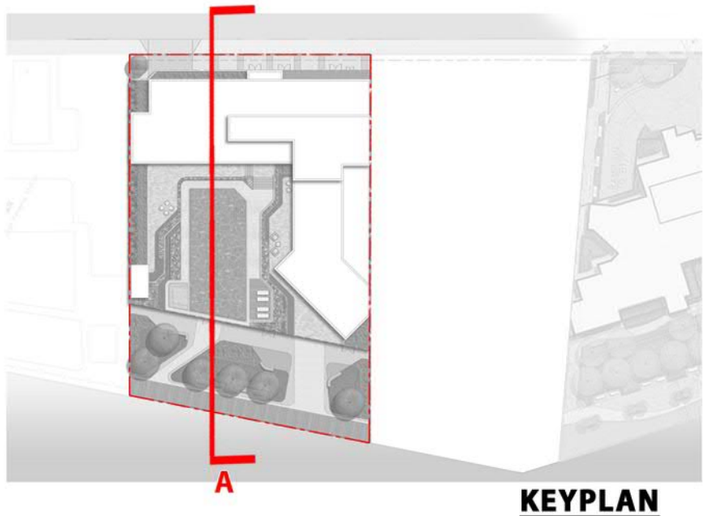
Appendix C

Landscape Sections





KEYPLAN

LANDSCAPE SECTION A

0m 2m 5m 10m 20m

SCALE . 1:500 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section A

Dwg. No. : 2023204-SEC-01b

Date : JUL 2025

(A3-size)

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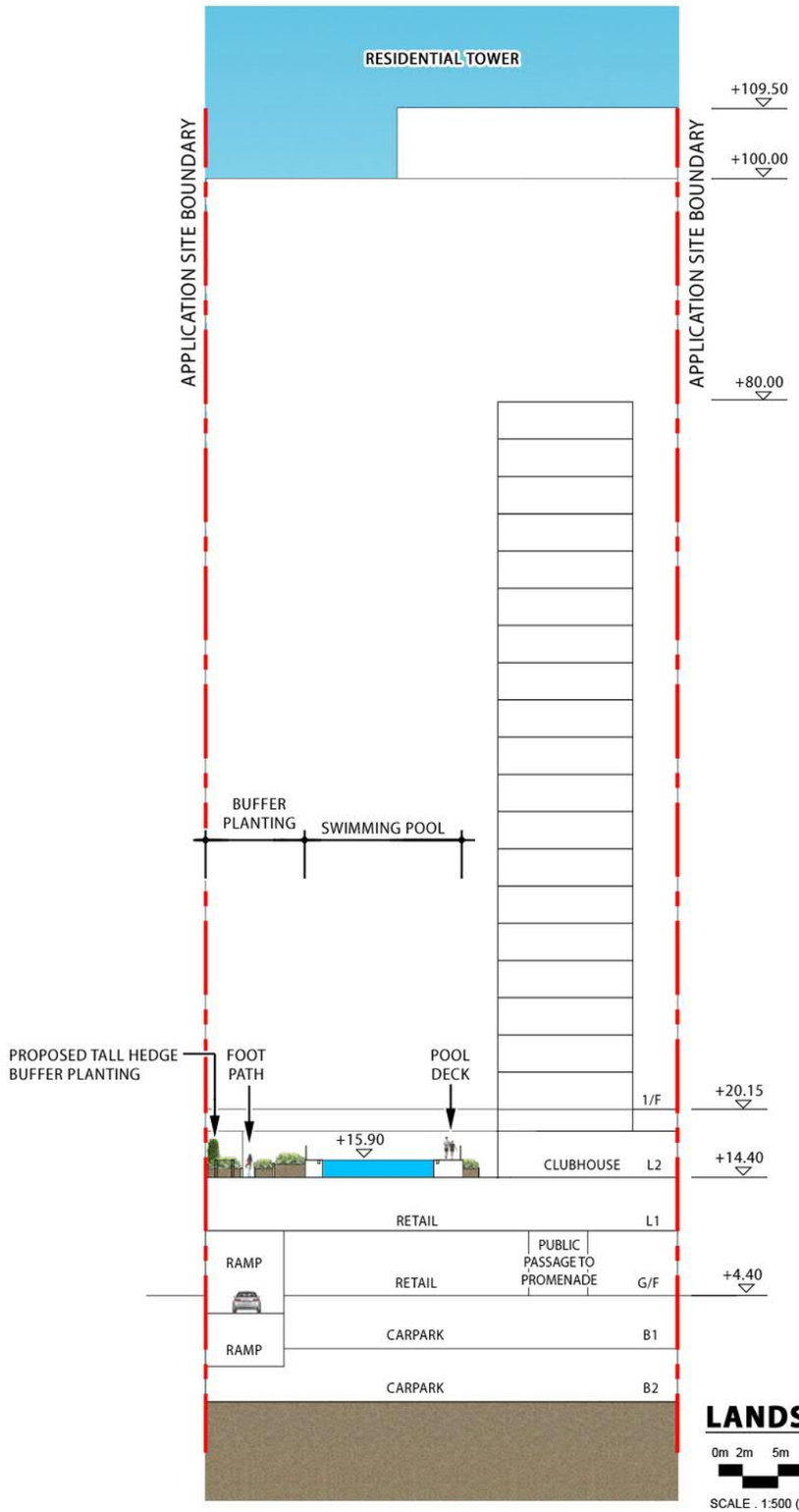

LANDSCAPE SECTION B

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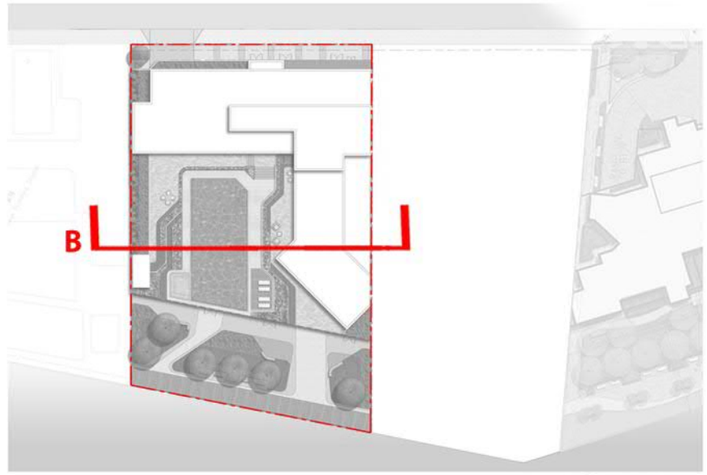

KEYPLAN

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section B

Dwg. No. : 2023204-SEC-02b

Date : JUL 2025

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Appendix D

Circulation Demarcation Plans

LEGEND:

- VEHICULAR ACCESS
- PEDESTRIAN ACCESS
- CARPARK ENTRANCE

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

+4.40

VERTICAL CONNECTION BETWEEN B2 & RESIDENTIAL TOWER

RETAIL VERTICAL CONNECTION BETWEEN G/F & L1

VERTICAL CONNECTION BETWEEN G/F & CLUBHOUSE

L&UL
+3.90

RETAIL VERTICAL CONNECTION BETWEEN G/F & L1

RETAIL
+4.40

Public Passage to Promenade

RETAIL

TO BASEMENT CARPARK

+4.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Circulation Demarcation Plan - G/F (+4.40mPD)

Dwg. No. : 2023204-CDP-01

Date : NOV 2024

(A3-size)

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Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-07-18 LMP\2023204-CDP-01

LEGEND:

PEDESTRIAN ACCESS

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

VERTICAL CONNECTION BETWEEN B2 & RESIDENTIAL TOWER

+14.40

E&M

CLUBHOUSE
+14.40

VERTICAL CONNECTION BETWEEN G/F & CLUBHOUSE

VERTICAL CONNECTION BETWEEN CLUBHOUSE & RESIDENTIAL TOWER

BUILDING LINE ABOVE

+14.40

+15.00

SWIMMING POOL
+15.90

+14.40

CLUBHOUSE
+14.40

+14.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Circulation Demarcation Plan - 2/F (+14.40mPD)

Dwg. No. : 2023204-CDP-01

Date : NOV 2024

(A3-size)

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Appendix E

Open Space Demarcation Plan

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- OPEN SPACE (Not less than 855 sqm)
  - PRIVATE OPEN SPACE (Approx. 247 sqm)
  - VOLUNTARY WATERFRONT PROMENADE (VWP) (Approx. 608 sqm)

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

+4.40

+14.40

+100.00mPD

T1

+109.50mPD

+14.40

+14.40

+80.00mPD

+20.15

SWIMMING POOL

+15.90

+14.40

+4.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE : 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Open Space Demarcation Plan

Dwg. No. : 2023204-ODP-01a

Date : APR 2025

(A3-size)

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Appendix F

Greenery Demarcation Plan

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- UNCOVERED
- COVERED

TOTAL GREENERY COVERAGE (Not less than 20% of the Site Area)

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

+14.40

E&M

CLUBHOUSE
+14.40

+14.40

+15.00

BUILDING LINE ABOVE

SWIMMING POOL
+15.90

+14.40

CLUBHOUSE
+14.40

+14.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Greenery Demarcation Plan

Dwg. No. : 2023204-GDP-01a

Date : APR 2025

(A3-size)

axxa group

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Appendix D

Traffic Impact Assessment

19/06/2025

Reference number CHK50748310

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON



TRAFFIC IMPACT ASSESSMENT REPORT

SYSTRA MVA

IDENTIFICATION TABLE	
Client/Project owner	China Resources Land (Overseas) Limited
Project	Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon
Type of document	Traffic Impact Assessment Report
Date	19/06/2025
File name	No. 4 Tung Yuen Street Development Traffic Impact Assessment Report .docx
Reference number	CHK50748310

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1. INTRODUCTION

1.1 Background

1.1.1 The application site is located at No. 4 Tung Yuen Street, as indicated in **Drawing 1.1**. It is currently zoned “Residential (Group E)” (“R(E)”) under the latest approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) no. S/K15/27.

1.1.2 The application site is currently occupied by an industrial building, and is planned to be re-developed into a residential-based development with shop & services, and eating place as No. 4 Tung Yuen Street Redevelopment.

1.2 Study Objective

1.2.1 The main objective of this study is to investigate the anticipated traffic impact of proposed No. 4 Tung Yuen Street Redevelopment to the adjacent local road network, by performing the following tasks:

- review the current traffic condition in the vicinity;
- study the traffic related matters of the proposed MLP;
- produce traffic forecasts on the adjacent local road network;
- assess the traffic impact of this development scheme to the adjacent local road network and suggest mitigation measures, if applicable.

1.3 Report Structure

1.3.1 Following this introductory chapter, there are six further chapters.

- Chapter 2 – Traffic Context, review the current traffic condition in the vicinity;
- Chapter 3 – The Redevelopment, introduces the proposed No. 4 Tung Yuen Street Redevelopment scheme, planning parameters, internal transport facilities and etc.;
- Chapter 4 – Traffic Forecasts, describes the traffic forecasting methodology and presents the results;
- Chapter 5 – Traffic Impact Assessment, presents the assessment findings and suggests mitigation measures, if applicable;
- Chapter 6 – Public Transport, review the current public transport service in the vicinity, and analyse the public transport demand in the future; and,
- Chapter 7 – Summary and Conclusion, summarises the study findings and presents the conclusion accordingly.



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

SITE LOCATION PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	1.1	-

SYSTRA MVA

CHK50748310/TIA/F11.CDR/LLH/10OCT24

Original Size : A4

2. TRAFFIC CONTEXT

2.1 Existing Road Network

2.1.1 The application site is located at No. 4 Tung Yuen Street. The application site situates at the northwestern fringe of YTIA and is accessible from Tung Yuen Street. The site location is indicated in **Drawing 1.1**. The vehicular access routes of the application site are through Tung Yuen Street, Ko Fai Road, Cha Kwo Ling Road, Yau Tong Road, and Ko Chiu Road.

2.1.2 Cha Kwo Ling Road, a single 4-lane district distributor, is the main transport corridors of Yau Tong area to provide external linkage to Eastern Harbour Crossing (EHC), Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), Kwun Tong Bypass and Kwun Tong Road.

2.1.3 Yau Tong Road and Ko Chiu Road are both local distributors, linking up Lei Yue Mun Road and Cha Kwo Ling Road on the North and South respectively.

2.1.4 Tung Yuen Street and Ko Fai Road are both single 2-lane local distributors, connecting the application site to Yan Yue Wai and Cha Kwo Ling Road.

2.2 Public Transport Services

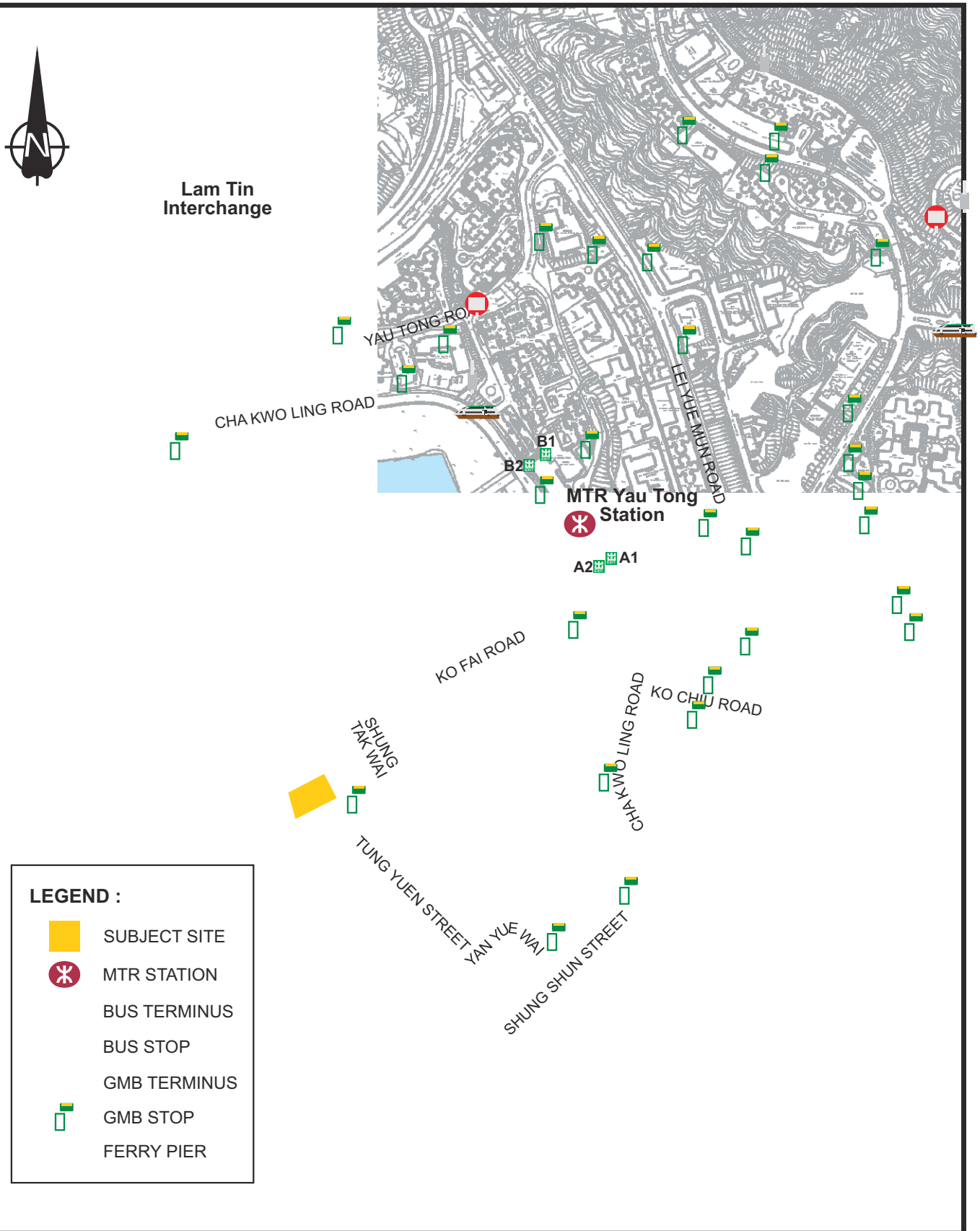
2.2.1 MTR Yau Tong Station is the nearest MTR station to the application site. It is located on the north-east of the application site across Cha Kwo Ling Road, and can be reached within 10 minutes of walk. Yau Tong MTR Station is the interchange station of Kwun Tong Line and Tseung Kwan O Line leading to Island Line.

2.2.2 There are two public transport interchanges (PTI) located at The Domain Mall and Lei Yue Mun Estate, near Ko Chiu Road, in the vicinity of the application site. There is one franchised bus route - 14X and one Green Minibus (GMB) route - 24, operating along Tung Yuen Street.

2.2.3 The nearby public transport services are indicated in **Drawing 2.1**, whilst their service details are summarised in **Appendix A**.

2.3 Junction Operational Performance

2.3.1 A total of thirteen key local junctions have been identified for assessment purpose in this study. The identified key local junctions, as listed in **Table 2.1**, are indicated in **Drawing 2.2**.



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A	TD'S COMMENTS INCORPORATED	JPP	23APR25	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING PUBLIC TRANSPORT SERVICES

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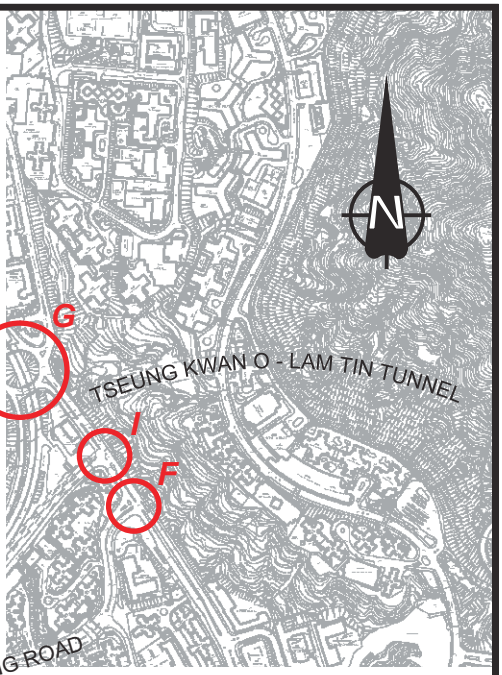
CCT	JPP	NTS	OCT 2024	2.1	A

SYSTRA MVA



LEGEND :

SUBJECT SITE

C EXISTING KEY JUNCTIONS

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A	TD'S COMMENTS INCORPORATED	JPP	23APR25	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

IDENTIFIED KEY LOCAL JUNCTIONS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	2.2	A

SYSTRA MVA

CHK50748310/TIA/F22-A.CDR/LLH/23APR25

Original Size : A4

Table 2.1 Identified Key Local Junctions

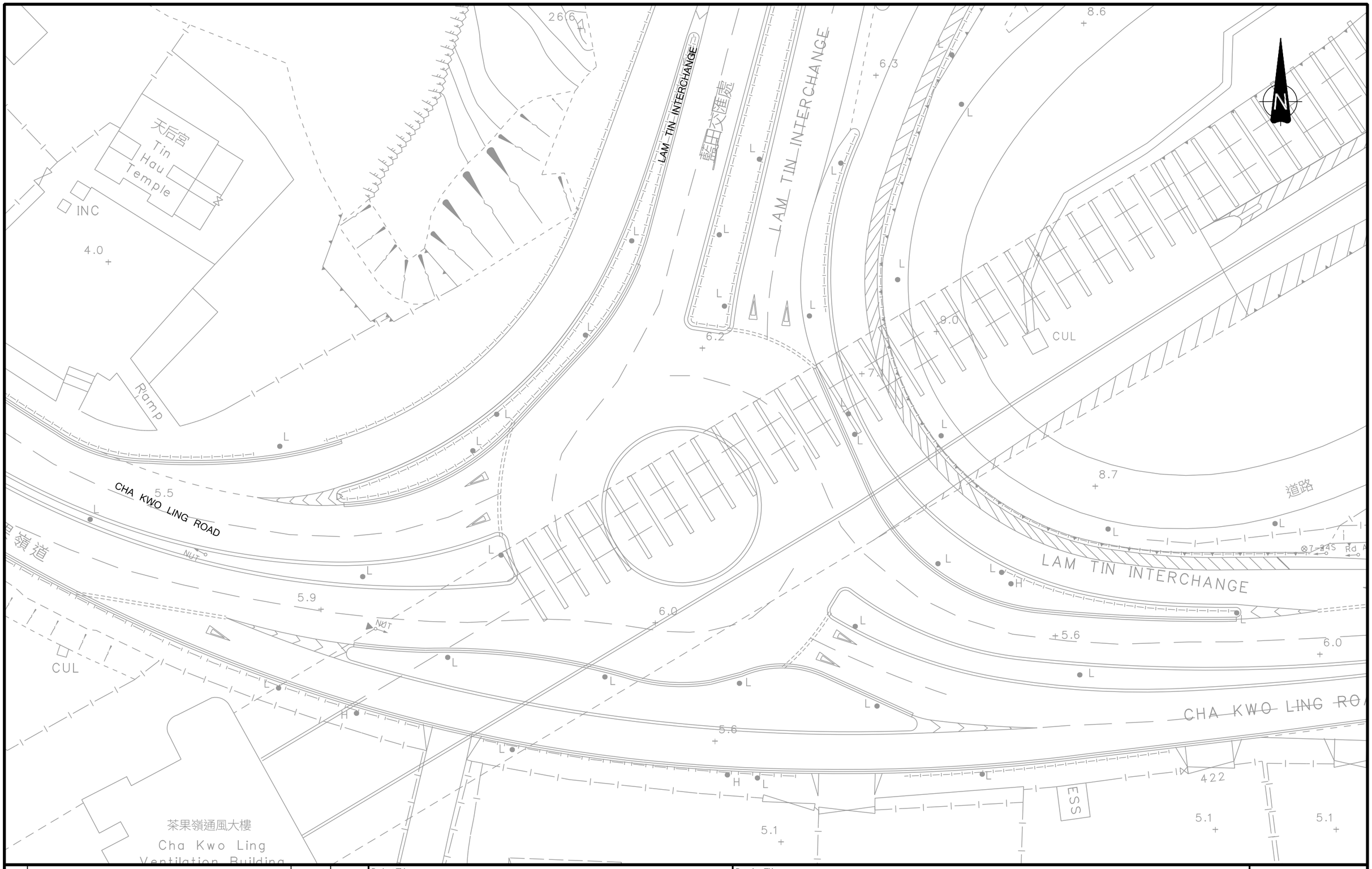
Ref. (1)	Junction	Control Method	Drawing No.
A	Cha Kwo Ling Road / Lam Tin Interchange	Roundabout	2.3
B	Cha Kwo Ling Road / Yau Tong Road	Signal	2.4
C	Cha Kwo Ling Road / Ko Fai Road	Priority	2.5
D	Cha Kwo Ling Road / Ko Chiu Road	Signal	2.6
E	Lei Yue Mun Road / Ko Chiu Road	Roundabout	2.7
F	Lei Yue Mun Road / Yau Tong Road	Signal	2.8
G	Kai Tin Road / Lei Yue Mun Road	Roundabout	2.9
H	Wai Yip Street / Wai Fat Road	Signal	2.10
I	Lei Yue Mun Road / Slip Road to EHC	Signal	2.11
J	Cha Kwo Ling Road / Shung Shun Road	Priority	2.12
K	Shung Shun Road / Yan Yue Wai	Priority	2.13
L	Tung Yuen Street / Yan Yue Wai	Priority	2.14
M	Tung Yuen Street / Ko Fai Road	Priority	2.15

Remarks:
(1) Refer to **Drawing 2.2**.

2.3.2 In order to establish the current peak hour traffic condition in the area, traffic surveys in the form of manual classified count were conducted at the identified key local junctions during the morning and evening peak hours of a typical weekday.

2.3.3 The traffic surveys were arranged and conducted during morning peak hours between 07:30 – 09:30 and the evening peak hours between 17:00 – 19:00 on 9th and 10th of September 2024. The survey results reveal that the weekday morning and evening peak hour occur during 08:15 – 09:15 and 17:00 – 18:00 respectively. The observed peak hour traffic flows are summarised in **Drawing 2.16**.

2.3.4 Junction capacity assessments have been conducted to evaluate the current operational performance of the identified key local junctions. The assessments would be validated with the site observations, such as queue length, by applying appropriate site factors and adjustments accordingly in order to reflect the actual site conditions. The assessment results are summarised in **Table 2.2**. The junction calculation sheets are attached in **Appendix B**.



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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

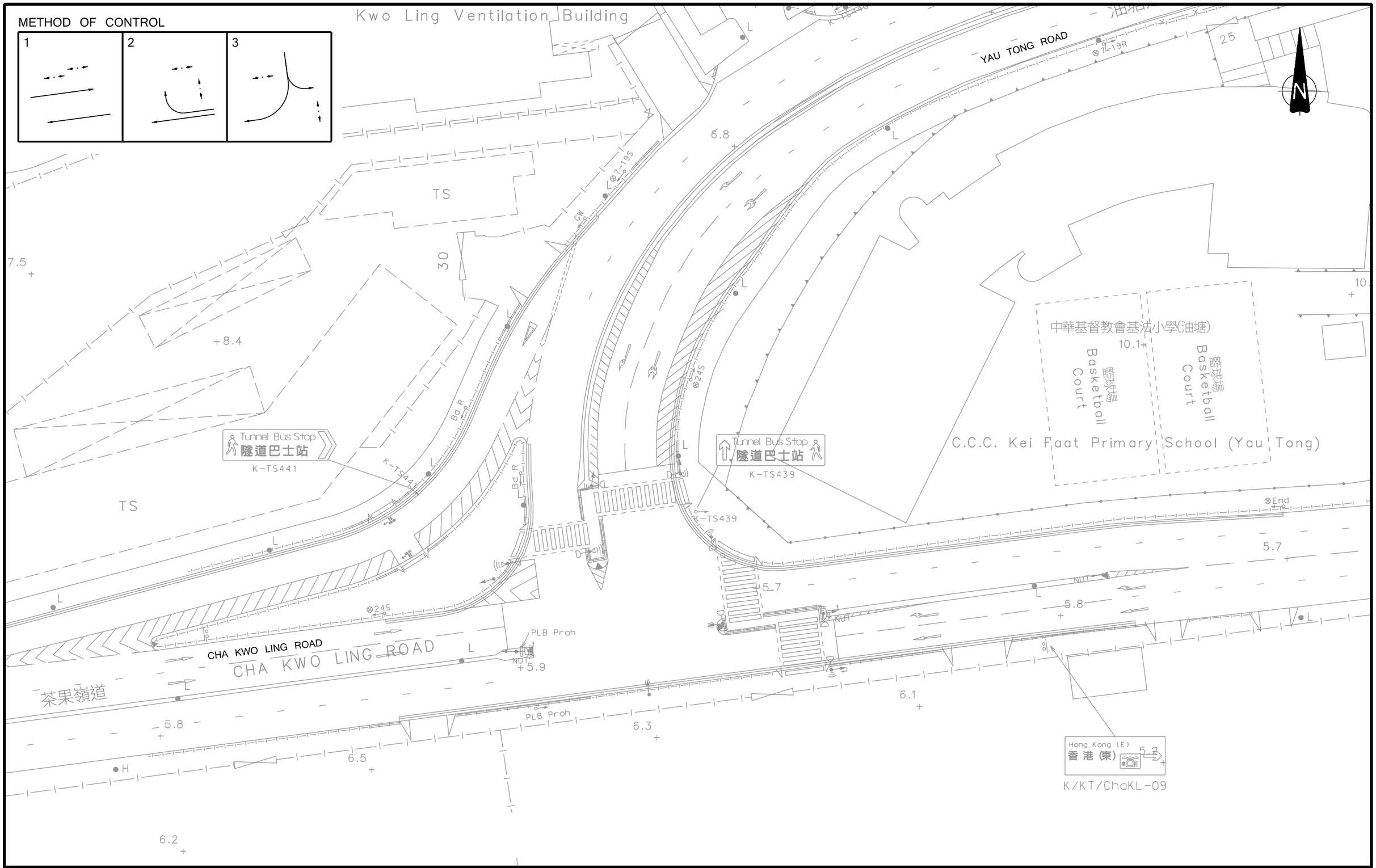
EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / LAM TIN INTERCHANGE (A)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.3**	-

SYSTRA MVA

CHK50748310/TIA/F23.DGN/KCM/08OCT24

Original Size : A3



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A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / YAU TONG ROAD (B)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	2.4	A

SYSTRA MVA

CHK50748310/TIA/F24-A.DGN/KCM/19JUN25

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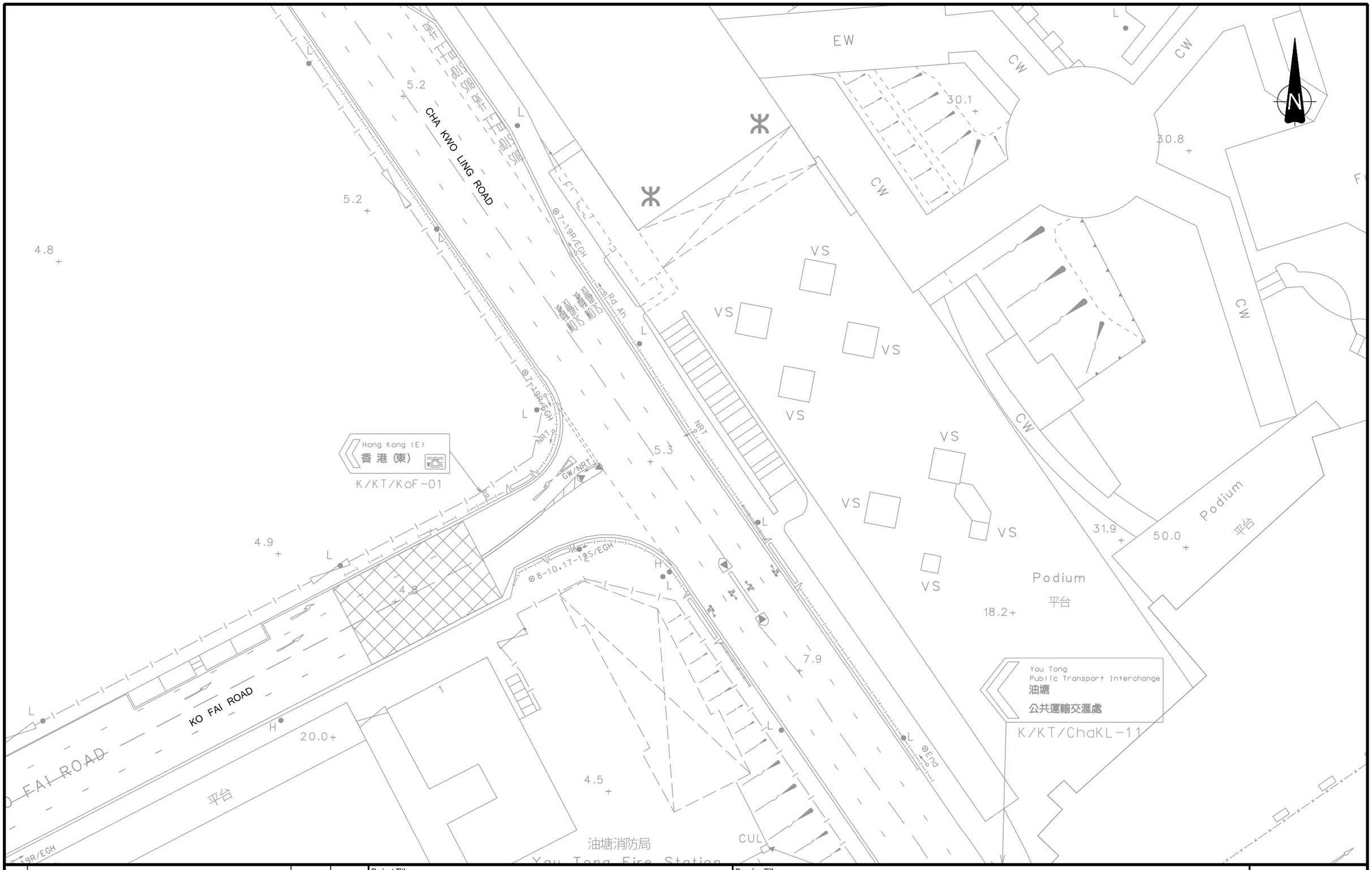

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A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / KO FAI ROAD (C)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.5**	A

SYSTRA MVA

CHK50748310/TIA/F25-A.DGN/KCM/19FEB25

Original Size : A3

METHOD OF CONTROL

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			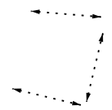

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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / KO CHIU ROAD (D)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.6**	A

SYSTRA MVA

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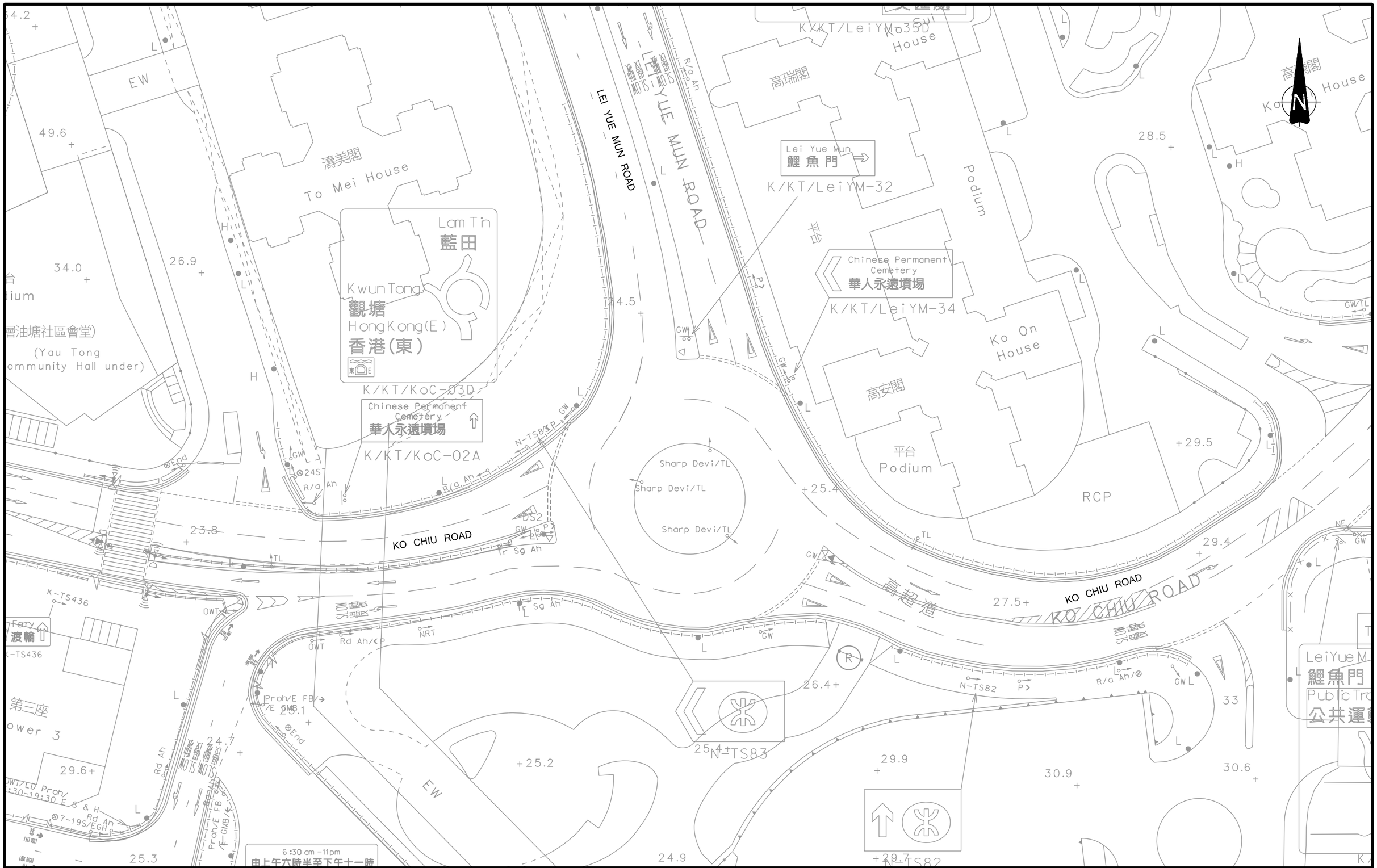

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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / KO CHIU ROAD (E)

Designed	Checked	Scale	Date	Drawing No.	Rev.
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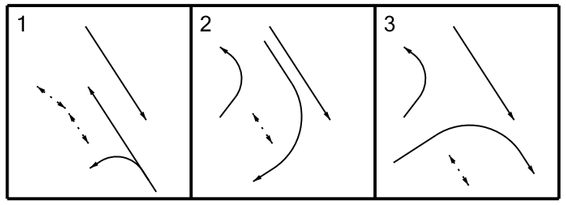
SYSTRA MVA

CHK50748310/TIA/F27.DGN/KCM/08OCT24

Original Size : A3

METHOD OF CONTROL



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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / YAU TONG ROAD (F)

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CCT	JPP	1:500(A3)	OCT 2024	**2.8**	-

SYSTRA MVA

CHK50748310/TIA/F28.DGN/KCM/08OCT24

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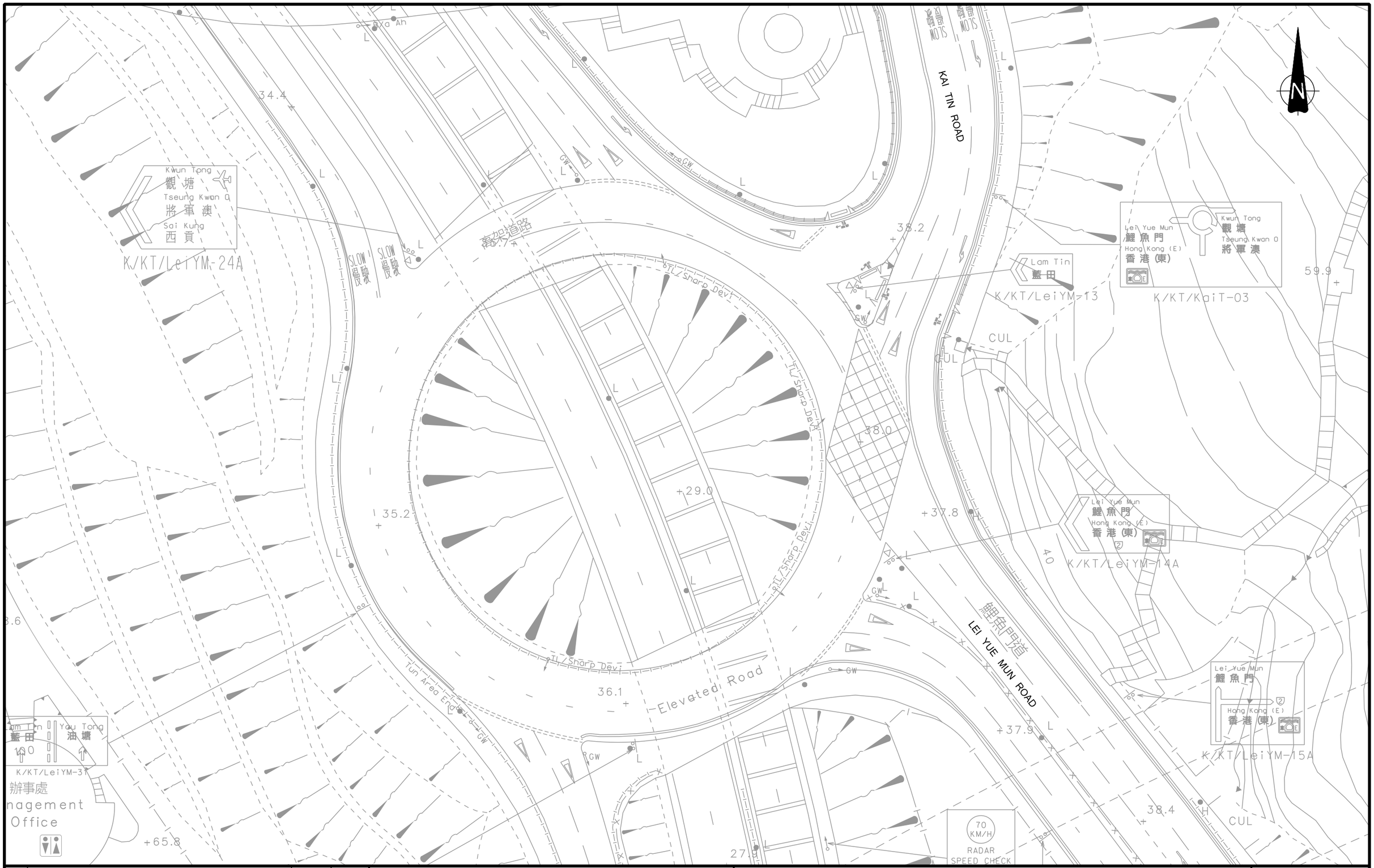

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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF KAI TIN ROAD / LEI YUE MUN ROAD (G)

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SYSTRA MVA

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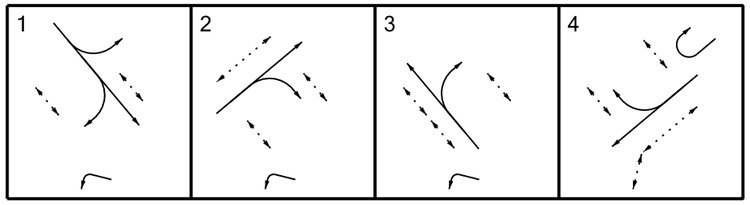
Original Size : A3

METHOD OF CONTROL



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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF WAI YIP STREET / WAI FAT ROAD (H)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.10**	-

SYSTRA MVA

CHK50748310/TIA/F210.DGN/KCM/10APR24

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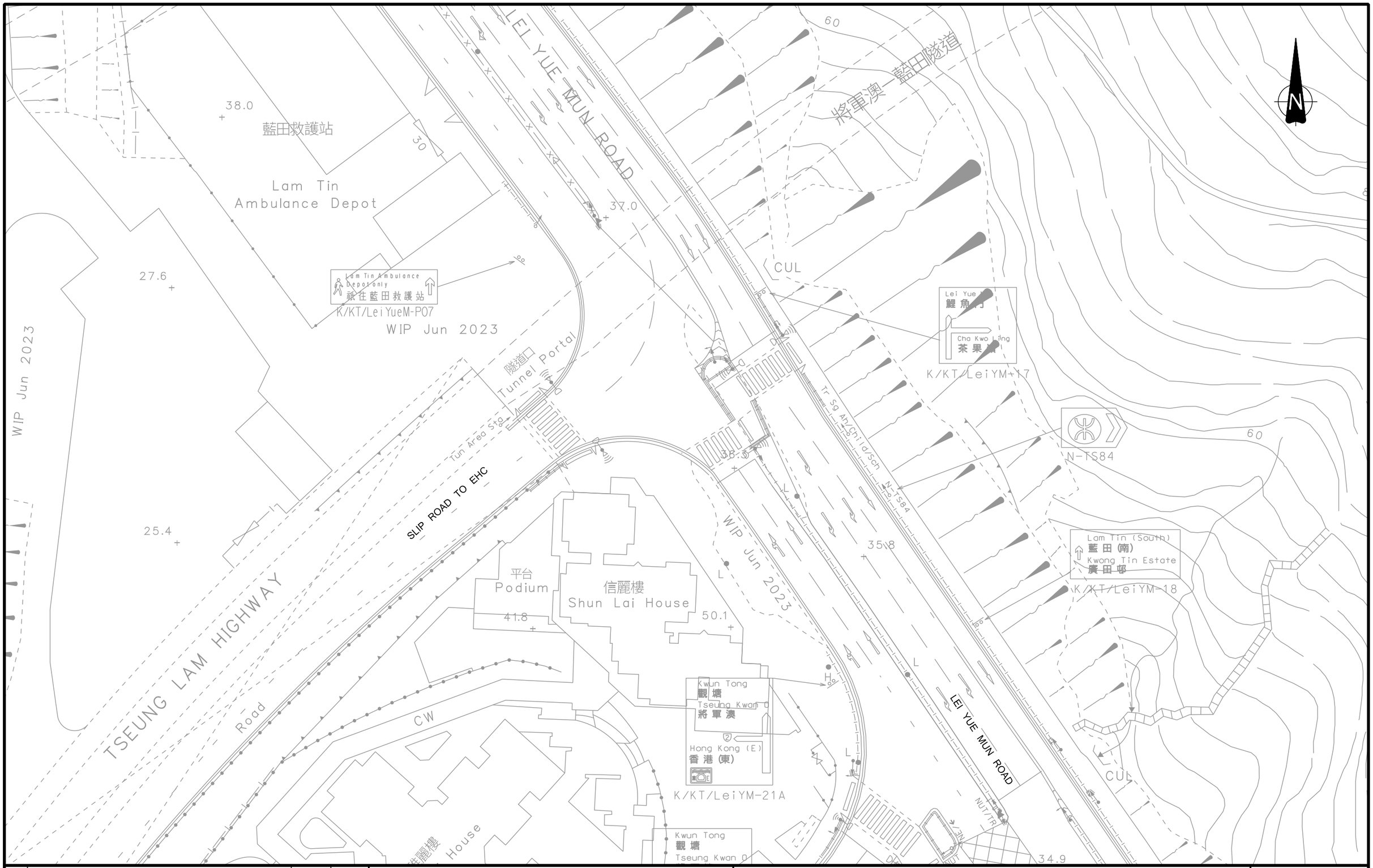

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A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / SLIP ROAD TO EASTERN HARBOUR CROSSING (I)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	2.11	A

SYSTRA MVA

CHK50748310/TIA/F211.DGN/KCM/19FEB25

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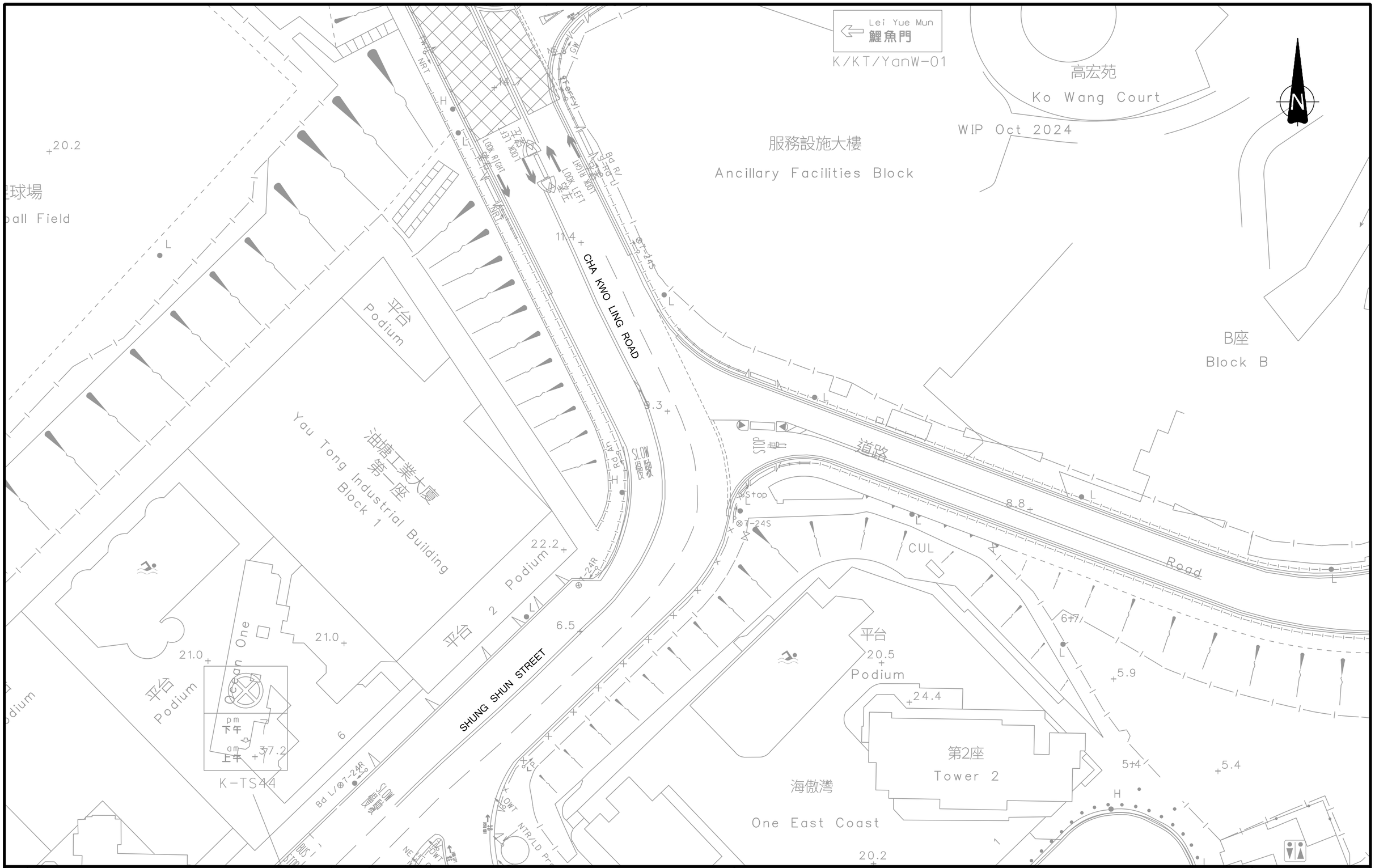

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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

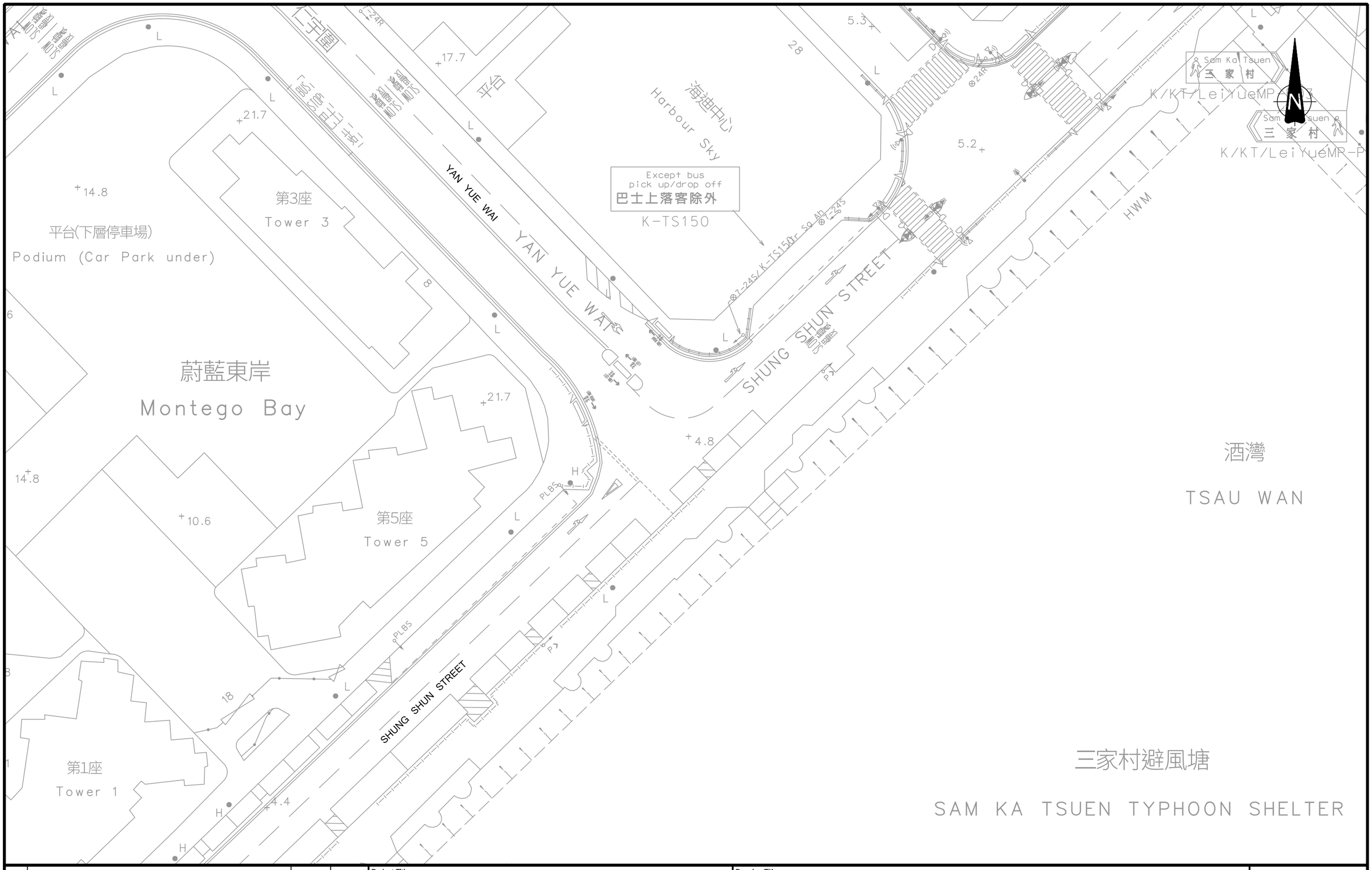
Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / SHUNG SHUN ROAD (J)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.12**	-

CHK50748310/TIA/F212.DGN/KCM/19FEB25

Original Size : A3



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF SHUNG SHUN ROAD / YAN YUE WAI (K)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.13**	-

CHK50748310/TIA/F213.DGN/KCM/19FEB25

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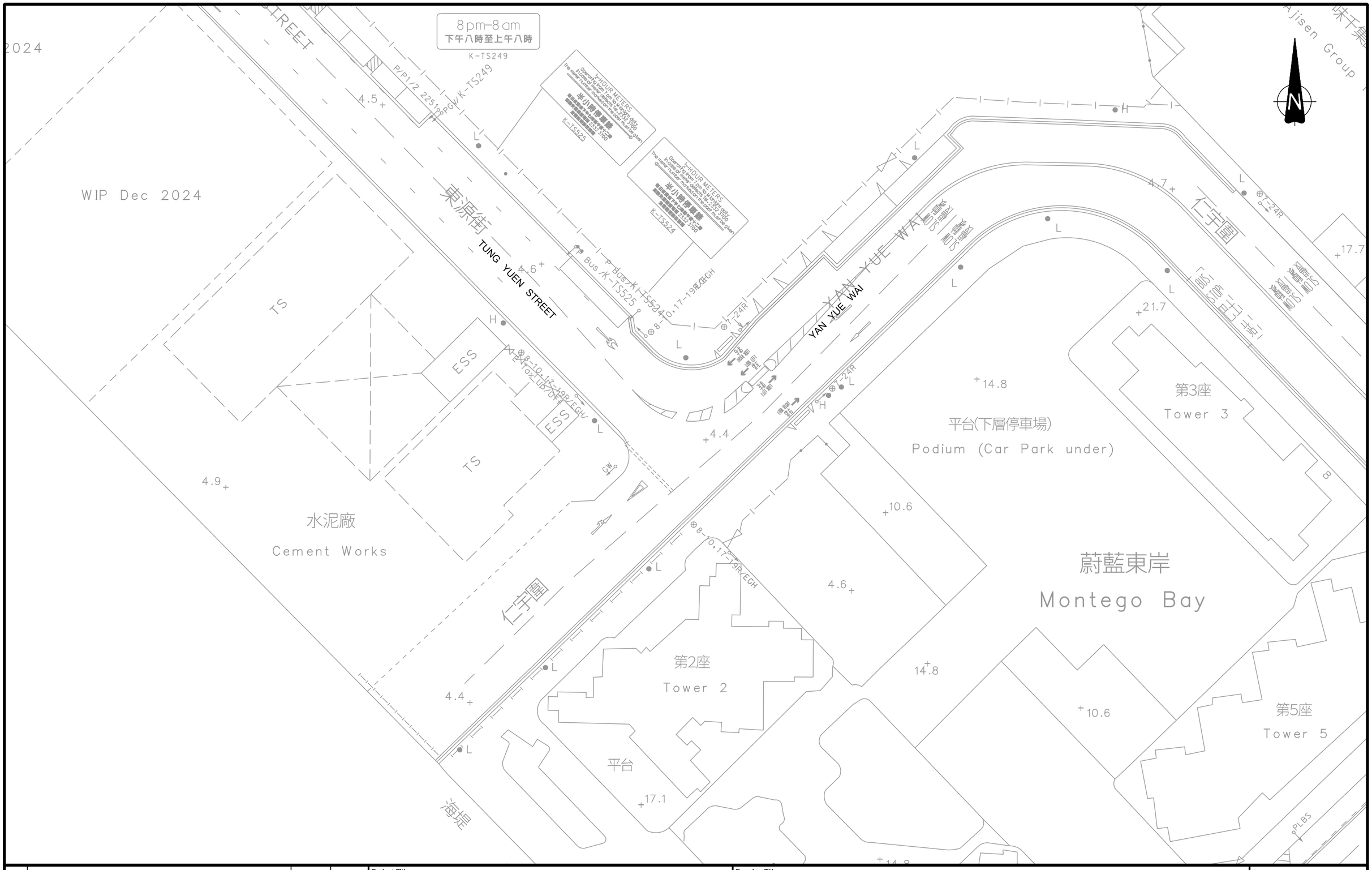

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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

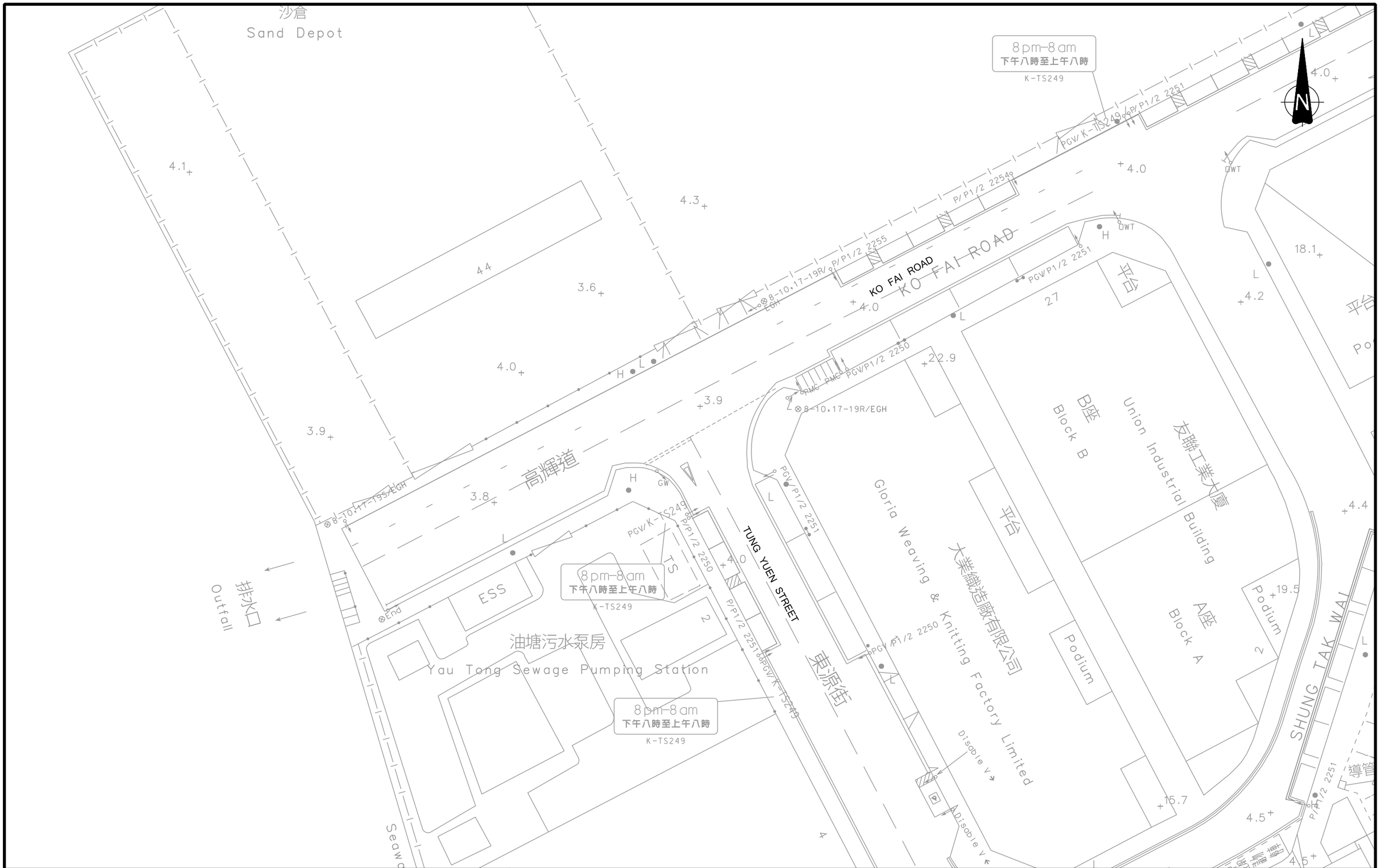
Drawing Title

EXISTING JUNCTION LAYOUT OF TUNG YUEN STREET / YAN YUE WAI (L)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.14**	-

CHK50748310/TIA/F214.DGN/KCM/19FEB25

Original Size : A3



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

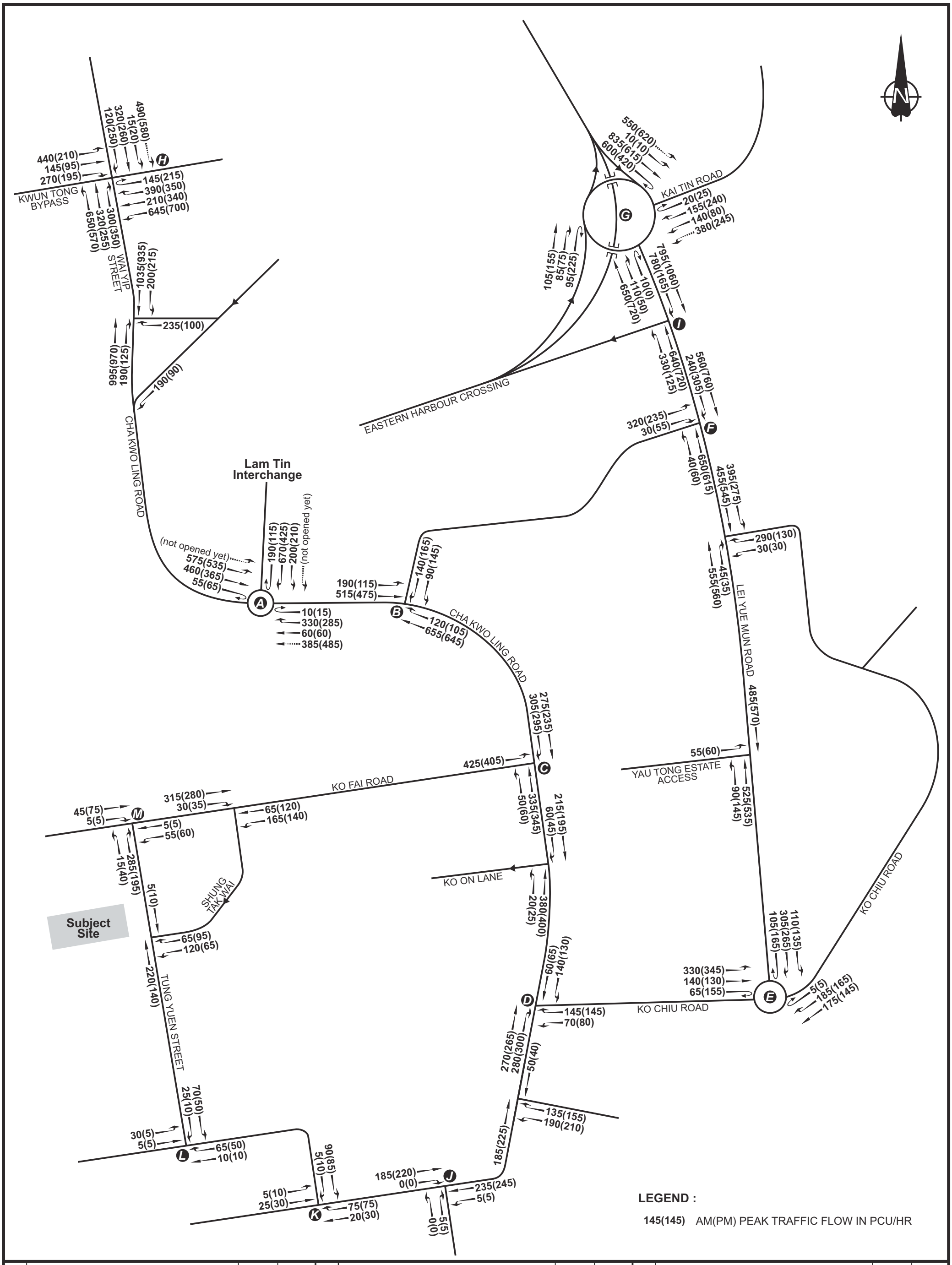
EXISTING JUNCTION LAYOUT OF TUNG YUEN STREET / KO FAI ROAD (M)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.15**	-

SYSTRA MVA

CHK50748310/TIA/F215.DGN/KCM/19FEB25

Original Size : A3



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

YEAR 2024 OBSERVED TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	APR 2025	2.16	-

SYSTRA MVA

CHK50748310/TIA/F216.CDR/LLH/23APR25

Original Size : A3

Table 2.2 Current Junction Operational Performance

Ref. (1)	Junction	RC/RFC (2)	
		AM Peak	PM Peak
A	Cha Kwo Ling Road / Lam Tin Interchange	0.43	0.33
B	Cha Kwo Ling Road / Yau Tong Road	>100%	>100%
C	Cha Kwo Ling Road / Ko Fai Road	0.67	0.64
D	Cha Kwo Ling Road / Ko Chiu Road	>100%	100%
E	Lei Yue Mun Road / Ko Chiu Road	0.23	0.28
F	Lei Yue Mun Road / Yau Tong Road	>100%	>100%
G	Kai Tin Road / Lei Yue Mun Road	0.72	0.53
H	Wai Yip Street / Wai Fat Road	64%	56%
I	Lei Yue Mun Road / Slip Road to EHC	51%	>100%
J	Cha Kwo Ling Road / Shung Shun Road	0.10	0.12
K	Shung Shun Road / Yan Yue Wai	0.05	0.05
L	Tung Yuen Street / Yan Yue Wai	0.04	0.01
M	Tung Yuen Street / Ko Fai Road	0.65	0.50

Remarks:

(1) Refer to **Drawing 2.2**.

(2) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%, The operational performance of a priority/roundabout is represented in Ratio to Flow Capacity (RFC), which is defined as overloaded if RFC over 1.00.

2.3.5 The assessment results indicate that all the identified key local junctions are operating within capacity during the weekday peak hour periods.

3. THE REDEVELOPMENT

3.1 Development Parameter

3.1.1 For the purpose of Section 16 planning application, No. 4 Tung Yuen Street is this TIA study area.

3.1.2 Currently, there is a 7-storey industrial building on the site, and the subject site has been rezoned as R(E). The current proposed development comprises a residential tower with clubhouse, shop and services, and eating place. The proposed main development parameters of the No. 4 Tung Yuen Street Redevelopment are summarised in **Table 3.1** and the master layout plan is shown in **Drawing 3.1**.

Table 3.1 Proposed Development Parameters

		Proposed MLP
Site Area (m^2)		Approx. 2,419 m^2
Total Plot Ratio		Not more than 6.9
Total GFA (m^2)		Not more than 16,691.1 m^2
Key Development Parameters		
Residential	no. of units	342
Commercial – retail	GFA (m^2)	2,177.1

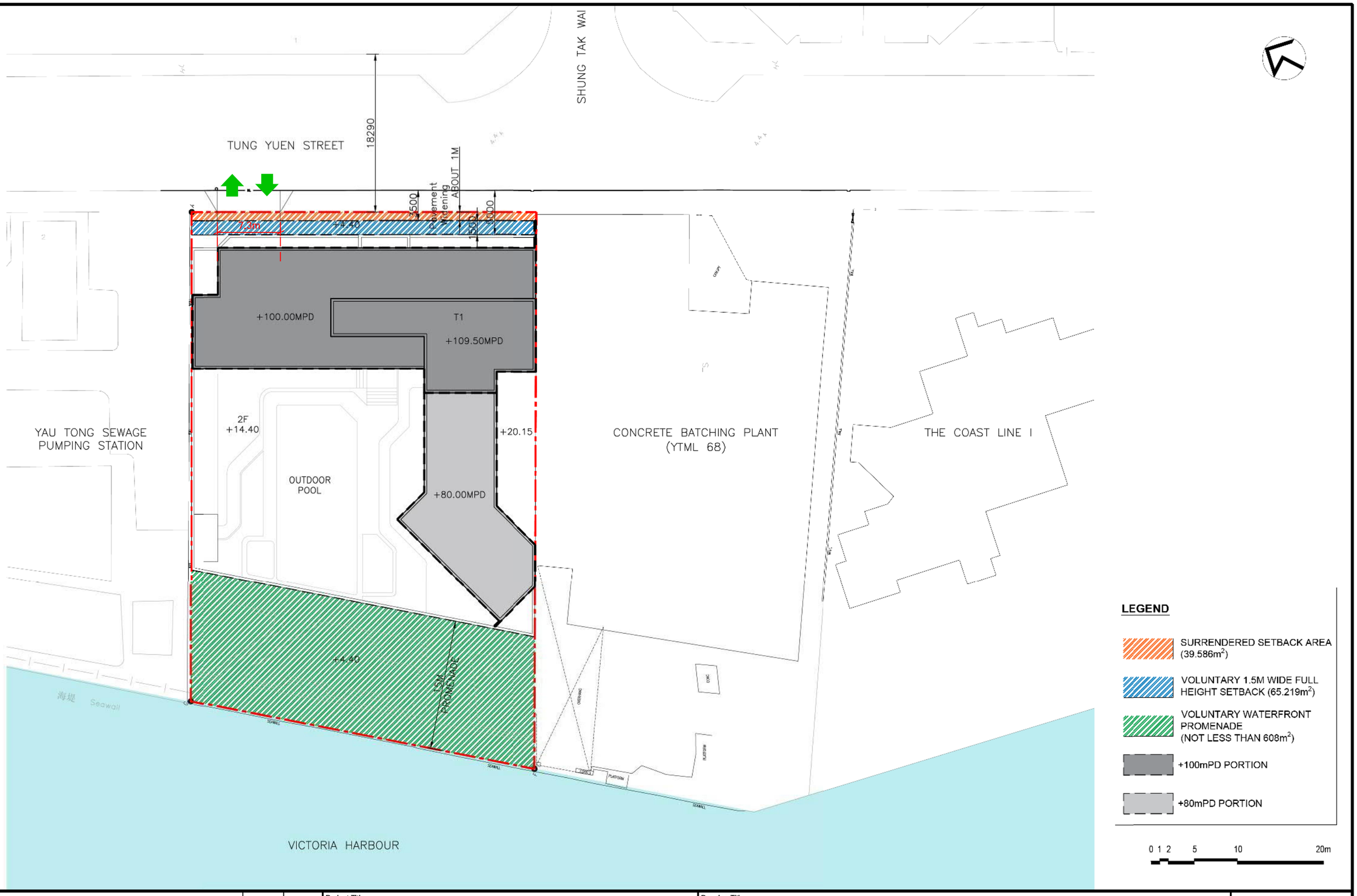
3.1.3 The No. 4 Tung Yuen Street Redevelopment would be completed in year 2032.

3.2 Internal Traffic Arrangement

Vehicular Access

3.2.1 Under the proposed MLP, there is one vehicular access of subject site and is located on Tung Yuen Street. The location of the vehicular accesses of No. 4 Tung Yuen Street Redevelopment under the proposed MLP are indicated in **Drawing 3.1**.

3.2.2 Vehicular Access to the Proposed Scheme is provided at Tung Yuen Street, which is a major road connecting to Ko Fai Road at its western end and to Shung Shun Street at its eastern end. The traffic going to/from Hong Kong Island would pass through Ko Fai Road priority junction / Cha Kwo Ling Road / Yau Tong Road / EHC or Ko Fai Road priority junction / Cha Kwo Ling Road / Lam Tin Interchange. For the traffic going to/from Tseung Kwan O, which would pass through Ko Fai Road priority junction / Cha Kwo Ling Road / Lam Tin Interchange or Ko Fai Road priority junction / Cha Kwo Ling Road / Yau Tong Road / Lei Yue Mun Road. And the traffic can also pass through the Wai Yip street to Kwun Tong Action Area to/from Kwun Tong. The traffic ingress and egress routings of the site are illustrated in **Drawing Nos. 3.2 to 3.3**.



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A	MLP UPDATED	JPP	19JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

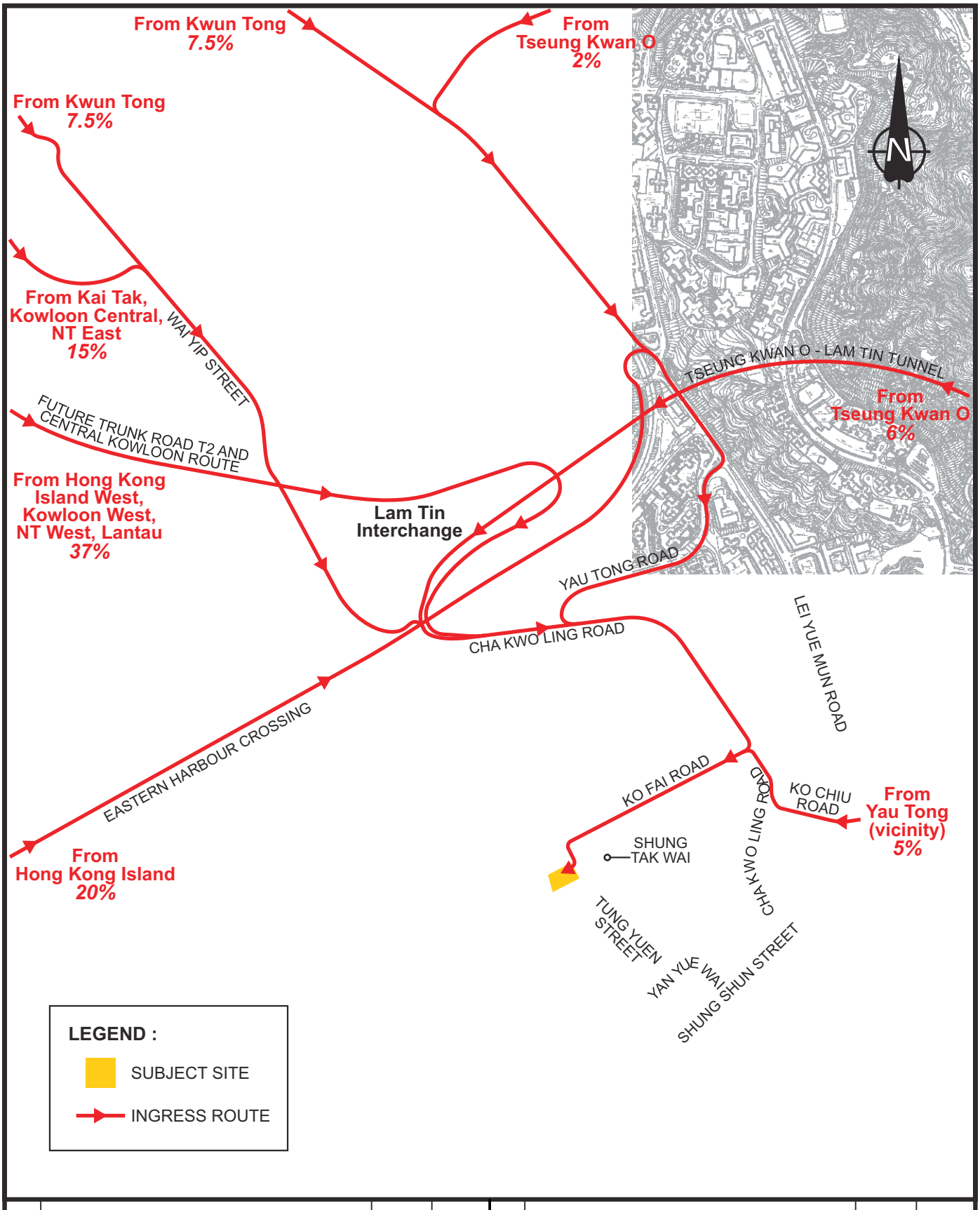
MASTER LAYOUT PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	3.1	A

SYSTRA MVA

CHK50748310/TIA/F31-A.DGN/KCM/19JUN25

Original Size : A3



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A	TD'S COMMENTS INCORPORATED	JPP	5JUN25	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

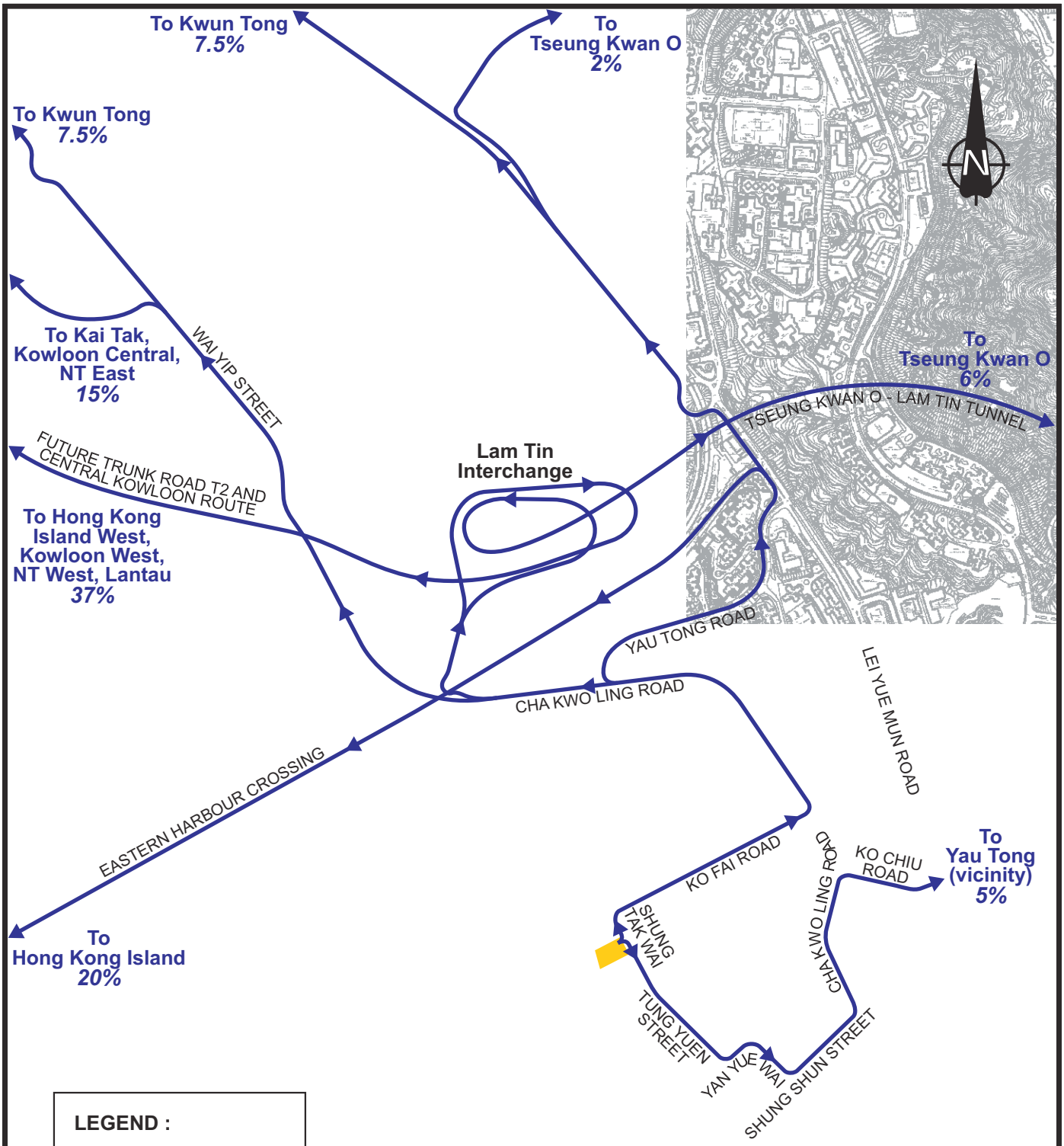
DEVELOPMENT INGRESS ROUTE

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	FEB 2025	3.2	A

SYSTRA MVA

CHK50748310/TIA/F32-A.CDR/LLH/5JUN25

Original Size : A4



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A	TD'S COMMENTS INCORPORATED	JPP	5JUN25	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

DEVELOPMENT EGRESS ROUTE

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	FEB 2025	3.3	A

SYSTRA MVA

CHK50748310/TIA/F33-A.CDR/LLH/5JUN25

Original Size : A4

Internal Driveway

3.2.3 The vehicular accesses and the internal transport facilities are linked up by internal driveway. Car parking spaces are located at the two basement floors and the loading/unloading spaces are located at ground floor. There are total 66 private car parking spaces (included 2 accessible car parking spaces) and 3 loading/unloading bay (1 light goods vehicle space and 2 heavy goods vehicle spaces).

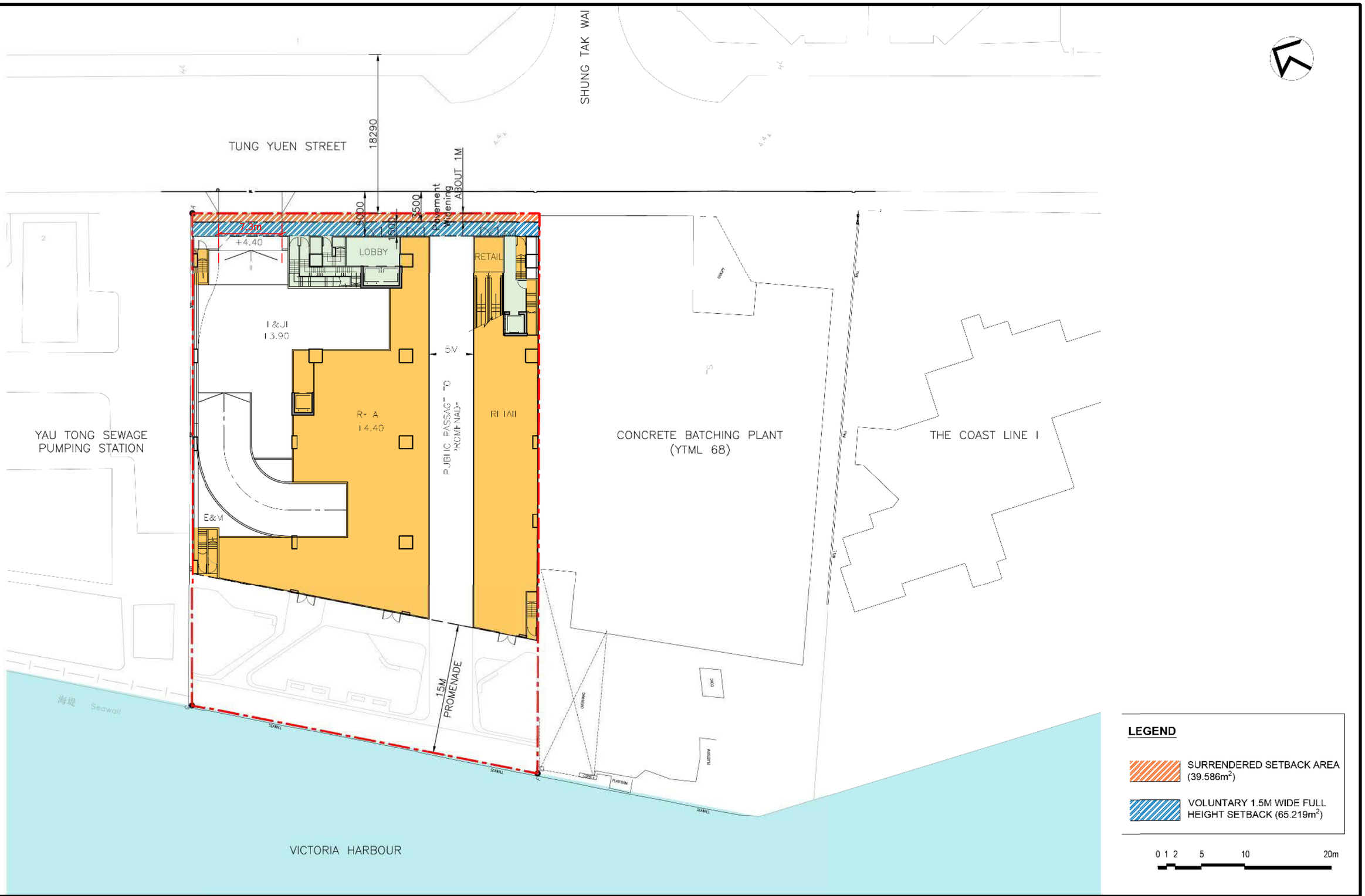
3.3 Internal Transport Facility

3.3.1 Provisions of internal transport facilities, including parking spaces, loading/unloading bays and etc., for No. 4 Tung Yuen Street Redevelopment are proposed in accordance with the relevant requirements stipulated in the latest Hong Kong Planning Standard Guideline (HKPSG). The location of loading/unloading bays, ramps and parking spaces area are shown in **Drawing 3.4 to 3.6**.

3.3.2 The proposed provisions have taken into consideration the factors of building function, residential flat mix and locality of No. 4 Tung Yuen Street Redevelopment. **Table 3.2** summarises the requirement and proposed provisions of internal transport facility of subject site.

Table 3.2 Proposed Internal Transport Facility

<table>
<tr><th>Component</th><th colspan="4">HKPSG Requirements (1)</th><th>Parameters</th><th>Provision Range</th><th>Proposed Provision</th></tr>
<tr><td>Residential – 342 units</td><td colspan="4"></td><td></td><td></td><td></td></tr>
<tr><td>Private Car Parking Space</td><td>GPS (2)</td><td>R1 (3)</td><td>R2 (4)</td><td>R3 (5)</td><td></td><td></td><td></td></tr>
<tr><td>Flat Size (FS) ≤ 40m²</td><td rowspan="7">1 space per 4-7 units</td><td>0.5</td><td rowspan="7">1.0</td><td rowspan="7">R3=1,when 2.00< PR ≤ 5.00; R3=0.90, when 5.00< PR ≤ 8.00</td><td>139 units</td><td>9-16</td><td>9</td></tr>
<tr><td>40m² < FS ≤ 70m²</td><td>1.2</td><td>158 units</td><td>25-43</td><td>26</td></tr>
<tr><td>70m² < FS ≤ 100m²</td><td>2.4</td><td>43 units</td><td>14-24</td><td>15</td></tr>
<tr><td>100m² < FS ≤ 130m²</td><td>4.1</td><td>0 units</td><td>0</td><td>0</td></tr>
<tr><td>130m² < FS ≤ 160m²</td><td>5.5</td><td>0 units</td><td>0</td><td>0</td></tr>
<tr><td>FS >160m²</td><td>7.0</td><td>2 units</td><td>2-3</td><td>3</td></tr>
<tr><td></td><td colspan="5">Sub-total</td><td>342 units</td><td>50-86</td><td>53</td></tr>
<tr><td>Visitor Parking Space</td><td colspan="5">5 spaces per block</td><td>1 block</td><td>5</td><td>5</td></tr>
<tr><td colspan="6">Sub-total</td><td>55-91</td><td>58</td></tr>
<tr><td>Motorcycle Parking Space</td><td colspan="5">1 space per 100-150 units</td><td>342 units</td><td>3-4</td><td>4</td></tr>
<tr><td>Loading/Unloading Bay</td><td colspan="5">1 bay per block</td><td>1 block</td><td>1</td><td>1 (HGV)</td></tr>
</table>



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

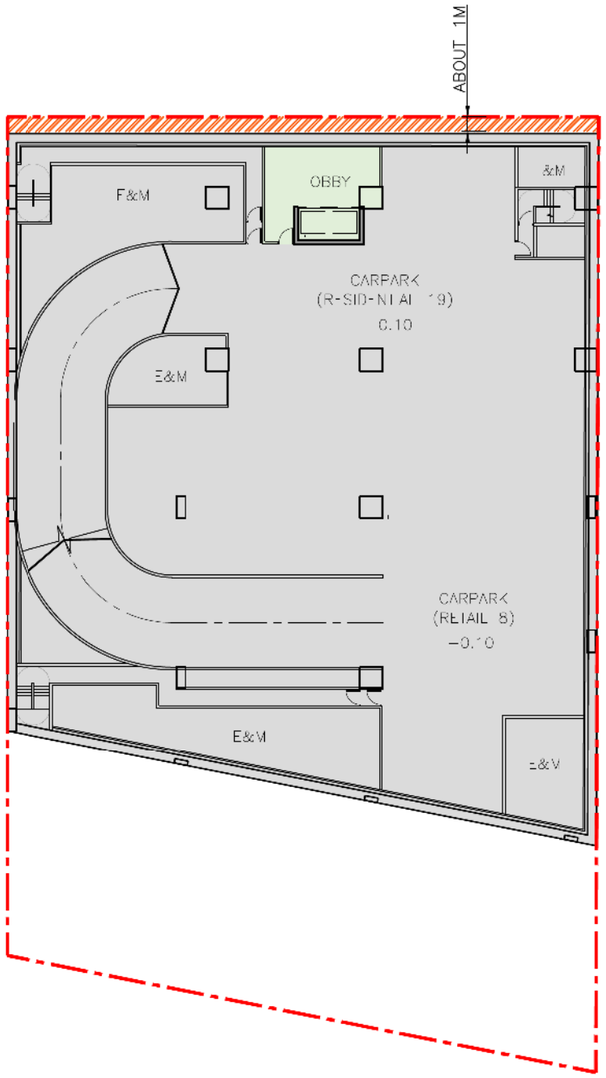
GROUND FLOOR LEVEL (G/F) PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	3.4	A

SYSTRA MVA

CHK50748310/TIA/F34-A.DGN/KCM/19JUN25

Original Size : A3



LEGEND

SURRENDERED SETBACK AREA ($39.586m^2$)

0 1 2 5 10 20m

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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

FIRST BASEMENT LEVEL (B1) PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	JUN 2025	**3.5**	-

SYSTRA MVA

CHK50748310/TIA/F35.DGN/KCM/19JUN25

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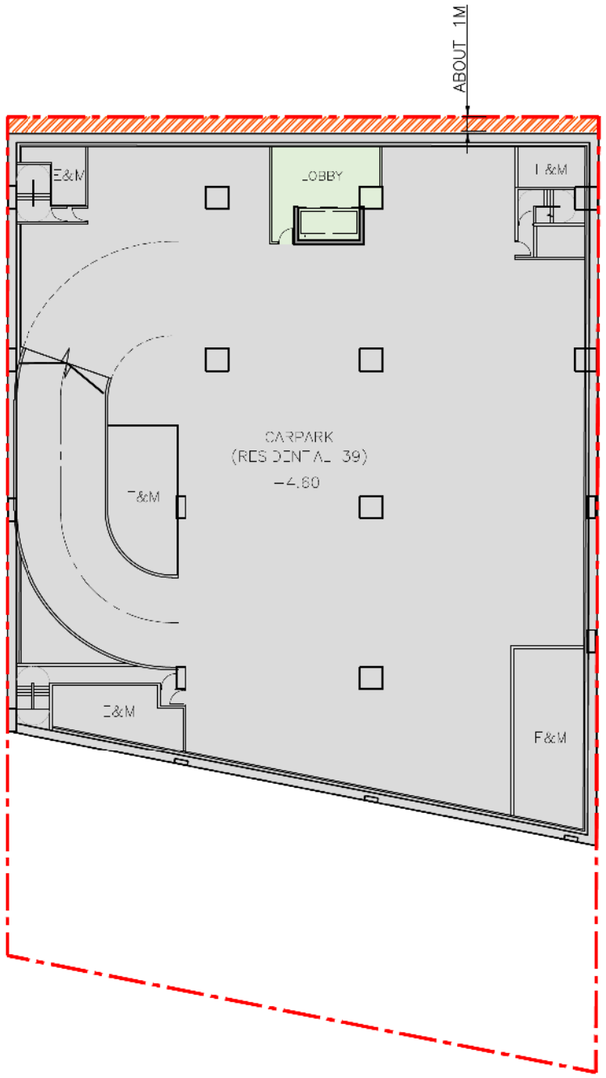

LEGEND

SURRENDERED SETBACK AREA
(39.586m^2)

0 1 2 5 10 20m

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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

SECOND BASEMENT LEVEL (B2) PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	JUN 2024	**3.6**	-

SYSTRA MVA

CHK50748310/TIA/F36.DGN/KCM/19JUN25

Original Size : A3

<table>
<tr><th>Component</th><th>HKPSG Requirements (1)</th><th>Parameters</th><th>Provision Range</th><th>Proposed Provision</th></tr>
<tr><td colspan="4">Commercial – retail – 2,177m²</td><td></td></tr>
<tr><td>Private Car Parking Space</td><td>1 space per 150-300m² GFA</td><td>2,177.1m²</td><td>8-15</td><td>8</td></tr>
<tr><td>Motorcycle Parking Space</td><td>5%-10% of total car parking spaces</td><td>8-15 spaces</td><td>1-2</td><td>2</td></tr>
<tr><td>Loading/Unloading Bay</td><td>1 bay per 800-1,200m² GFA</td><td>2,177.1m²</td><td>2-3</td><td>2 (1 for HGV and 1 for LGV)</td></tr>
<tr><td colspan="4">Total :</td><td></td></tr>
<tr><td colspan="4">Car Parking Space</td><td>66</td></tr>
<tr><td>Reserved Space for Disabilities</td><td>TPDM Volume 6, Chapter 8.5:<table><tr><th>Total No. of Car Parking Space in Lot</th><th>Required Space for Disabilities</th></tr><tr><td>1-50</td><td>1</td></tr><tr><td>51-150</td><td>2</td></tr><tr><td>151-250</td><td>3</td></tr><tr><td>251-350</td><td>4</td></tr><tr><td>351-450</td><td>5</td></tr><tr><td>Above 450</td><td>6</td></tr></table></td><td>55-91 spaces</td><td>2</td><td>2 (Included in the above 66 spaces)</td></tr>
<tr><td colspan="4">Motorcycle Parking Space</td><td>6</td></tr>
<tr><td colspan="4">Loading/Unloading Bay</td><td>3 (2 for HGVs and 1 for LGV)</td></tr>
</table>

Remarks:
(1) Provision requirements are based on the latest HKPSG Chapter 8, Section 7, unless specified otherwise.
(2) GPS refers as Global Parking Standard.
(3) R1 is the Demand Adjustment Ratio, subject to the corresponding unit size.
(4) R2 is the Accessibility Adjustment Ratio, subject to the location of application site. Ratio of 1 is applied in this case, as the application site is not within the 500m-radius catchment of the nearest rail station.
(5) R3 is the Domestic Plot Ratio.

3.3.3 **Table 3.2** suggests that the No. 4 Tung Yuen Street Redevelopment would provide 66 car parking spaces, in which 2 parking spaces would be reserved for disabilities. Besides, 6 motorcycle parking spaces and 3 loading/unloading bays (2 loading/unloading bays for HGVs and 1 loading/unloading bay for LGV) would be provided as ancillary transport facilities.

4. TRAFFIC FORECASTS

4.1 Forecasting Assumptions and Methodology

Design Year

4.1.1 The tentative full occupation year of No. 4 Tung Yuen Street Redevelopment is year 2032. The design year of 2035, three years after full occupation, is therefore adopted in this study for forecasting and assessment purposes.

Future Road Network

4.1.2 Review of the Hong Kong Government planning documents reveals the one planned strategic highway structure in East Kowloon – Trunk Road T2 in Kai Tak, which would affect the traffic circulation of Yau Tong area.

4.1.3 Trunk Road T2 is a dual two-lane trunk road of approximately 3 km long connecting Central Kowloon Route (CKR) leading to Western Harbour Crossing (WHC) on the West, and TKO-LTT leading to the Cross Bay Link on the East. Trunk Road T2 runs along South East Kowloon connecting CKR at its west and TKO-LTT at its east.

4.1.4 The major function of Trunk Road T2 is to relieve the internal traffic loading of East Kowloon. Trunk Road T2, together with CKR and TKO-LTT will form the Route 6 alignment in the strategic road network, providing an east-west express link across Kowloon to relief the existing heavily utilised road network in the Central and East Kowloon areas. Together with CKR, the tentative commissioning year of Trunk Road T2 is 2026.

4.1.5 The latest future planned Trunk Road T2 alignment is shown in **Drawing 4.1**.

Traffic Growth Rate

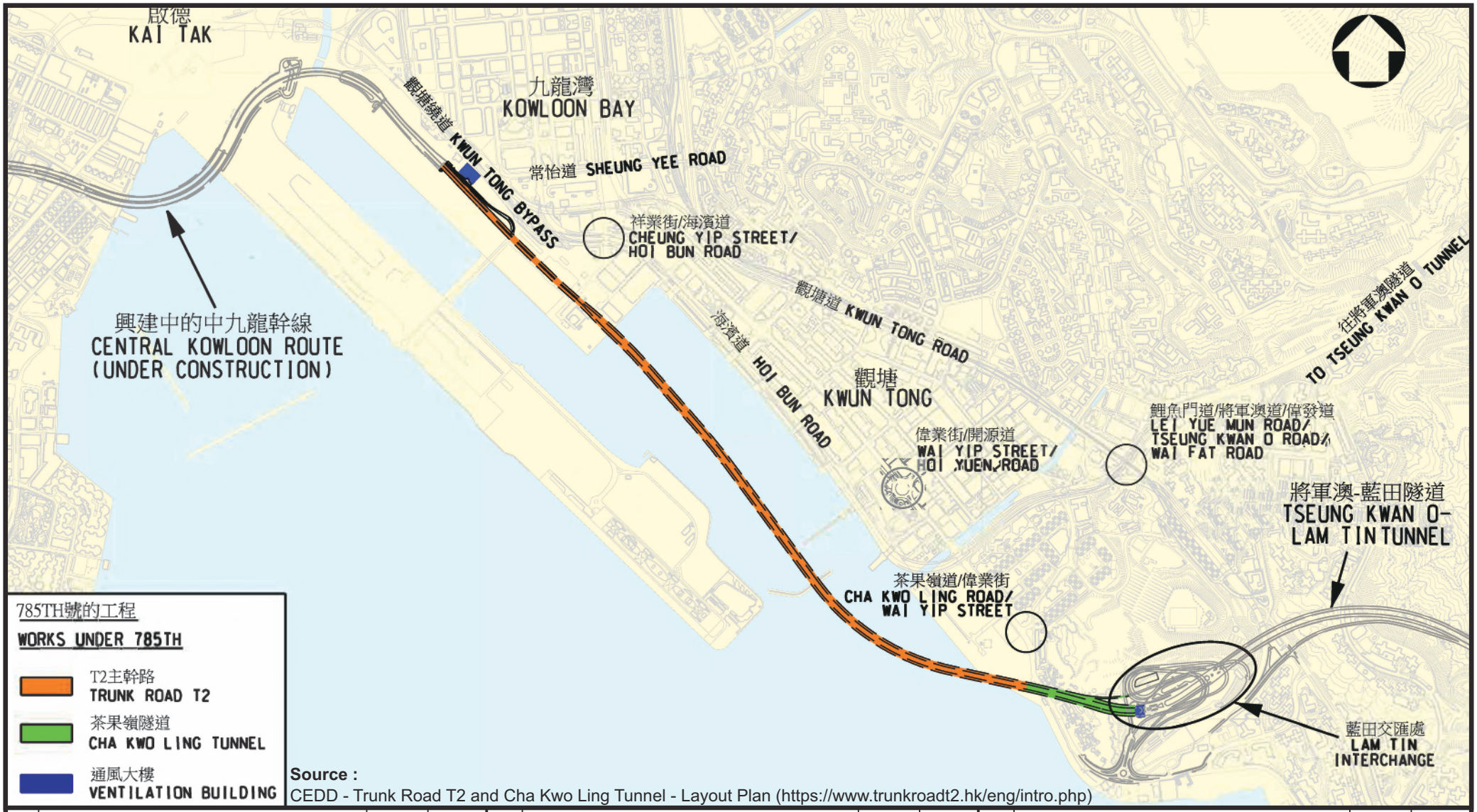
4.1.6 To estimate the year 2035 reference traffic flows in the local road network, an appropriate growth factor was identified for the area. The derivation of the growth rate is determined with reference to population data, historical growth trends and area planning data, which are summarised below.

Population Data (From The Census and Statistics Department (C&SD)

4.1.7 According to the Census and Statistics Department (C&SD), the Hong Kong resident population will increase to 8.19 million in 2046, and the average growth rate from years 2024 to 2046 is +0.38%. The Hong Kong Resident Population between Year 2024 and Year 2046 are summarised in **Table 4.1**.

Table 4.1 Hong Kong Resident Population between Year 2024 and Year 2046

Year	Hong Kong Resident Population
2024	7,526,800
2030	7,777,100
2032	7,862,100
2035	7,987,900
2040	8,137,300



Source :
CEDD - Trunk Road T2 and Cha Kwo Ling Tunnel - Layout Plan (https://www.trunkroadt2.hk/eng/intro.php)

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Rev.	Description	Checked	Date
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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

FUTURE TRUNK ROAD T2

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.1	-

SYSTRA MVA

CHK50748310/TIA/F41.CDR/LLH/10OCT24

Original Size : A4

Year	Hong Kong Resident Population
2045	8,190,700
2046	8,190,400
Annual Growth Rate (p.a.) – 2046/2024	**+0.38%**

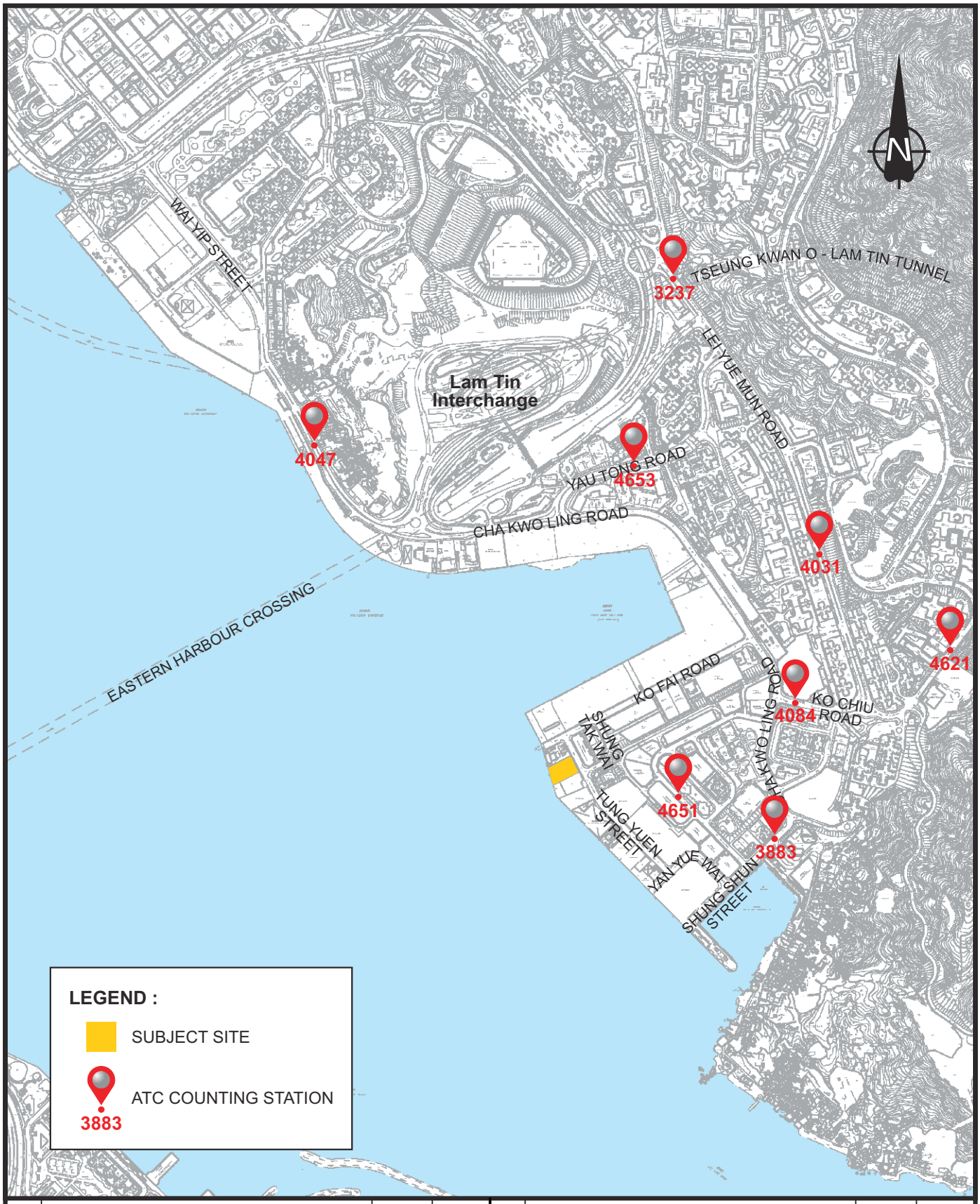
Historical Growth Trends

4.1.8 Reference has also been made to the historic records extracted in the latest Annual Traffic Census (ATC) published by Transport Department, the Average Annual Daily Traffic (AADT) of the nearby count station between Year 2019 and Year 2023 have been taken into account to establish the historical growth trend, the findings are summarised in **Table 4.2** and location of total 7 count stations are indicated in **Drawing 4.2**.

Table 4.2 AADT of nearby ATC Traffic Counts between Years 2019 to 2023

Road	Stn No.	Annual Average Daily Traffic (AADT)					Growth Rate (p.a.)
		2019	2020	2021	2022	2023	2023/ 2019
Sze Shan St (Cha Kwo Ling Rd - Shung Shun St)	4651	1,270	1,260	1,500	1,500	1,630	+6.44%
Shung Shun Street & Yan Wing Street (Ko Chiu Road - Sam Ka Tsuen Ferry Pier)	3883	11,400*	10,670*	11,900	11,000	11,610	+0.46%
Ko Chiu Road (Cha Kwo Ling Road - Lei Yue Mun Road)	4084	12,170*	11,390*	11,880*	13,120	13,580	+2.78%
Ko Chiu Road (Lei Yue Mun Road - Lei Yue Mun Road)	4621	8,390	8,690	9,390	8,590	9,180	+2.28%
Lei Yue Mun Road (Ko Chiu Road - Ko Chiu Road)	4031	20,860*	19,530*	20,360*	20,290	20,260	-0.73%
Yau Tong Road (Lei Yue Mun Road - Cha Kwo Ling Road)	4653	6,830	7,010	8,170	7,440	7,820	+3.44%
Lei Yue Mun Rd (Ko Chiu Rd - Kai Tin Rd)	3237	36,970	34,600	36,080	34,380	39,660	+1.77%
Total		**97,890**	**93,150**	**99,280**	**96,320**	**103,740**	**+1.46%**

Note: (*) Estimated by Growth Factor.



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
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A	TD'S COMMENTS INCORPORATED	JPP	23APR25	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

LOCATION OF ATC COUNTING STATIONS IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.2	A

SYSTRA MVA

CHK50748310/TIA/F42-A.CDR/LLH/23APR25

Original Size : A4

4.1.9 As suggested in **Table 4.2** above, the average annual growth rate of the AADT of the nearby count stations from Year 2019 to 2023 is +1.46% per annum.

Planning Data (From Working Group on Population Distribution Projections (WGPD)

4.1.10 Based on the projections of population distribution from Working Group on Population Distribution Projections (WGPD), the population from 2021 to 2031 for Kwun Tong District has been projected. The average annual growth rate from years 2023 to 2031 is illustrated in **Table 4.3**.

Table 4.3 Projected Population of Kwun Tong District, 2021-2031

Year	Population
2021	673,200
2022	669,000
2023	670,800
2024	668,500
2025	675,400
2026	682,500
2027	682,700
2028	681,800
2029	693,100
2030	685,400
2031	690,700
Growth Rate (p.a.) – 2031/2023	**+0.37%**

4.1.11 In order to ensure the robust forecast scenario, the annual growth rate of +1.46% per annum derived from AADT of the nearby count stations from Year 2019 to 2023 is adopted, to produce the year 2035 traffic forecasts from the 2024 observed traffic flows.

Nearby Planned Developments

4.1.12 Large portion of Yau Tong industrial area is currently zoned into “CDA”, “R(E)” and “C” uses in the latest Outline Zoning Plan (OZP) and a number of residential developments are being committed in the recent years. The substantial change of land use would have significant impact to the current local traffic pattern in the future year.

4.1.13 The planned and committed developments in Yau Tong area, as listed in **Table 4.4**, which would have traffic contribution to the road network in the vicinity, have been considered in the traffic forecast for the year 2035. The peak hour traffic trips of each developments are also summarised in **Table 4.4**.

Table 4.4 Estimated Trip Generations of Nearby Planned Developments

Ref.	Development	Type	Peak Hour Traffic Trip (pcu/hr)			
			AM Peak		PM Peak	
			Gen	Att	Gen	Att
1.	5 and 8 Tung Yuen Street, and adjoining Government Land ("CDA(1) Zone")	- Private Residential: 903 units (1)	37	12	14	24
2.	Yau Tong Inland Lot s 4B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street ("CDA(3) Zone")	- Private Residential: 1,393 units (1)	57	19	21	38
3.	Lei Yue Mun Estate Phase 4	- Public Housing: 2,021 units (3) - GIC (3)	97	75	57	70
4.	New Kowloon Inland Lot No. 6593 at Ko Chiu Road	- Private: 634 units (4) - Retail: 5,520m^2 GFA (4)	57	39	35	42
5.	New Kowloon Inland Lot No. 6602 at Ko Chiu Road (Yau Tong Ventilation Building Redevelopment)	- Private Residential: 748 units (4)	53	31	21	27
6.	Public Housing Development at Pik Wan Road	- Public Housing: 3,208 units (4) - GIC (4)	214	151	110	143
7.	28 Sze Shan Street	- Private Residential: 92 units (1) - Retail: 2,061m^2 GFA (1)	24	15	15	20
8.	Ex-Cha Kwo Ling Kaolin Mine Site (Phase 2 Development)	- Public Housing: 2,250 units (5) - Primary School: 30 class (6)	112	88	71	82
9.	Various Lots and Adjoining Government Land at Yau Tong Bay, Yau Tong, Kowloon (Yau Tong Bay Development)	- Private Residential: 7,078 units (1) - Retail: 8,290m^2 GFA (1) - Hotel: 733 (1) - Kindergarten and GIC	445	261	246	353
10.	Redevelopment of Yau Tong Industrial Building Block 4	- Private Residential: - 676 units (4) - Commercial: 3,871.7m^2 GFA (1) - Day Care Centre for the Elderly (4)	41	23	27	36
11.	Redevelopment of Olympic Godown	- Private Residential 483 units (1) - Commercial: 3,587m^2 GFA (1)	28	14	18	25
12.	Gloria Weaving & Knitting Factory Site	- Transitional Housing 224 units (4)	9	7	5	6

Ref.	Development	Type	Peak Hour Traffic Trip (pcu/hr)			
			AM Peak		PM Peak	
			Gen	Att	Gen	Att
13.	Public Housing Development at Cha Kwo Ling Village	- Public Housing: 4,500 units(1) - Retail: 29,097.05 m^2 GFA(4)	97	90	140	166
14.	Proposed Commercial Development at Yau Tong Marine Lots 73 and 74 in Yau Tong Bay	- Retail: 2,560m^2 GFA(1) - Office: 48,040 m^2 GFA(1)	86	123	82	65
15.	Kwun Tong Action Area	- Retail: 17,000m^2 GFA(4) - Office: 62,600 m^2 GFA(4) - Cultural/Institutional uses: 1,700m^2 - PTI: Approx. 7,050 m^2	147	198	152	134
16.	18 Tung Yuen Street	- Private Residential: 224 units (1)	35	14	13	19

Remarks:

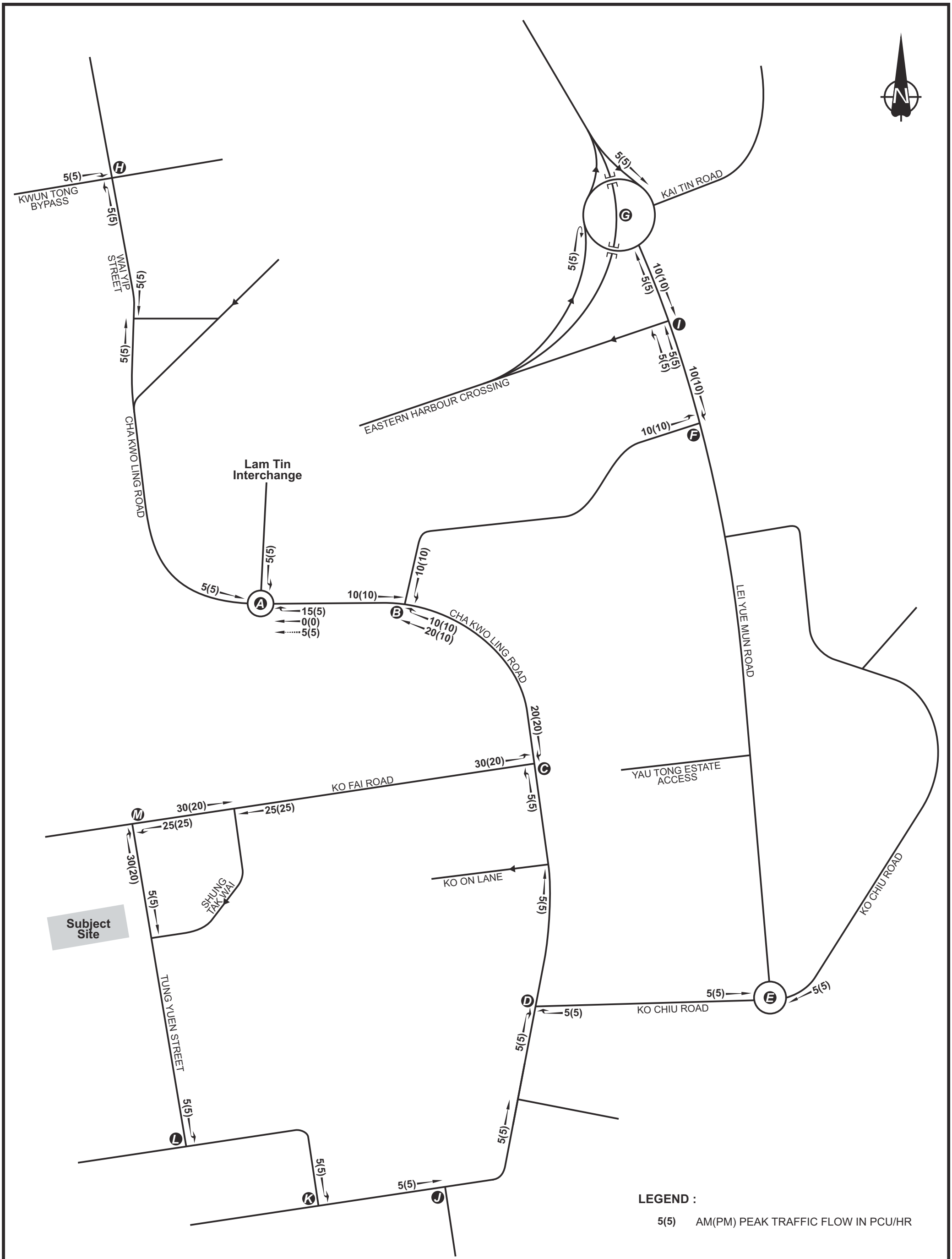
(1) As extracted from the latest approved planning application.
(2) As extracted from the Sale Brochure.
(3) As extracted from the Planning Brief of Lei Yue Mun Estate Phase 4 published by Hong Kong Housing Authority
(4) As extracted from newspaper articles / online information
(5) As extracted from Public Housing Development at Ex-Cha Kwo Ling Kaolin Mine Site
(6) As extracted from the Land Supply Initiatives, Paper No. 03/2017 from Task Force on Land Supply, Development Bureau and Planning Review on Development of Ex-Cha Kwo Ling Kaolin Mine Site Final Report (Quotation Ref.: PLNQ21/2011)

4.2 Forecasting Scenarios

4.2.1 The derived peak hour traffic trips of the subject site would be assigned onto the local road network in accordance with the observed traffic circulation pattern and the future planned road network described in **Section 4.1**. The distributions of the peak hour development traffic trips are shown in **Drawing 4.3**.

The Redevelopment Traffic Trips

4.2.2 The development peak hour traffic trips of the No. 4 Tung Yuen Street are estimated in accordance with the appropriate trip rates extracted from the latest T.P.D.M. Volume 1 Chapter 3 published by Transport Department with respect to the development parameters summarised in **Table 3.1**. The adopted trip rates and the estimated development traffic trips are summarised in **Table 4.5**.



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
A	TD'S COMMENTS INCORPORATED	JPP	23APR25	-	-	-	-	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

DEVELOPMENT TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.3	A

SYSTRA MVA

CHK50748310/TIA/F43-A.CDR/LLH/23APR25

Original Size : A3

Table 4.5 Estimated No. 4 Tung Yuen Street Redevelopment Traffic Trips

	Peak Hour Traffic Trip (pcu/hr)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Subject Site				
Residential				
Average unit size (m^2)	43 m^2			
Trip rates (pcu/hr/flat) (1)	0.0718	0.0425	0.0286	0.037
No. of units	342			
Trips (pcu/hr)	**25**	**15**	**10**	**13**
Commercial – retail				
Trip rates (pcu/100m^2/hr) (2)	0.2296	0.2434	0.3100	0.3563
GFA (m^2)	2,177.1 m^2			
Trips (pcu/hr)	5	6	7	8
Total	**30**	**21**	**17**	**21**

Remarks:
(1) Mean values of residential trip rates for the unit size of 60m^2 are adopted as the average unit size of the proposed scheme is around 43m^2.
(2) Mean values of trip rates are adopted.
(3) Nominal traffic trips are adopted.

4.2.3 A two-way traffic trip generated by No. 4 Tung Yuen Street Redevelopment in 2035 will be 51 pcu/hr and 38 pcu/hr in the AM and PM peak respectively.

4.2.4 Currently, the industrial building on the site generate a two-way vehicles traffic trip of 8 pcu/hr and 9 pcu/hr during the AM and PM peak respectively. The current (2024) and future (2035) traffic trip of this site are summarised in **Table 4.6**.

Table 4.6 Trip Generations of Current Land-use and Proposed Future Land-use

	Peak Hour Traffic Trip (pcu/hr)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Observed 2024	6	2	5	4
Forecasts 2035	30	21	17	21
Net Difference (Forecasts - Observed)	+24	+19	+12	+17

4.2.5 The result in **Table 4.6** reveals that the net difference is rather small in both peak hours. The proposed development will have little impact on the traffic of the vicinity in the peak hours.

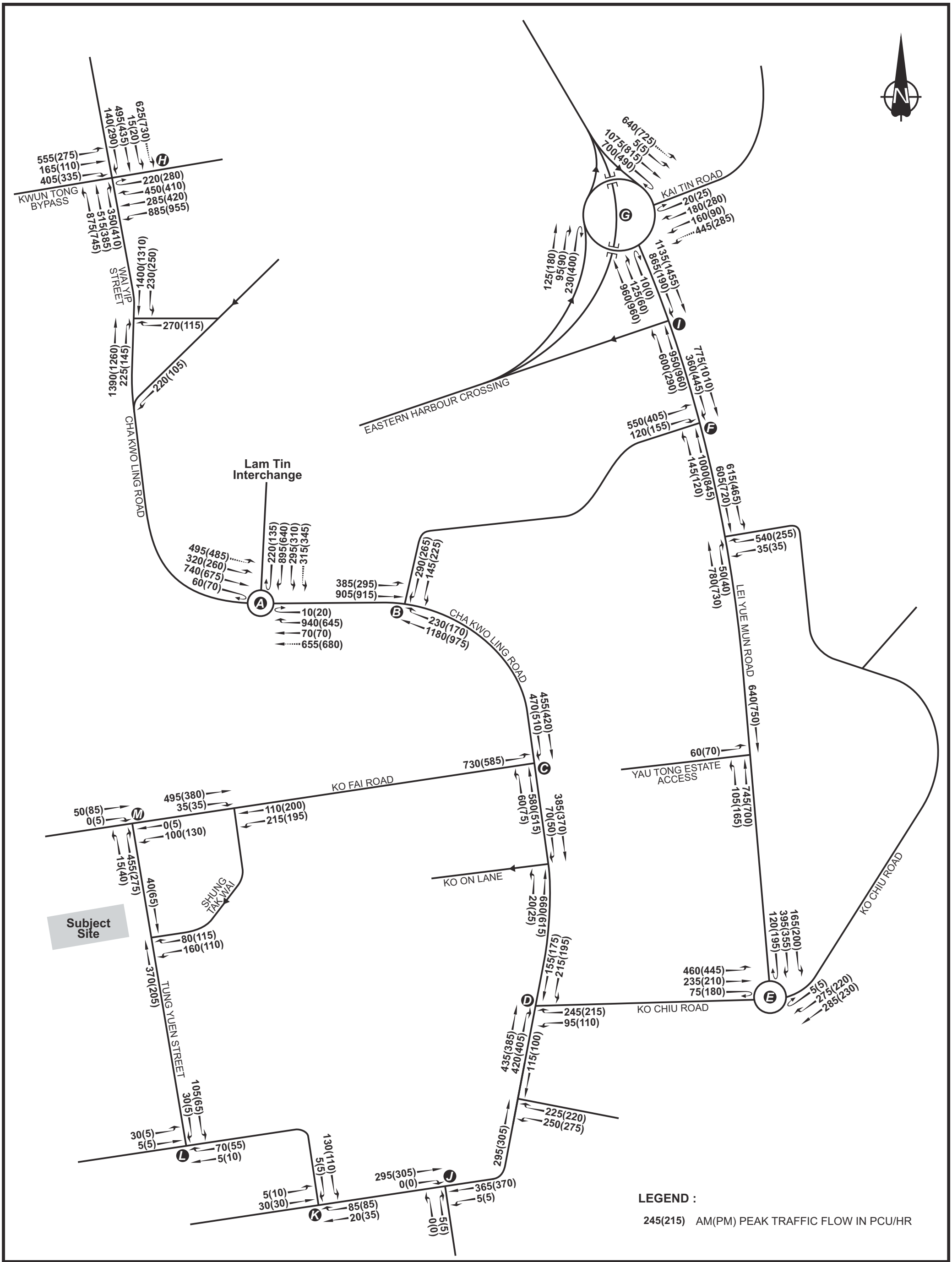
4.2.6 The annual traffic growth rate and the nearby planned developments as discussed in **Section 4.1** would be considered to produce the year 2035 background traffic flows during the typical weekday morning and evening peak hours of the local road network.

4.2.7 The traffic trips of No. 4 Tung Yuen Street Redevelopment would be superimposed onto the background traffic flows to produce the anticipated year 2035 peak hour traffic flows for reference and design scenarios.

4.2.8 Based on an annual growth rate of +1.46% p.a. from 2024 to 2035, and the traffic generation of committed and potential developments is shown in **Table 4.4**. The reference traffic flows and design traffic flows in year 2035 as shown in **Drawing 4.4** and **Drawing 4.5** respectively.

2035 Reference Flows = 2024 Observed Traffic Flows + 2024-2035 background traffic growth + Committed Development Traffic

2035 Design Flows = 2024 Observed Traffic Flows + 2024-2035 background traffic growth - 2024 Application Site Traffic Flows + Proposed Development Traffic Flows



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A	TD'S COMMENTS INCORPORATED	JPP	18JUN25	-	-	-	-	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

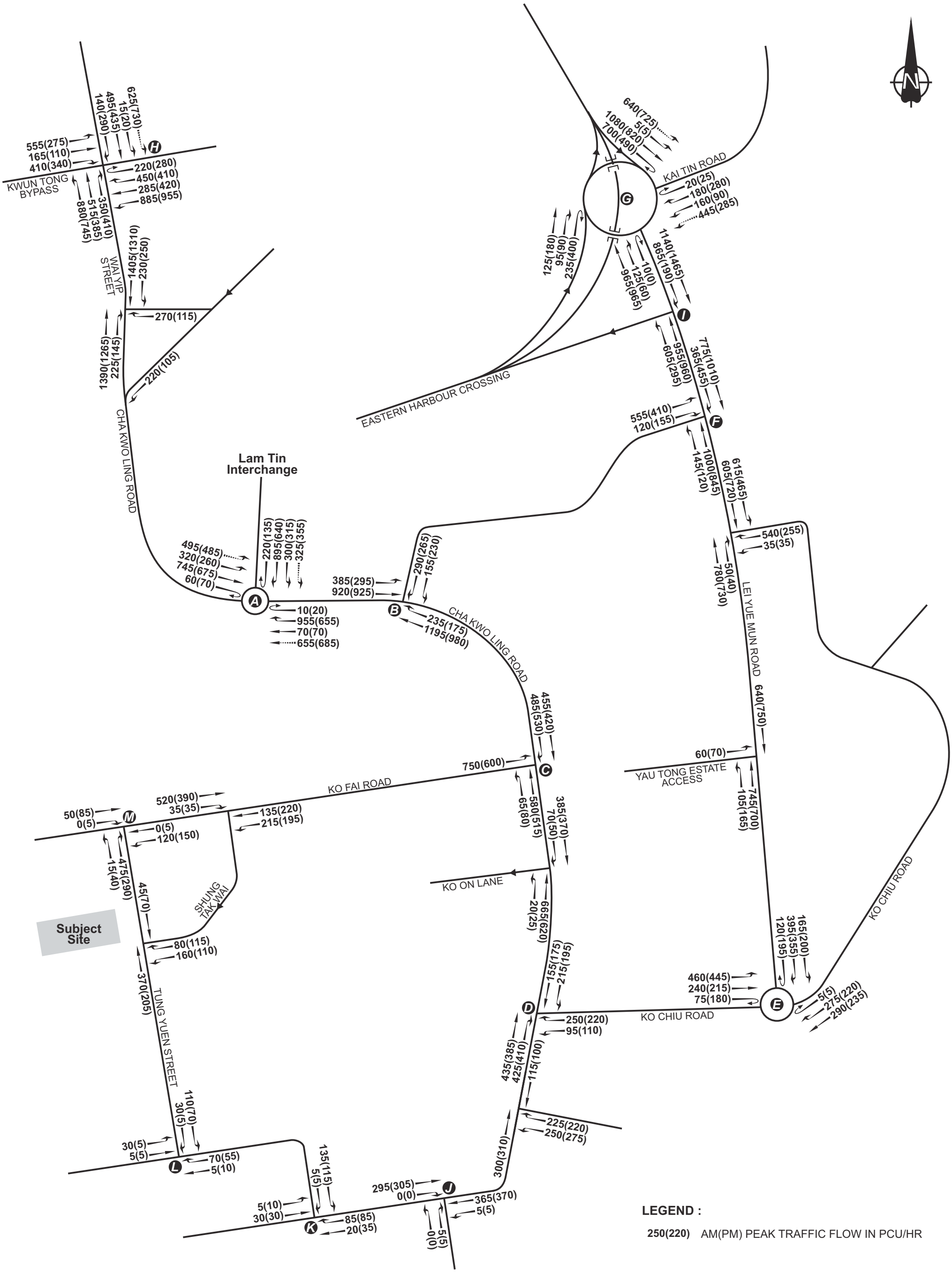
YEAR 2035 REFERENCE TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.4	A

SYSTRA MVA

CHK50748310/TIA/F44-A.CDR/LLH/18JUN25

Original Size : A3



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A	TD'S COMMENTS INCORPORATED	JPP	18JUN25	-	-	-	-	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

YEAR 2035 DESIGN TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.5	A

SYSTRA MVA

CHK50748310/TIA/F45-A.CDR/LLH/18JUN25

Original Size : A3

5. TRAFFIC IMPACT ASSESSMENT

5.1 Junction Operational Performance

5.1.1 The identified 13 key local junctions would be assessed in accordance with the anticipated year 2035 traffic flows for both reference and design scenarios in order to investigate the traffic impact of the proposed scheme with respect to the scenario without the subject development.

5.1.2 The J/O Cha Kwo Ling Road / Ko Fai Road (C) has been planned to be converted into a signalised junction under the previously approved Section 16 application of the Yau Tong Bay Comprehensive Development, the indicative planned junction layout is shown in **Drawing 5.1**.

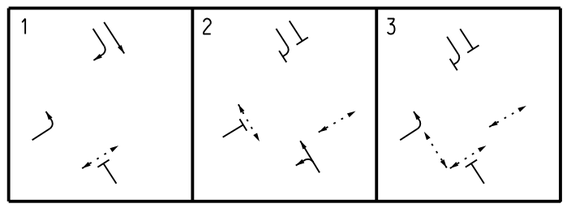
5.1.3 The layout of J/O Cha Kwo Ling Road / Ko Chiu Road(D) has been modified according to the on-going improvement works under the PWP Item No. B812CL. The indicative planned junction layout is shown in **Drawing 5.2**.

5.1.4 An additional traffic lane from Lei Yue Mun Road Northbound to Slip Road to EHC at J/O Lei Yue Mun Road / Slip Road to EHC (I) has been planned, as shown in **Drawing 5.3**.

5.1.5 For the J/O Tung Yuen Street / Ko Fai Road (M), the four current on-street parking spaces are proposed to be cancelled. The planned junction layout is shown in **Drawing 5.4**. And there is an ongoing sewage rising mains construction project along Ko Fai Road by the Drainage Services Department (PWP No. 4420DS), before which 4 on-street private car parking spaces were located west of the access of Yau Tong Sewage Pumping Station. The 4 spaces near the Northbound approach on Tung Yuen Street are believed to be relocated from Ko Fai Road due to the construction works. The project is expected to finish in mid-2026, so relocating these 4 spaces back to Ko Fai Road afterwards is reasonable, without lowering the capacity of Junction M.

5.1.6 The assessment results are summarised in **Table 5.1**. The junction calculation sheets are attached in **Appendix B**.

PROPOSED METHOD OF CONTROL



KO FAI ROAD

CHA KWO LING ROAD

Hong Kong (E)
香港(東)
K/KT/KoF-01

Yau Tong
Public Transport Interchange
油塘
公共運輸交滙處
K/KT/ChaKL-11

油塘消防局
Yau Tong Fire Station

Podium
平台

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A	TD'S COMMENTS INCORPORATED	JPP	05JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

PLANNED JUNCTION LAYOUT OF CHA KWO LING ROAD / KO FAI ROAD (C)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	5.1	A

SYSTRA MVA

CHK50748310/TIA/F51-A.DGN/KCM/23APR25

Original Size : A3

METHOD OF CONTROL

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			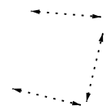

NOTE: ROAD MARKINGS JUST FOR ILLUSTRATION PURPOSE

Rev.	Description	Checked	Date
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A	TD'S COMMENTS INCORPORATED	JPP	05JAN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

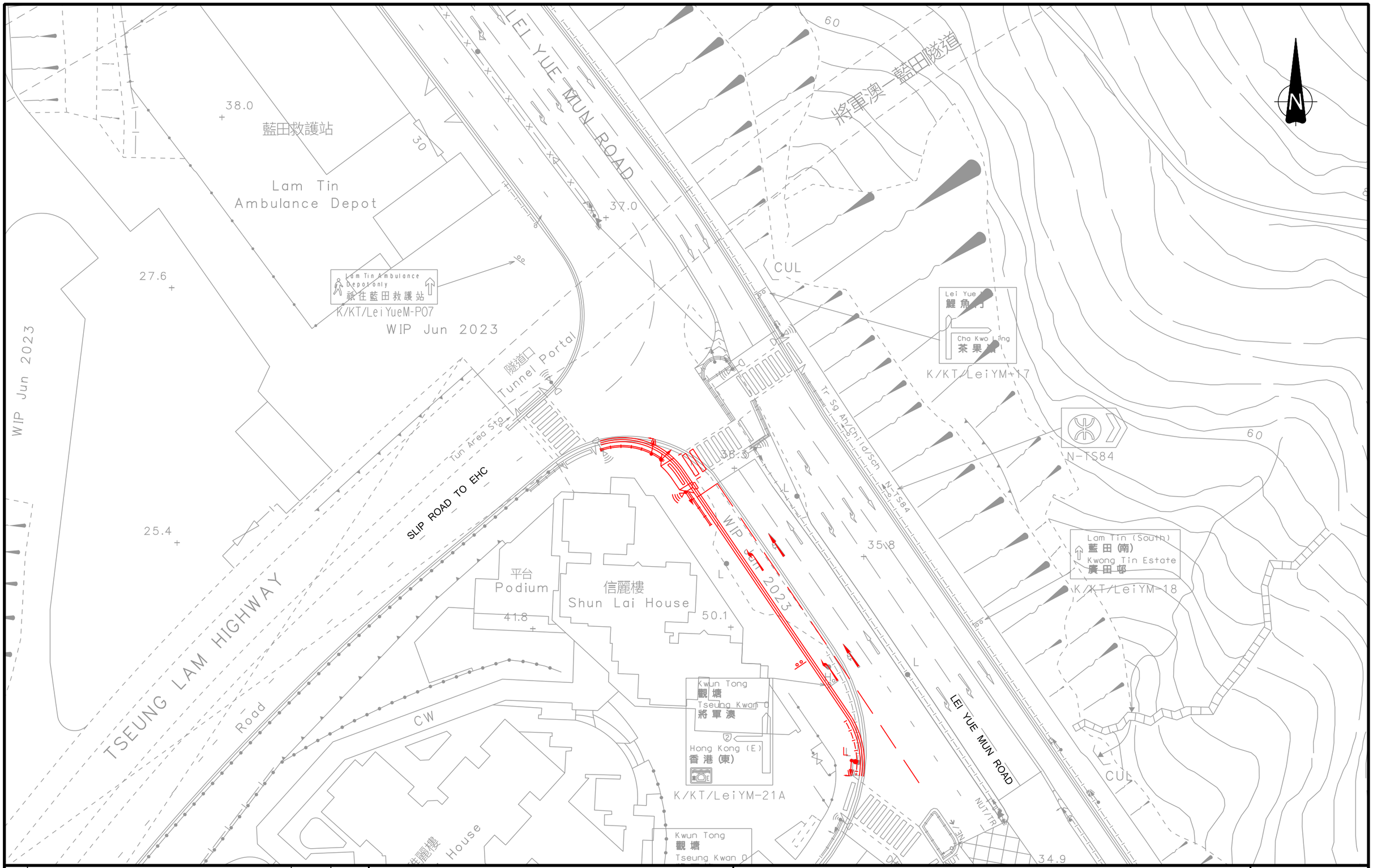
EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / KO CHIU ROAD (D)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	JUN 2025	5.2	A

SYSTRA MVA

CHK50748310/TIA/F52-A.DGN/CKC/05JUN25

Original Size : A3



Rev.	Description	Checked	Date
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A	TD'S COMMENTS INCORPORATED	JPP	05JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

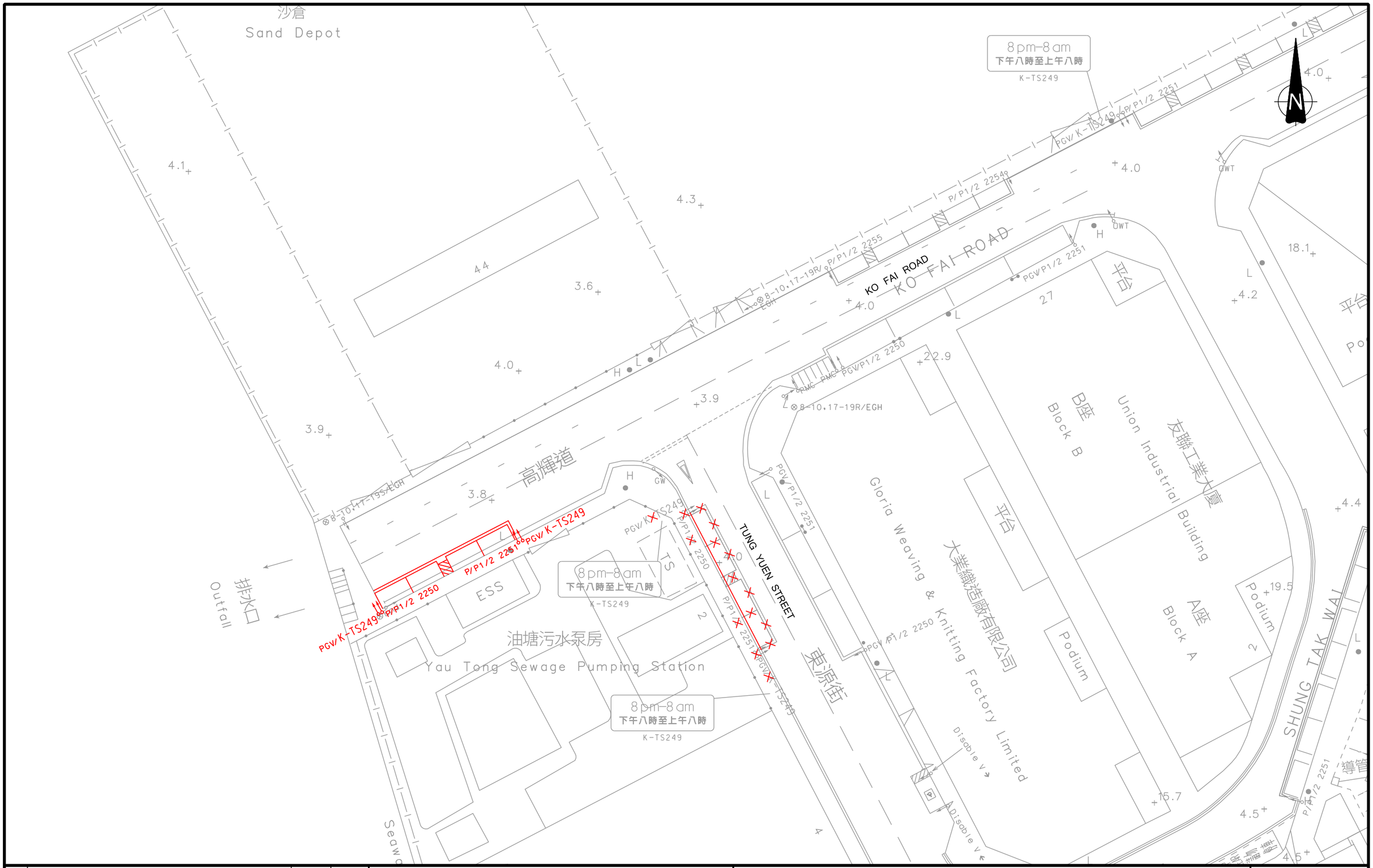
PLANNED ROAD WIDENING SCHEME NEAR THE JUNCTION OF LEI YUE MUN ROAD / SLIP ROAD TO EASTERN HARBOUR CROSSING (I)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	5.3	A

SYSTRA MVA

CHK50748310/TIA/F53-A.DGN/CKC/05JUN25

Original Size : A3



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A	TD'S COMMENTS INCORPORATED	JPP	19JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

SUGGESTED JUNCTION LAYOUT OF TUNG YUEN STREET / KO FAI ROAD (M)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	5.4	A

SYSTRA MVA

CHK50748310/TIA/F54-A.DGN/KCM/19JUN25

Original Size : A3

Table 5.1 Junction Operational Performance in Year 2035

Ref. (1)	Junction	RC/RFC (6)			
		Reference		Design	
		AM Peak	PM Peak	AM Peak	PM Peak
A	Cha Kwo Ling Road / Lam Tin Interchange	0.64	0.49	0.65	0.49
B	Cha Kwo Ling Road / Yau Tong Road	18%	35%	16%	34%
C	Cha Kwo Ling Road / Ko Fai Road(2)	80%	79%	75%	74%
D	Cha Kwo Ling Road / Ko Chiu Road(3)	32%	40%	32%	39%
E	Lei Yue Mun Road / Ko Chiu Road	0.36	0.39	0.36	0.39
F	Lei Yue Mun Road / Yau Tong Road	84%	82%	84%	81%
G	Kai Tin Road / Lei Yue Mun Road	0.94	0.71	0.94	0.71
H	Wai Yip Street / Wai Fat Road	17%	19%	16%	19%
I	Lei Yue Mun Road / Slip Road to EHC(4)	16%	107%	16%	106%
J	Cha Kwo Ling Road / Shung Shun Road	0.16	0.17	0.16	0.17
K	Shung Shun Road / Yan Yue Wai	0.07	0.06	0.07	0.06
L	Tung Yuen Street / Yan Yue Wai	0.05	0.01	0.05	0.01
M	Tung Yuen Street / Ko Fai Road(5)	0.79	0.53	0.83	0.55

Remarks:

(1) Refer to **Drawing 2.2**;

(2) Junction Layout as shown in **Drawing 5.1**;

(3) Junction Layout as shown in **Drawing 5.2;**

(4) Junction Layout as shown in **Drawing 5.3;**

(5) Junction Layout as shown in **Drawing 5.4;**

(6) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%, The operational performance of a priority/roundabout is represented in Ratio to Flow Capacity (RFC), which is defined as overloaded if RFC over 1.00.

5.1.7 The results in **Table 5.1** indicate that the identified key junctions would operate within capacities with the Proposed Development in Year 2035, the operational performance of all key junctions would be similar for the reference and design scenarios in year 2035. Therefore, it is anticipated that the Proposed Development would not induce significant traffic impact to the surrounding road network.

6. PUBLIC TRANSPORT ASSESSMENT

6.1 Current Public Transport Services in the Vicinity

6.1.1 Road-based public transport services, such as franchised buses and GMB are provided in the vicinity of the proposed development. public transport occupancy surveys were conducted at Shung Tak Wai bus stop from 7:30-8:30 on 23th April 2025, to identify if there is surplus in the current public transport services. Details of the current services of franchised bus and GMB route and the survey results are listed in **Table 6.1**. Location of the public transport services in the vicinity are also shown in **Drawing.6.1**. And the pedestrian routes from subject site to nearby public transport facilities is shown in **Drawing. 6.2**.

Table 6.1 Existing Road-based Public Transport Services in the Vicinity (Peak Hour)

Mode	Route No.	From	To	Observed Vehicular Trips per hour (A)	Passenger capacity per hour (B)(1)	Surveyed passengers on board arriving bus stop (C)	Total no. of Boarding Passengers (D)	Total no. of Alighting Passengers (E)	Surplus Capacity (B)–(C)–(D)+(E)
To Tsim Sha Tsui/Sam Ka Tsuen/ Lam Tin									
Bus	14X	Shung Tak Wai	Tsim Sha Tsui	4	360	-	42	-	318
GMB	24	Lam Tin (Ping Tin PTI)	Sam Ka Tsuen Ferry/ Lam Tin (Ping Tin PTI)	6	96	24	2	0	70

Remarks:
(1) Assume 16 passengers per GMB and 90 passengers per bus.

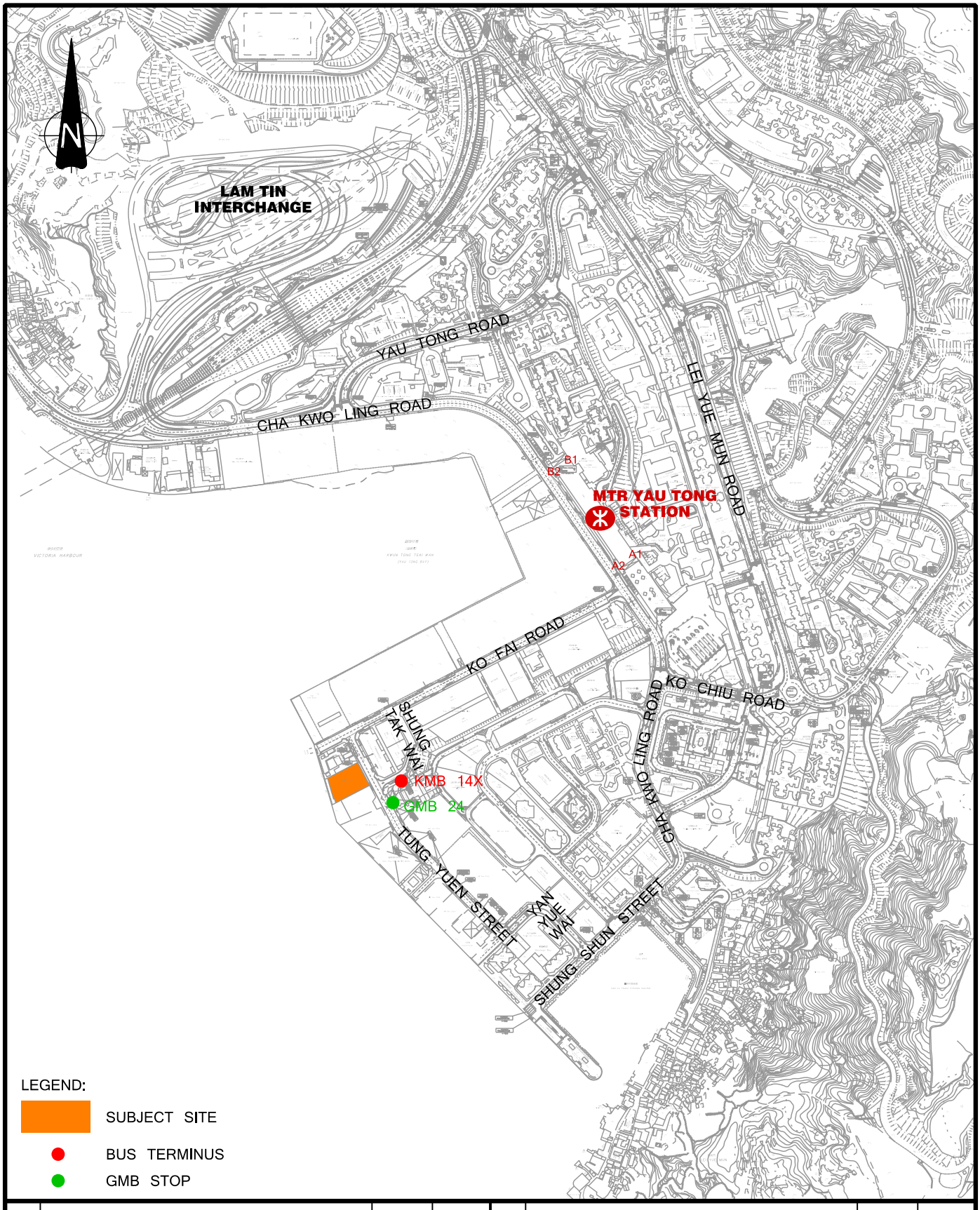
6.2 Additional Traffic Demand from the Proposed Development and Other New Residential Developments in the Vicinity

6.2.1 To be consistent with the annual traffic growth rate from 2025 to 2035, a +1.46% p.a. growth rate is applied to the 2025 surveyed passenger demand to estimate the 2035 reference demand for public transport. The detail of estimated passenger demand in design year 2035 are summarized in **Table 6.2**.

Table 6.2 Road-based Public Transport Services in the Vicinity in Design Year 2035 (Peak Hour)

Mode	Route No.	From	To	Observed Vehicular Trips per hour (A)	Passenger capacity per hour (B)(1)	Surveyed passengers on board arriving bus stop (F)=(C)*(1+G.F%)10	Total no. of Boarding Passengers (G)=(D)*(1+G.F%)10	Total no. of Alighting Passengers (H)=(E)*(1+G.F%)10	Surplus Capacity (B)–(F)-(G)+(H)
To Tsim Sha Tsui/Sam Ka Tsuen/ Lam Tin									
Bus	14X	Shung Tak Wai	Tsim Sha Tsui	4	360	-	49	-	311
GMB	24	Lam Tin (Ping Tin PTI)	Sam Ka Tsuen Ferry/ Lam Tin (Ping Tin PTI)	6	96	28	3	0	65

Remarks:
(1) Assume 16 passengers per GMB and 90 passengers per bus.



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Project Title: PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

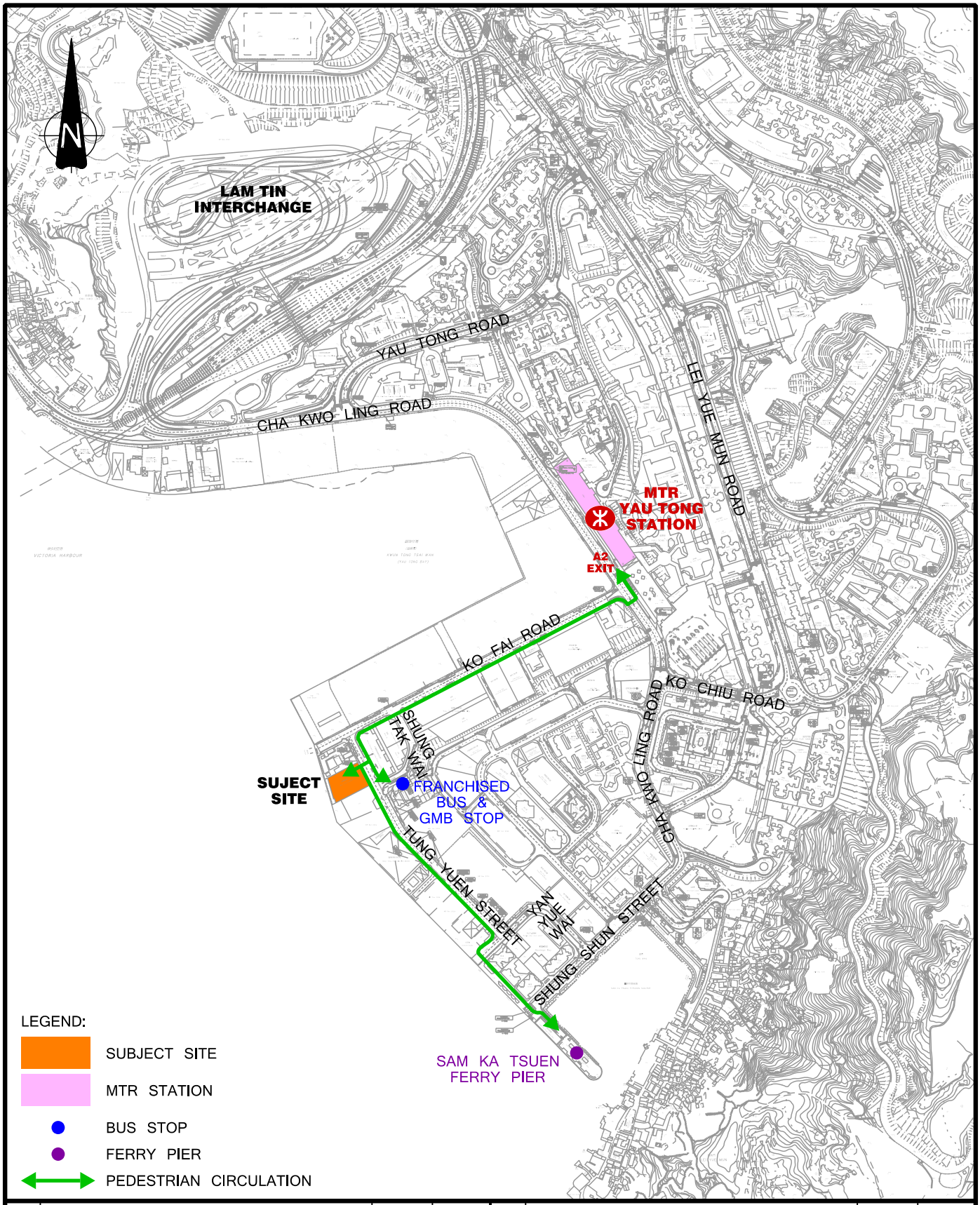
Drawing Title

LOCATION OF THE PUBLIC TRANSPORT SERVICES IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	N.T.S.(A4)	FEB 2025	6.1	-

CHK50748310/TIA/F61.DGN/KCM/19FEB25

Original Size : A4



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
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-	-	-	-	-	-	-	-

Project Title: PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

PEDESTRIAN ROUTES BETWEEN THE APPLICATION SITE AND THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	N.T.S.(A4)	FEB 2025	6.2	-

CHK50748310/TIA/F62.DGN/KCM/19FEB25

Original Size : A4

6.2.2 Furthermore, consideration should be given to public transportation demand arsing form nearby new developments that are expected to be occupied before the design year 2035. Three new developments has been identified in the vicinity, namely the Coast Line with 903 flats (the year of occupation starts in 2025), Yau Tong Bay Development with 7,078 flats, and Yau Tong Inland Lot s 4B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street ("CDA(3) Zone") with 1,393 flats. Since the year of occupation for the last two developments is still unknown for the public, the demand for road-based public transport is considered for the residents of The Coast Line and the proposed development.

6.2.3 Based on 2021 Population Census, the modal split of Kwun Tong District is shown in **Table 6.3**. As seen from the table below, the modal share of road-based public transport is about 30% for Bus, and 8% for Public Light Bus.

Table 6.3 Modal Share of Kwun Tong District

Mode	MTR	Bus	Public Light Bus	Private Car	Taxi	Others	Total
Modal Share Percentage	43%	30%	8%	3%	1%	15%	100%

6.2.4 Reference is also made to the 'Travel Characteristics Survey 2011 Report' as published by Transport Department to derive the estimated public transport demand due to the proposed development and other new developments.

6.2.5 The total trips generated from the proposed development and the new development are derived from development parameters and assumptions from the TCS report 2011. The calculation of total trips during peak hours is summarised in **Table 6.4**.

Table 6.4 Calculation of Total Trips from Proposed Development and New Development in the Vicinity

Item	Proposed Development	New Development in the Vicinity
Nos. of units	342	903
Average household size	2.7 ppl/unit (1)	2.7 ppl/unit (1)
Total population	342*2.7=924	903*2.7=2,439
Trip rate per person	1.83(2)	1.83(2)
Daily trips generated from proposed development	924*1.83=1,691	2,439*1.83=4,462
% of Daily trips in peak hour	12%(3)	12%(3)
Peak hour trips (two-way)	1,691*12%=203	4,462*12%=536
Peak hour trips (Generation)(4)	203*0.9=183	536*0.9=482
Peak hour trips (Attraction)	203*0.1=20	536*0.1=54

Remarks:

(1) The anticipated population is based on an assumption of 2.7 occupants per unit, according to Census and Statistics Department in April 2024.
(2) Data extracted from TCS Report 2011
(3) 12% in TCS Report 2011
(4) For conservative approach, it is assumed that outbound trips will take up 90% and inbound trips for 10% during peak hour.

6.2.6 According to the peak hour trips of proposed development and nearby new development in **Table 6.4**, the trips of road-based public transport during peak hours in 2035 are shown **Table 6.5**. In the year 2035, about 200 trips will travel by bus, and 54 trips will travel by public light bus in the vicinity.

Table 6.5 Surplus Capacity of the Bus and PLB Service in the Vicinity in Design Year 2035

Mode	Bus	Public Light Bus (PLB)
%	30%	8%
Trips of proposed development	55	15
Trips of nearby new development	145	39
Surplus Capacity of the Mode(According to Table 6.2)	311-55-145=111	65-15-39=11

6.2.7 The result in **Table 6.5** shows that the road-based public transport services can meet the future public transport demand in the vicinity in the design year 2035.

7. CONCLUSION

7.1 Summary

7.1.1 The application site is currently zoned Residential (Group E)" ("R(E)") under the latest approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) no. S/K15/27. The application site was intended to be re-developed into a residential-based development with shop and services, and eating place. The applicant's intention to propose more residential units and commercial services for the community.

7.1.2 Currently, the subject site is occupied by a 7-storey industrial building, which will be redeveloped into one residential block with 342 residential units, and a 2,177.1m^2 commercial area.

7.1.3 Provisions of internal ancillary transport facilities, including parking spaces, loading/unloading bays and etc., for the No. 4 Tung Yuen Street Redevelopment are proposed in accordance with the relevant requirements stipulated in the latest Hong Kong Planning Standard Guideline (HKPSG). The proposed provisions have taken into consideration the factors of building function, residential flat mix and locality of No. 4 Tung Yuen Street Redevelopment.

7.1.4 In order to review the traffic impact of the new developments on the vicinity, traffic surveys have been conducted to establish the current peak hour traffic condition in the vicinity.

7.1.5 The proposed Redevelopment would be completed in year 2032. The design year of 2035, three years after full occupation, is therefore adopted in this study for forecasting and assessment purposes. This study have considered the future strategic transport link - Trunk Road T2, future local developments and the latest Government planning assumptions.

7.1.6 For the J/O Tung Yuen Street / Ko Fai Road (M), the 4 current on-street private parking spaces are proposed to be cancelled. And after finishing the sewage rising mains construction project, these 4 cancelled parking spaces are proposed to be relocated back to Ko Fai Road.

7.1.7 Assessment results revealed that the traffic condition would be more or less the same in both Reference and Design scenarios in Year 2035. The traffic impact due to the Proposed Redevelopment is considered insignificant and could be accommodated by the surrounding road network.

7.1.8 Public transport surveys have been conducted to establish the current peak hours traffic condition and anticipated future public transport demands. The assessment indicated that all the existing public transport services have sufficient capacity to cater for the additional demands due to the proposed development.

7.2 Conclusion

7.2.1 In view of the above, the proposed Redevelopment under this Section 16 application is considered acceptable in traffic term.

Appendix A

Public Transport Details and Servicing Schedules

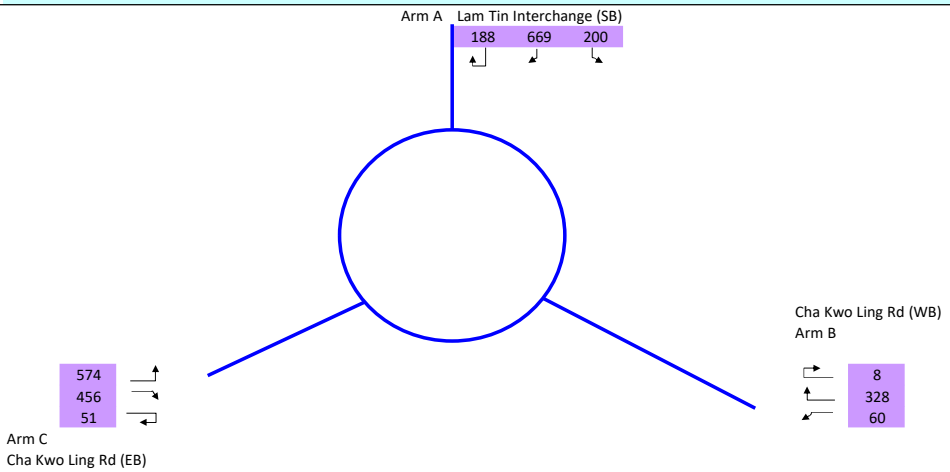
Route No.	Destinations		Frequency (min)
Franchised Bus			
6P	Lei Yue Mun Estate	Cheung Sha Wan (So Uk Estate)	3 scheduled service
14	Lei Yue Mun Estate	China Ferry Terminal	15
14D	Yau Tong	Choi Hung	5 scheduled service
14H	Yau Tong	(CIRCULAR) Shun Lee	60
14X	Yau Tong (Shung Tak Wai)	(CIRCULAR) Tsim Sha Tsui	15
33	Yau Tong	Tsuen Wan West Station	20
33B	Yau Tong	Tsuen Wan West Station	25
62P	Tuen Mun Central	Lei Yue Mun Estate	8
62X	Lei Yue Mun Estate	Siu Hong Station (South)	8
88X	Ping Tin	(CIRCULAR) Fo Tan Chun Yeung Estate	20
214	Yau Tong	Cheung Sha Wan (Kom Tsun Street)	12
215P	Lam Tin (Kwong Tin Estate)	Kowloon Station	1 scheduled service
216M	Lam Tin Station	(CIRCULAR) Yau Tong Station	15
259D	Lei Yue Mun Estate	Tuen Mun (Lung Mun Oasis)	7
603	Ping Tin	Central Ferry Piers	2 scheduled services
603A	Ping Tin	Central Market	15
603S	Ping Tin	Central (Guilman St)	3 scheduled service
613	On Tai (West) (Wo Tai House)	Shau Kei Wan Bus Terminal	15
A26	Yau Tong	Airport	30
A26P	Yau Tong	Airport	2 scheduled service
E22P	Yau Tong	AsiaWorld-Expo	3 scheduled service
E22X	Yau Tong	AsiaWorld-Expo	3 scheduled service
X42C	Yau Tong	Tsing Yi (Cheung Hang Estate)	1
N26	Yau Tong	Tung Chung Station	3 scheduled service
N214	Yau Tong	Mei Foo	2 scheduled service
N216	Yau Tong	Hung Hom Station	20
GMB			
23C	Laguna City	(CIRCULAR) Yau Tong Station	10
24	Lam Tin (Ping Tin PTI)	(CIRCULAR) Sam Ka Tsuen FerryPier	6
24M	Yau Tong PTI	Hing Tin (Pik Wan Road)	2
76B	Yau Tong PTI	United Christian Hospital	20
87	Lei Yue Mun Estate PTI	Kowloon Bay	20
90A	Hong Kong Children's Hospital	Yau Tong (Yau Lai Estate)	10

Appendix B

Signal Calculation Sheets

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2024 Observed Flow AM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (WB)		
Arm C	Cha Kwo Ling Rd (EB)		
Arm D			
Arm E			

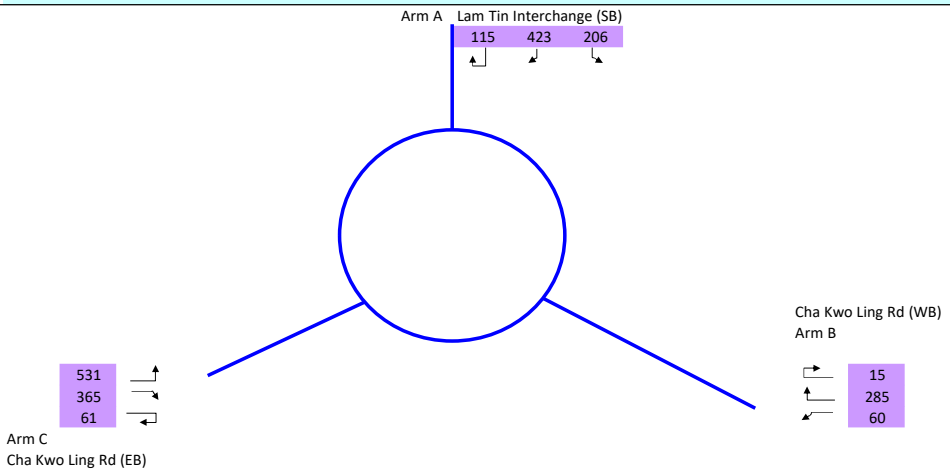


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		8.20	8.10	9.10		
E	Entry Width (m)		10.50	8.60	11.20		
L	Effective Length of Flare (m)		3.75	1.40	6.20		
R	Entry Radius (m)		30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)		52.00	52.00	52.00		
A	Entry Angle (degree)		20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)		1,057	396	1,081		
Qc	Circulating Flow Across Entry (pcu/hour)		515	908	524		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))		8.98	8.33	10.11		
M	= EXP ((D-60) /10)		0.45	0.45	0.45		
F	= 303 * X2		2720	2525	3063		
Td	= 1 + (0.5 / (1+M))		1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)		0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)		2431	1990	2779		
Qp	= Q*P		1057	396	1081		
DFC	= Qp / Qe	Design Flow / Capacity	0.43	**0.43**	0.20	0.39	
		Total Entry Flows	2,534				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2024 Observed Flow PM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (WB)		
Arm C	Cha Kwo Ling Rd (EB)		
Arm D			
Arm E			

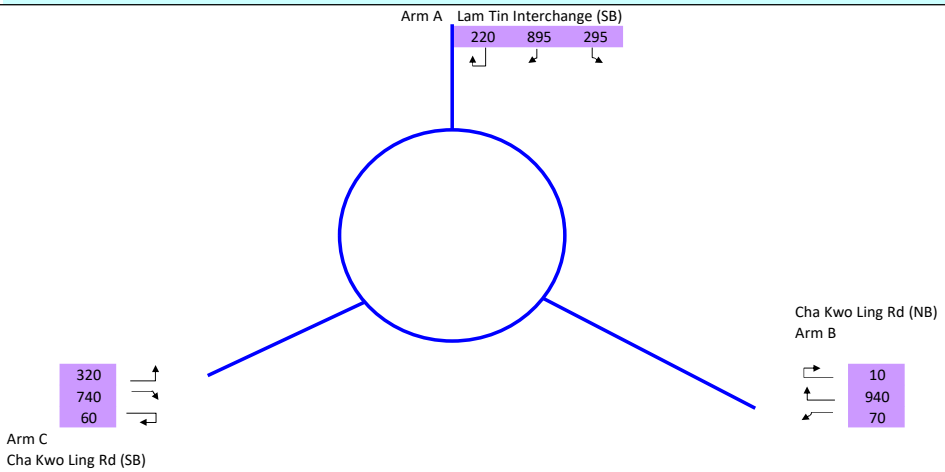


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		8.20	8.10	9.10		
E	Entry Width (m)		10.50	8.60	11.20		
L	Effective Length of Flare (m)		3.75	1.40	6.20		
R	Entry Radius (m)		30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)		52.00	52.00	52.00		
A	Entry Angle (degree)		20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)		744	360	957		
Qc	Circulating Flow Across Entry (pcu/hour)		441	599	416		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))		8.98	8.33	10.11		
M	= EXP ((D-60) /10)		0.45	0.45	0.45		
F	= 303 * X2		2720	2525	3063		
Td	= 1 + (0.5 / (1+M))		1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)		0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)		2492	2241	2877		
Qp	= Q*P		744	360	957		
DFC	= Qp / Qe	Design Flow / Capacity	0.33	0.30	0.16	**0.33**	
		Total Entry Flows	2,061				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Reference Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

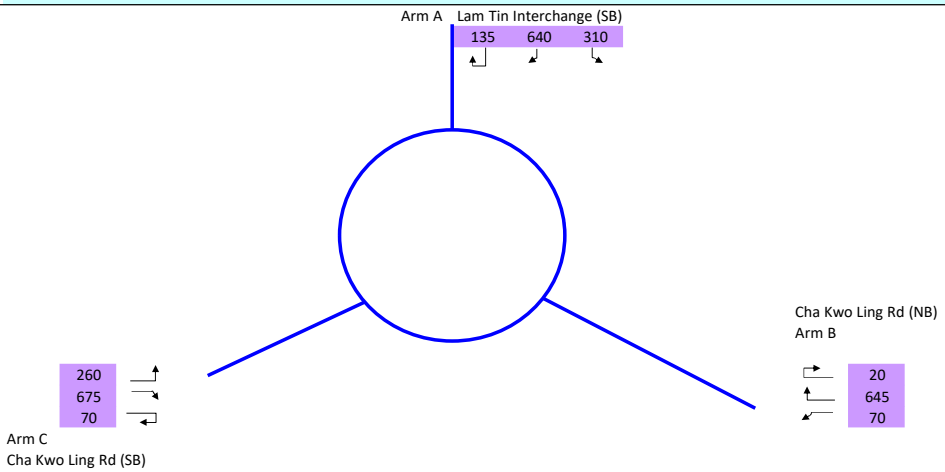


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		8.20	8.10	9.10		
E	Entry Width (m)		10.50	8.60	11.20		
L	Effective Length of Flare (m)		3.75	1.40	6.20		
R	Entry Radius (m)		30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)		52.00	52.00	52.00		
A	Entry Angle (degree)		20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)		1,410	1,020	1,120		
Qc	Circulating Flow Across Entry (pcu/hour)		810	1,175	1,170		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))		8.98	8.33	10.11		
M	= EXP ((D-60) /10)		0.45	0.45	0.45		
F	= 303 * X2		2720	2525	3063		
Td	= 1 + (0.5 / (1+M))		1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)		0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)		2186	1772	2193		
Qp	= Q*P		1410	1020	1120		
DFC	= Qp / Qe	Design Flow / Capacity	0.64	**0.64**	0.58	0.51	
		Total Entry Flows	3,550				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Reference Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

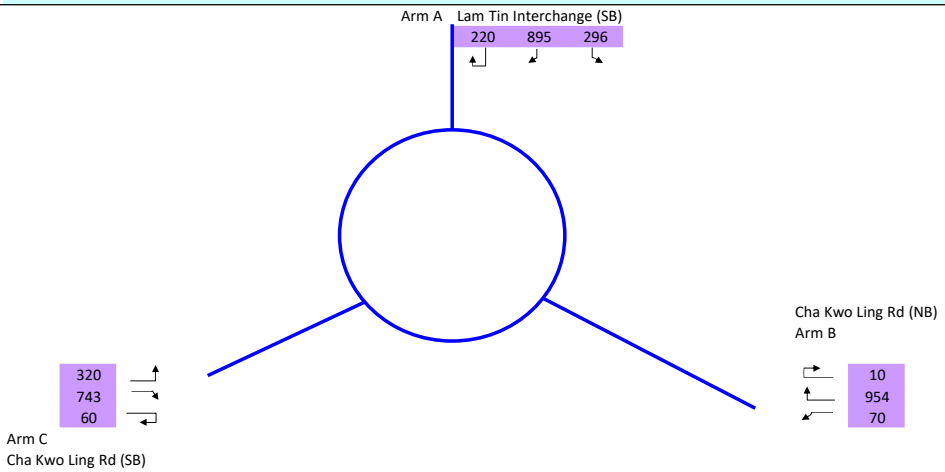


				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,085	735	1,005		
Qc	Circulating Flow Across Entry (pcu/hour)				765	845	800		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2224	2041	2529		
Qp	= Q*P				1085	735	1005		
DFC	= Qp / Qe	Design Flow / Capacity	0.49		**0.49**	0.36	0.40		
		Total Entry Flows	2,825						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Design Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

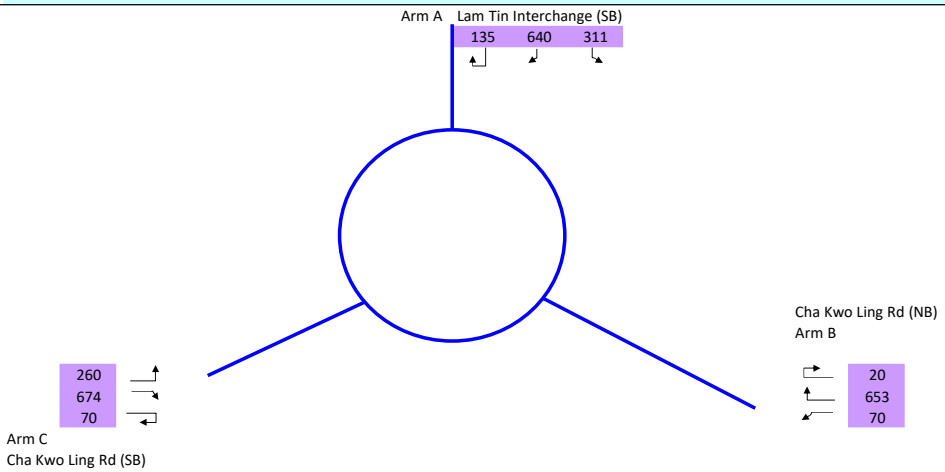


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		8.20	8.10	9.10		
E	Entry Width (m)		10.50	8.60	11.20		
L	Effective Length of Flare (m)		3.75	1.40	6.20		
R	Entry Radius (m)		30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)		52.00	52.00	52.00		
A	Entry Angle (degree)		20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)		1,411	1,034	1,123		
Qc	Circulating Flow Across Entry (pcu/hour)		813	1,175	1,184		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))		8.98	8.33	10.11		
M	= EXP ((D-60) /10)		0.45	0.45	0.45		
F	= 303 * X2		2720	2525	3063		
Td	= 1 + (0.5 / (1+M))		1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)		0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)		2184	1772	2181		
Qp	= Q*P		1411	1034	1123		
DFC	= Qp / Qe	Design Flow / Capacity	0.65	**0.65**	0.58	0.52	
		Total Entry Flows	3,568				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Design Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			



				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,086	743	1,004		
Qc	Circulating Flow Across Entry (pcu/hour)				764	845	808		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2225	2041	2522		
Qp	= Q*P				1086	743	1004		
DFC	= Qp / Qe	Design Flow / Capacity	0.49		**0.49**	0.36	0.40		
		Total Entry Flows	2,833						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Yau Tong Road — Design Year: 2024

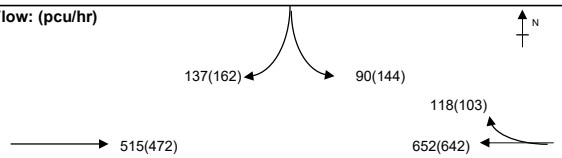
Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	B	1	3.300						1945	1945	249	0.128		228	0.117	
(EB)	↑	B	1	3.300						2085	2085	266	0.128		244	0.117	
Yau Tong Road	↰↱	D	3	4.500	17	15		80% / 20%	95% / 5%	1895	1895	113	0.060	0.060	152	0.080	
(SB)	↱	D	3	4.000		12				1915	1915	114	0.060		154	0.080	0.080
Cha Kwo Ling Road	↑	A	1,2	3.800						1995	1995	652	0.327	0.327	642	0.322	0.322
(WB)	↱	C	2	3.000		13				1840	1840	118	0.064		103	0.056	

Pedestrian Crossing	Ep	1,2,4	MIN GREEN + FLASH =	5	+	10	=	15
	Fp	2,4	MIN GREEN + FLASH =	5	+	9	=	14
	Gp	4	MIN GREEN + FLASH =	5	+	9	=	14
	Hp	3,4	MIN GREEN + FLASH =	5	+	5	=	10

Notes:

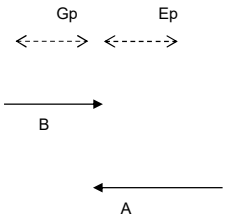
Flow: (pcu/hr)



Group	A,Hp	A,D	Group	A,Hp	A,D
y	0.327	0.386	y	0.322	0.402
L (sec)	17	9	L (sec)	17	9
C (sec)	100	100	C (sec)	90	90
y pract.	0.747	0.819	y pract.	0.730	0.810
R.C. (%)	129%	112%	R.C. (%)	127%	101%

Stage / Phase Diagrams

1.



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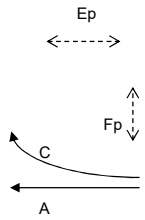
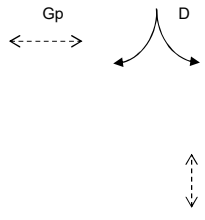


3.



4.

5.

I/G=		I/G=		I/G= 6		I/G= 5		I/G=	
I/G=		I/G=		I/G= 6		I/G= 5		I/G=	

Date: 02 Oct 2024 — **Junction:** Cha Kwo Ling Road / Yau Tong Road (B)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Yau Tong Road — Design Year: 2035

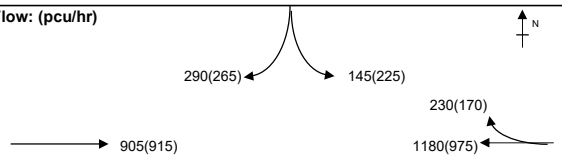
Description: 2035 Reference Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	B	1	3.300						1945	1945	437	0.225		442	0.227	
(EB)	↑	B	1	3.300						2085	2085	468	0.224		473	0.227	
Yau Tong Road	↱	D	3	4.500	17	15		67% / 33%	92% / 8%	1890	1895	216	0.114	0.114	244	0.129	0.129
(SB)	↱	D	3	4.000		12				1915	1915	219	0.114		246	0.128	
Cha Kwo Ling Road	↑	A	1,2	3.800						1995	1995	1180	0.591	0.591	975	0.489	0.489
(WB)	↱	C	2	3.000		13				1840	1840	230	0.125		170	0.092	

Pedestrian Crossing	Ep	1,2	MIN GREEN + FLASH =	5	+	10	=	15	
	Fp	2	MIN GREEN + FLASH =	5	+	9	=	14	
	Gp	1,3	MIN GREEN + FLASH =	5	+	9	=	14	
	Hp	3	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

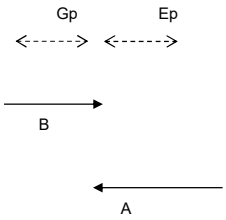
Flow: (pcu/hr)



Group	A,Hp	A,D	Group	A,Hp	A,D
y	0.591	0.706	y	0.489	0.617
L (sec)	17	9	L (sec)	17	9
C (sec)	120	120	C (sec)	120	120
y pract.	0.773	0.833	y pract.	0.773	0.833
R.C. (%)	31%	18%	R.C. (%)	58%	35%

Stage / Phase Diagrams

1.



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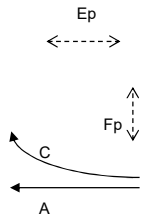

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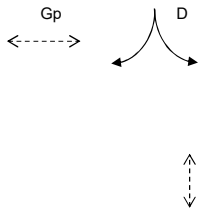


4.

5.

I/G= 5		I/G=		I/G= 6		I/G=	
I/G= 5		I/G=		I/G= 6		I/G=	

Date: 02 Oct 2024 — **Junction:** Cha Kwo Ling Road / Yau Tong Road (B)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310

MVA HONG KONG LIMITED

Junction: Cha Kwo Ling Road / Yau Tong Road

Design Year: 2035

Description: 2035 Design Flows

Designed By: CCT

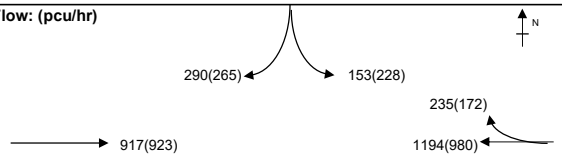
Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road (EB)	↑	B	1	3.300						1945	1945	443	0.228		445	0.229	
	↑	B	1	3.300						2085	2085	474	0.227		478	0.229	
Yau Tong Road (SB)	↱	D	3	4.500	17	15		70% / 30%	93% / 7%	1890	1895	220	0.116	0.116	245	0.129	0.129
	↱	D	3	4.000		12				1915	1915	223	0.116		248	0.130	
Cha Kwo Ling Road (WB)	↑	A	1,2	3.800						1995	1995	1194	0.598	0.598	980	0.491	0.491
	↱	C	2	3.000		13				1840	1840	235	0.128		172	0.093	

Pedestrian Crossing								
	Ep	1,2	MIN GREEN + FLASH =	5	+	10	=	15
	Fp	2	MIN GREEN + FLASH =	5	+	9	=	14
	Gp	1,3	MIN GREEN + FLASH =	5	+	9	=	14
	Hp	3	MIN GREEN + FLASH =	5	+	5	=	10

Notes:

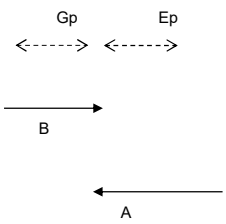
Flow: (pcu/hr)



Group	A,Hp	A,D	Group	A,Hp	A,D
y	0.598	0.715	y	0.491	0.621
L (sec)	17	9	L (sec)	17	9
C (sec)	120	120	C (sec)	120	120
y pract.	0.773	0.833	y pract.	0.773	0.833
R.C. (%)	29%	16%	R.C. (%)	57%	34%

Stage / Phase Diagrams

1.



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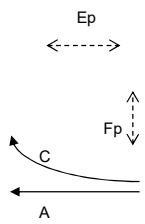

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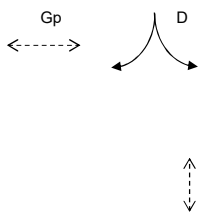


4.

5.

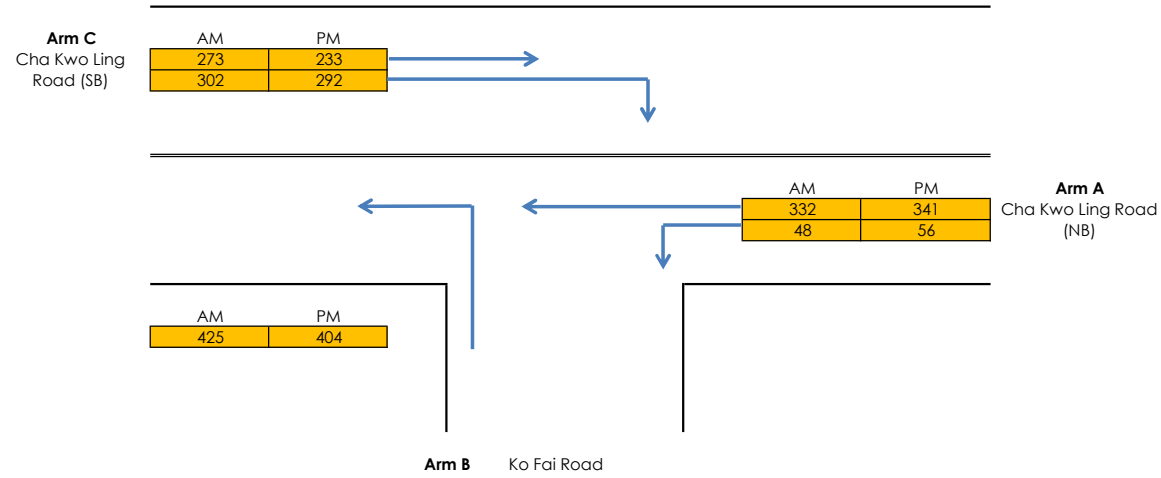
I/G= 5		I/G=		I/G= 6		I/G=		I/G=	
I/G= 5		I/G=		I/G= 6		I/G=		I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Yau Tong Road (B)

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Ko Fai Road (C)		Designed by: SWY
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024		Job No.: CHK50748310	Date: Oct-24
Arm A:	Cha Kwo Ling Road (NB)		
Arm B:	Ko Fai Road		
Arm C:	Cha Kwo Ling Road (SB)		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.80
Blockage of major road right turn	Y/N?	N		w(c-b)	2.87
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	48	Calculated Parameters	D	0.57
	Vl(b-a)	31		E	0.948
	Vr(b-c)	48		F	0.848
	Vr(c-b)	26		Y	0.576

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	273.35	233.4
	q(c-b)	301.95	291.7
	q(a-b)	48.1	56.1
	q(a-c)	331.8	341.5
	q(b-a)	0	0
	q(b-c)	425.25	404.1
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	636.831	634.3
	Q(c-b)	564.556	561.4
RFC's	c-b	0.53	0.52
	b-ac	0.67	0.64
RFC		**0.67**	**0.64**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310

MVA HONG KONG LIMITED

Junction: Cha Kwo Ling Road / Ko Fai Road

Design Year: 2035

Description: 2035 Reference Flows

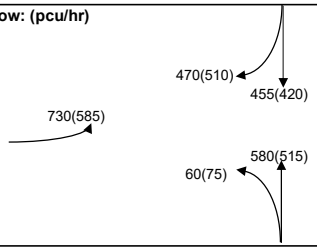
Designed By: CCT

Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	455	0.234		420	0.216	
(SB)	↱	A	1	3.300		15				1895	1895	470	0.248	0.248	510	0.269	0.269
Cha Kwo Ling Road	↰↑	B	2	3.300	15			20%	27%	1910	1895	306	0.160	0.160	281	0.148	
(NB)	↑	B	2	3.300						2085	2085	334	0.160		309	0.148	0.148
Ko Fai Road	↰	C	1,3	4.000	12.5					1800	1800	730	0.406		585	0.325	
(EB)																	
Pedestrian Crossing		Ep	2,3	MIN GREEN + FLASH =			5	+	5	=	10						
		Fp	2	MIN GREEN + FLASH =			5	+	5	=	10						
		Gp	3	MIN GREEN + FLASH =			5	+	5	=	10			*			*
		Hp	1,3	MIN GREEN + FLASH =			5	+	6	=	11						

Notes:

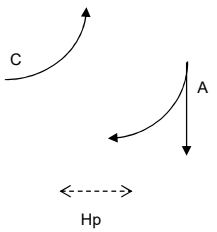
Flow: (pcu/hr)



Group	A,B,Gp	C,Fp	Group	C,Fp	A,B,Gp
y	0.408	0.406	y	0.325	0.417
L (sec)	17	19	L (sec)	19	17
C (sec)	100	100	C (sec)	100	100
y pract.	0.747	0.729	y pract.	0.729	0.747
R.C. (%)	83%	80%	R.C. (%)	124%	79%

Stage / Phase Diagrams

1.



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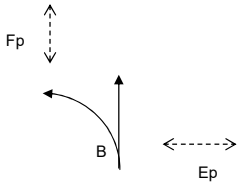

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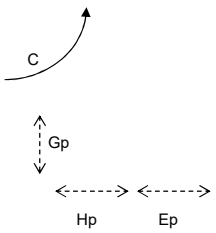


4.

5.

I/G=		I/G= 5	10	I/G= 5		I/G=	I/G=
I/G= 2		I/G= 5		I/G= 2	10	I/G=	I/G=

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Fai Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 | MVA HONG KONG LIMITED

Junction: Cha Kwo Ling Road / Ko Fai Road | Design Year: 2035

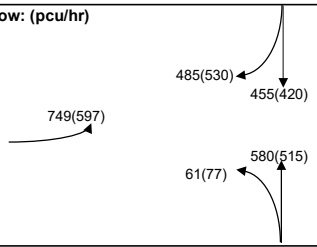
Description: 2035 Design Flows | Designed By: CCT | Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	455	0.234		420	0.216	
(SB)	↱	A	1	3.300		15				1895	1895	485	0.256	0.256	530	0.280	0.280
Cha Kwo Ling Road	↰↑	B	2	3.300	15			20%	27%	1905	1895	306	0.161	0.161	282	0.149	
(NB)	↑	B	2	3.300						2085	2085	335	0.161		310	0.149	0.149
Ko Fai Road	↰	C	1,3	4.000	12.5					1800	1800	749	0.416		597	0.332	
(EB)																	

Pedestrian Crossing	Ep	2,3	MIN GREEN + FLASH =	5	+	5	=	10	
	Fp	2	MIN GREEN + FLASH =	5	+	5	=	10	
	Gp	3	MIN GREEN + FLASH =	5	+	5	=	10	*
	Hp	1,3	MIN GREEN + FLASH =	5	+	6	=	11	

Notes:

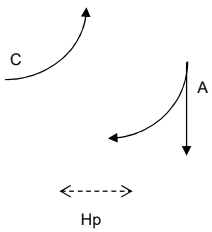
Flow: (pcu/hr)



Group	A,B,Gp	C,Fp	Group	C,Fp	A,B,Gp
y	0.417	0.416	y	0.332	0.428
L (sec)	17	19	L (sec)	19	17
C (sec)	100	100	C (sec)	100	100
y pract.	0.747	0.729	y pract.	0.729	0.747
R.C. (%)	79%	75%	R.C. (%)	120%	74%

Stage / Phase Diagrams

1.



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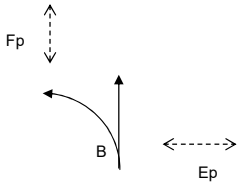

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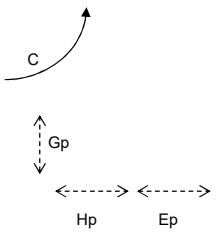


4.

5.

I/G=		I/G= 5	10	I/G= 5		I/G=		I/G=	
I/G= 2		I/G= 5		I/G= 2	10	I/G=		I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Fai Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

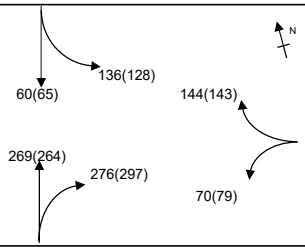
Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2024

Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	269	0.138		264	0.136	
(NB)	↱	A	1	3.300		15				1895	1895	276	0.146	0.146	297	0.157	0.157
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	136	0.087	0.087	128	0.082	0.082
(SB)	↑	C	2	3.600			4.7			1780	1780	60	0.034		65	0.037	
Ko Chiu Road	↰↱	B	3	3.500	10	16		69% / 31%	75% / 25%	1735	1730	102	0.059		106	0.061	0.061
(WB)	↱	B	3	3.800		12				1900	1900	112	0.059	0.059	116	0.061	
Pedestrian Crossing		Dp	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Ep	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Fp	4	MIN GREEN + FLASH =			10	+	8	=	18			*			*

Notes:

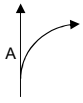
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.291	0.291	y	0.300	0.300
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	116%	106%	R.C. (%)	110%	100%

Stage / Phase Diagrams

1.



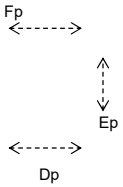
2.



3.



4.



5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18

I/G=	
I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Chiu Road (D)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

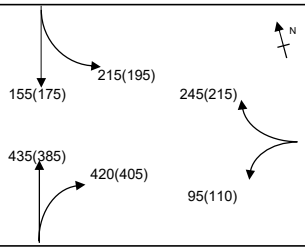
Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2035

Description: 2035 Reference Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	435	0.224		385	0.198	
(NB)	↱	A	1	3.300		15				1895	1895	420	0.222	0.222	405	0.214	0.214
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	215	0.137	0.137	195	0.125	0.125
(SB)	↑	C	2	3.600			4.7			1780	1780	155	0.087		175	0.098	
Ko Chiu Road	↰↱	B	3	3.120	10	16		58% / 42%	71% / 29%	1710	1700	164	0.096		156	0.092	0.092
(WB)	↱	B	3	3.120		12				1835	1835	176	0.096	0.096	169	0.092	
Pedestrian Crossing		Dp	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Ep	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Fp	4	MIN GREEN + FLASH =			10	+	8	=	18			*			*

Notes:

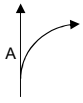
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.455	0.455	y	0.430	0.430
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	38%	32%	R.C. (%)	46%	40%

Stage / Phase Diagrams

1.



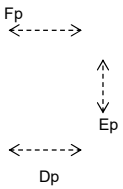
2.



3.



4.



5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=

Date: 02 Oct 2024 — **Junction:** Cha Kwo Ling Road / Ko Chiu Road (D)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

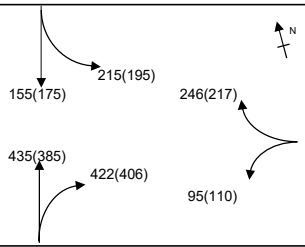
Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2035

Description: 2035 Design Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	435	0.224		385	0.198	
(NB)	↱	A	1	3.300		15				1895	1895	422	0.223	0.223	406	0.214	0.214
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	215	0.137	0.137	195	0.125	0.125
(SB)	↑	C	2	3.600			4.7			1780	1780	155	0.087		175	0.098	
Ko Chiu Road	↰↱	B	3	3.120	10	16		58% / 42%	70% / 30%	1710	1700	165	0.096		157	0.092	0.092
(WB)	↱	B	3	3.120		12				1835	1835	176	0.096	0.096	170	0.093	
Pedestrian Crossing		Dp	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Ep	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Fp	4	MIN GREEN + FLASH =			10	+	8	=	18			*			*

Notes:

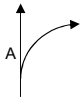
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.456	0.456	y	0.431	0.431
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	38%	32%	R.C. (%)	46%	39%

Stage / Phase Diagrams

1.



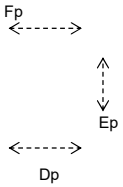
2.



3.



4.



5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18

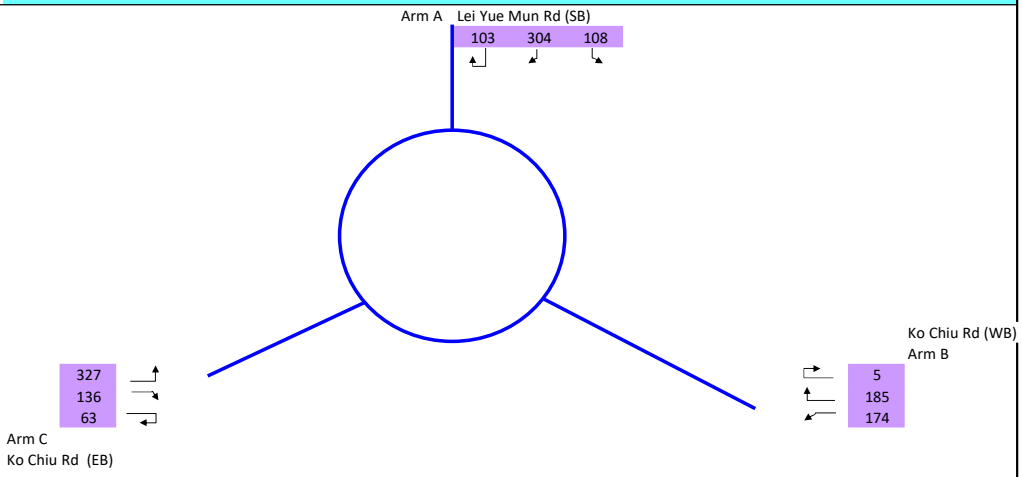
I/G=	
I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Chiu Road (D)

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2024 Observed Flow AM Peak		Checked by:	JPP
Design Year:	2024	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

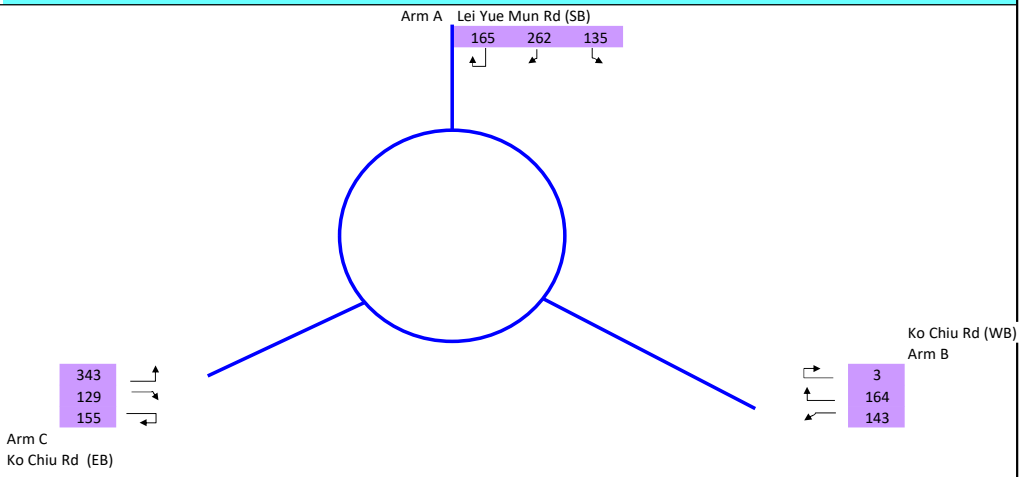


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		514	364	526		
Qc	Circulating Flow Across Entry (pcu/hour)		203	469	292		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2457	1640	2261		
Qp	= Q*P		514	364	526		
DFC	= Qp / Qe	Design Flow / Capacity	0.21	0.22	**0.23**		
		Total Entry Flows	1,404				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2024 Observed Flow PM Peak		Checked by:	JPP
Design Year:	2024	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

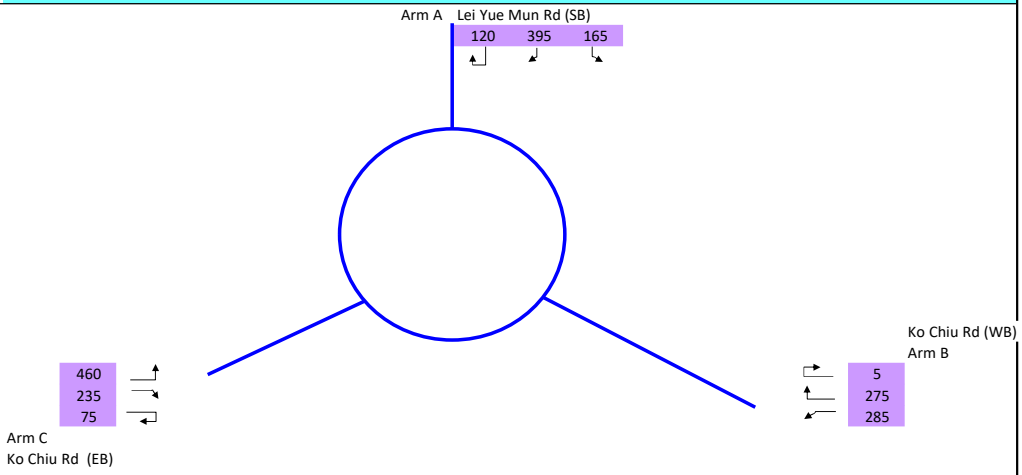


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		562	310	627		
Qc	Circulating Flow Across Entry (pcu/hour)		287	582	332		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2388	1565	2229		
Qp	= Q*P		562	310	627		
DFC	= Qp / Qe	Design Flow / Capacity	0.24	0.20	**0.28**		
		Total Entry Flows	1,499				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Reference Flow AM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

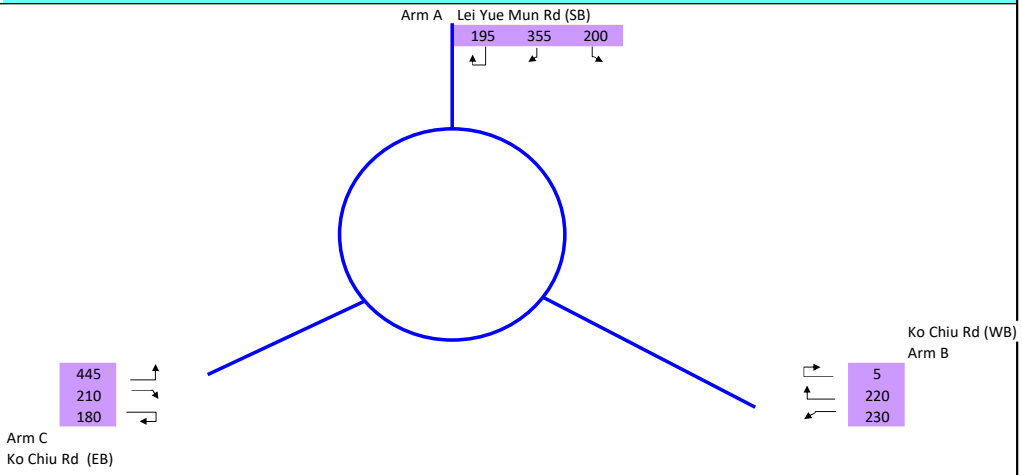


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		680	565	770		
Qc	Circulating Flow Across Entry (pcu/hour)		315	590	400		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2364	1560	2174		
Qp	= Q*P		680	565	770		
DFC	= Qp / Qe	Design Flow / Capacity	0.36	0.29	**0.36**	0.35	
		Total Entry Flows	2,015				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Reference Flow PM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

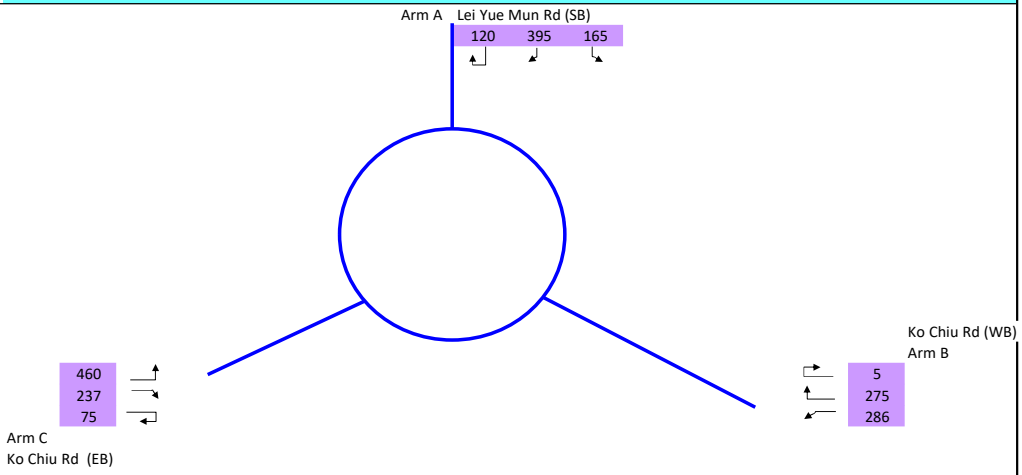


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		750	455	835		
Qc	Circulating Flow Across Entry (pcu/hour)		395	730	420		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2298	1468	2158		
Qp	= Q*P		750	455	835		
DFC	= Qp / Qe	Design Flow / Capacity	0.33	0.31	**0.39**		
		Total Entry Flows	2,040				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Design Flow AM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

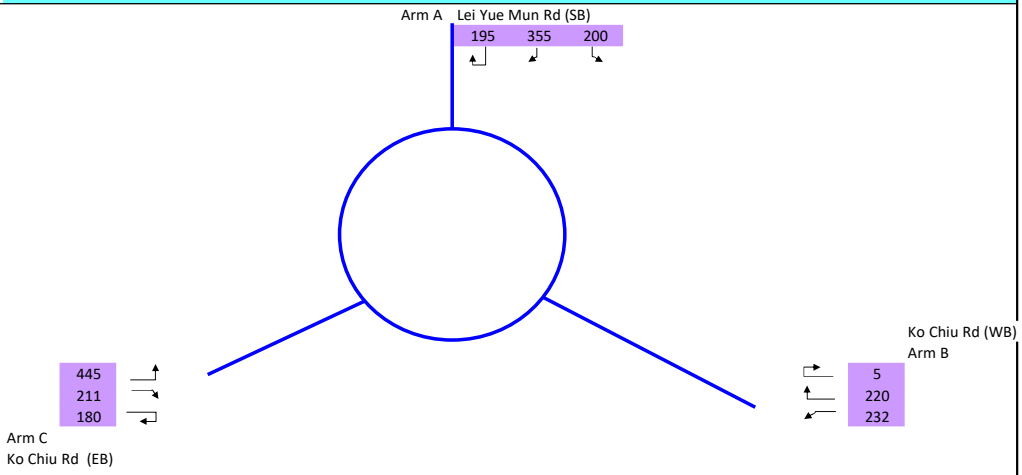


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		680	566	772		
Qc	Circulating Flow Across Entry (pcu/hour)		317	590	400		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2363	1560	2174		
Qp	= Q*P		680	566	772		
DFC	= Qp / Qe	Design Flow / Capacity	0.36	0.29	**0.36**	0.36	
		Total Entry Flows	2,018				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Design Flow PM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				



		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		750	457	836		
Qc	Circulating Flow Across Entry (pcu/hour)		396	730	420		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2297	1468	2158		
Qp	= Q*P		750	457	836		
DFC	= Qp / Qe	Design Flow / Capacity	0.33	0.31	**0.39**		
		Total Entry Flows	2,043				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road — Design Year: 2024

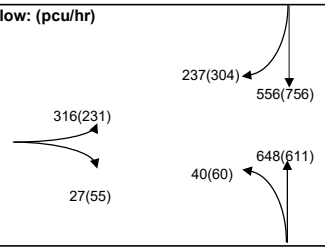
Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road	↰	C	2,3	4.200	25					1920	1920	153	0.080		112	0.058	
(EB)	↰	C	2,3	4.100	25					2040	2040	163	0.080		119	0.058	
	↱	D	3	4.600		11.5				1960	1960	27	0.014	0.014	55	0.028	0.028
Lei Yue Mun Road	↑	H	1,2,3	3.300						1945	1945	556	0.286		756	0.389	
(SB)	↱	B	2	3.600		13.2				1775	1775	117	0.066		151	0.085	
	↱	B	2	3.750		8.5				1810	1810	120	0.066	0.066	153	0.085	0.085
Lei Yue Mun Road	↰↑	A	1	3.850	10			12%	19%	1965	1945	329	0.167	0.167	319	0.164	
(NB)	↑	A	1	3.900						2145	2145	359	0.167		352	0.164	0.164

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20

Notes:

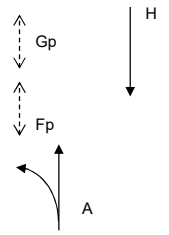
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.247	0.248	y	0.222	0.277
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	236%	230%	R.C. (%)	268%	190%

Stage / Phase Diagrams

1.



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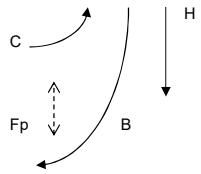

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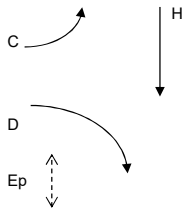


4.

5.

I/G= 5		I/G= 5		I/G= 5		I/G=	
I/G= 5		I/G= 5		I/G= 5		I/G=	

Date: 02 Oct 2024

Junction: Lei Yue Mun Road / Yau Tong Road (F)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road Design Year: 2035

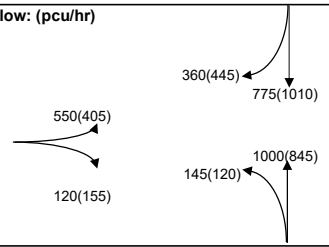
Description: 2035 Reference Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road	↰	C	2,3	4.200	25					1920	1920	267	0.139		196	0.102	
(EB)	↰	C	2,3	4.100	25					2040	2040	283	0.139		209	0.102	
	↱	D	3	4.600		11.5				1960	1960	120	0.061	0.061	155	0.079	0.079
Lei Yue Mun Road	↑	H	1,2,3	3.300						1945	1945	775	0.398		1010	0.519	
(SB)	↱	B	2	3.600		13.2				1775	1775	178	0.100		220	0.124	
	↱	B	2	3.750		8.5				1810	1810	182	0.101	0.101	225	0.124	0.124
Lei Yue Mun Road	↰↑	A	1	3.850	10			27%	26%	1925	1925	541	0.281	0.281	456	0.237	
(NB)	↑	A	1	3.900						2145	2145	604	0.282		509	0.237	0.237

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16	
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10	
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20	

Notes:

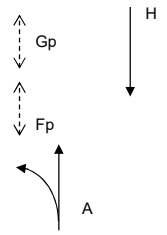
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.420	0.443	y	0.339	0.441
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	98%	84%	R.C. (%)	141%	82%

Stage / Phase Diagrams

1.



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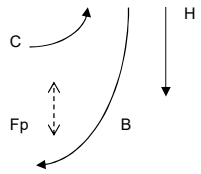

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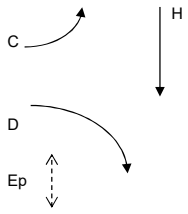


4.

5.

I/G= 5		I/G= 5		I/G= 5		I/G=	
I/G= 5		I/G= 5		I/G= 5		I/G=	

Date: 02 Oct 2024

Junction: Lei Yue Mun Road / Yau Tong Road (F)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road Design Year: 2035

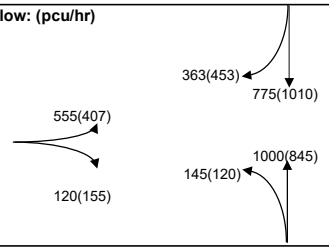
Description: 2035 Design Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road	↰	C	2,3	4.200	25					1920	1920	269	0.140		197	0.103	
(EB)	↰	C	2,3	4.100	25					2040	2040	286	0.140		210	0.103	
	↱	D	3	4.600		11.5				1960	1960	120	0.061	0.061	155	0.079	0.079
Lei Yue Mun Road	↑	H	1,2,3	3.300						1945	1945	775	0.398		1010	0.519	
(SB)	↱	B	2	3.600		13.2				1775	1775	180	0.101		224	0.126	
	↱	B	2	3.750		8.5				1810	1810	183	0.101	0.101	229	0.127	0.127
Lei Yue Mun Road	↰↑	A	1	3.850	10			27%	26%	1925	1925	541	0.281	0.281	456	0.237	
(NB)	↑	A	1	3.900						2145	2145	604	0.282		509	0.237	0.237

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16	
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10	
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20	

Notes:

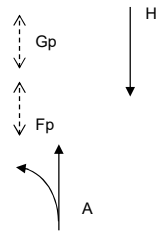
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.421	0.443	y	0.340	0.443
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	97%	84%	R.C. (%)	141%	81%

Stage / Phase Diagrams

1.



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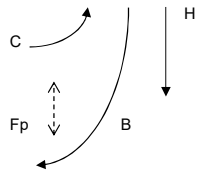

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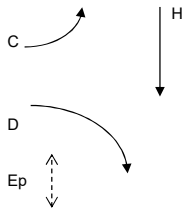

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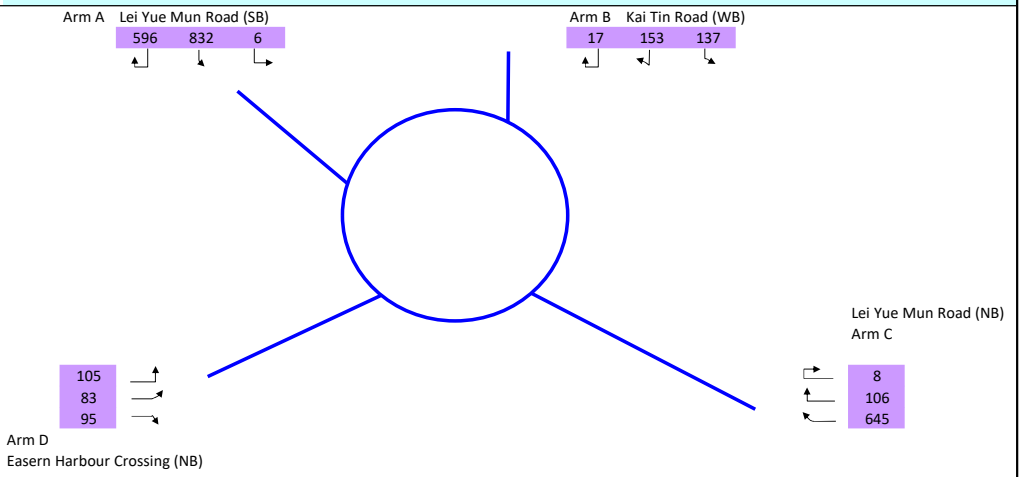
I/G= 5		I/G= 5		I/G= 5		I/G=	
I/G= 5		I/G= 5		I/G= 5		I/G=	

Date: 02 Oct 2024 **Junction:** Lei Yue Mun Road / Yau Tong Road (F)

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2024 Observed Flow AM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

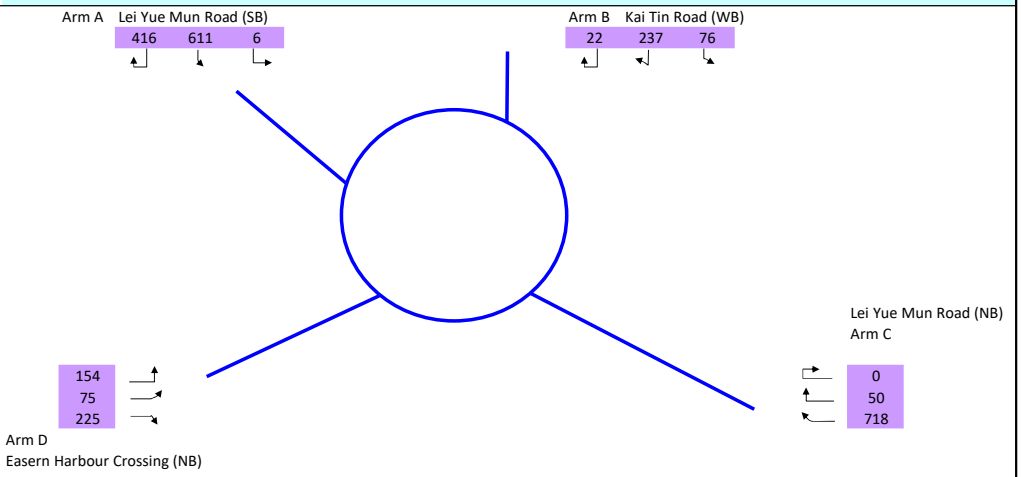


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,434	307	759	283
Qc	Circulating Flow Across Entry (pcu/hour)		309	1,531	766	1,525
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1997	1210	1964	1589
Qp	= Q*P		1434	307	759	283
DFC	= Qp / Qe	Design Flow / Capacity 0.72	**0.72**	0.25	0.39	0.18
		Total Entry Flows 2,782				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2024 Observed Flow PM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

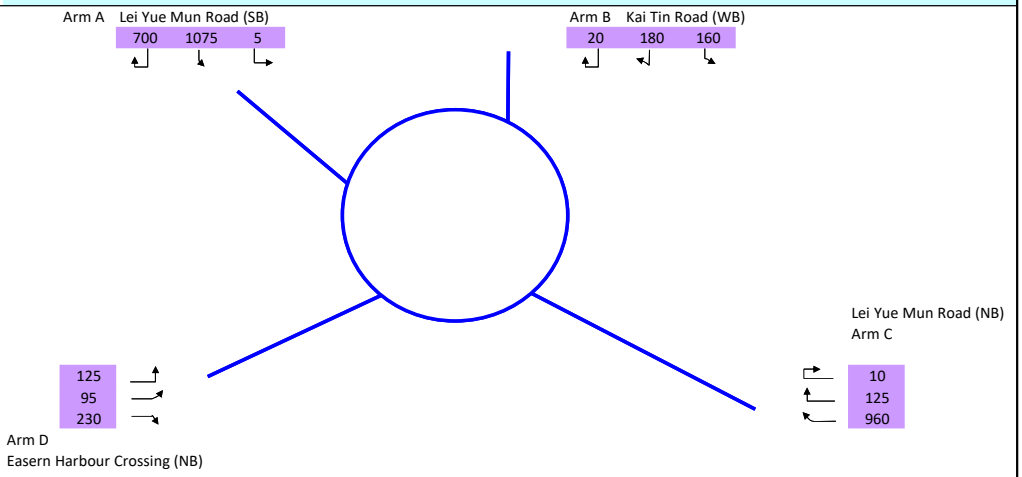


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,034	335	768	454
Qc	Circulating Flow Across Entry (pcu/hour)		372	1,252	675	1,443
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1963	1355	2015	1638
Qp	= Q*P		1034	335	768	454
DFC	= Qp / Qe	Design Flow / Capacity 0.53	**0.53**	0.25	0.38	0.28
		Total Entry Flows 2,590				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Reference Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

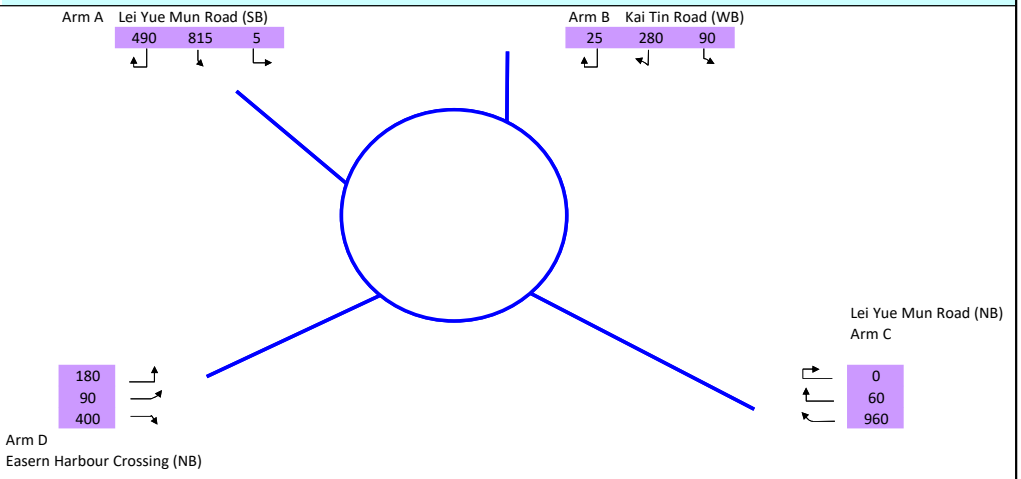


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,780	360	1,095	450
Qc	Circulating Flow Across Entry (pcu/hour)		480	2,015	900	1,995
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1903	959	1889	1310
Qp	= Q*P		1780	360	1095	450
DFC	= Qp / Qe	Design Flow / Capacity 0.94	**0.94**	0.38	0.58	0.34
		Total Entry Flows 3,685				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Reference Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

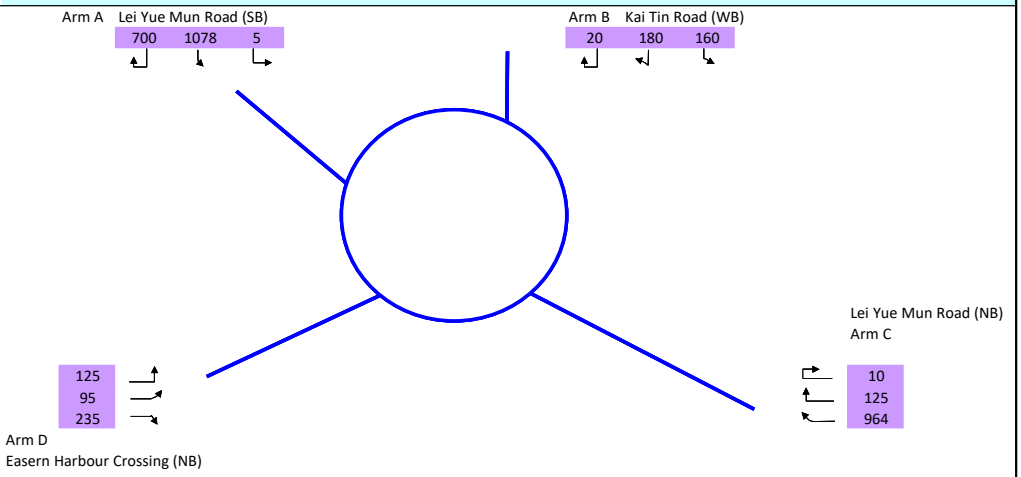


				ENTRY ARM	A	B	C	D	
INPUT PARAMETERS									
V	Approach Half Width (m)				6.30	6.10	6.80	6.70	
E	Entry Width (m)				7.20	6.90	10.50	9.40	
L	Effective Length of Flare (m)				5.18	3.70	8.70	8.80	
R	Entry Radius (m)				61.00	30.00	20.00	40.00	
D	Inscribed Circle Diameter (m)				80.00	80.00	80.00	80.00	
A	Entry Angle (degree)				28.00	33.00	46.00	31.00	
Q	Entry Flow (pcu/hour)				1,310	395	1,020	670	
Qc	Circulating Flow Across Entry (pcu/hour)				575	1,705	795	1,815	
P	Peak Hour Factor				1.0	1.0	1.0	1.0	
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.28	0.35	0.68	0.49	
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.04	1.01	0.94	1.02	
X2	= V + ((E-V) / (1+2S))				6.88	6.57	8.37	8.06	
M	= EXP ((D-60) /10)				7.39	7.39	7.39	7.39	
F	= 303 * X2				2084	1992	2535	2443	
Td	= 1 + (0.5 / (1+M))				1.06	1.06	1.06	1.06	
Fc	= 0.21*Td (1 + 0.2*X2)				0.53	0.52	0.59	0.58	
Qe	= K (F - Fc*Qc*P)				1851	1120	1948	1417	
Qp	= Q*P				1310	395	1020	670	
DFC	= Qp / Qe	Design Flow / Capacity	0.71		**0.71**	0.35	0.52	0.47	
		Total Entry Flows	3,395						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Design Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

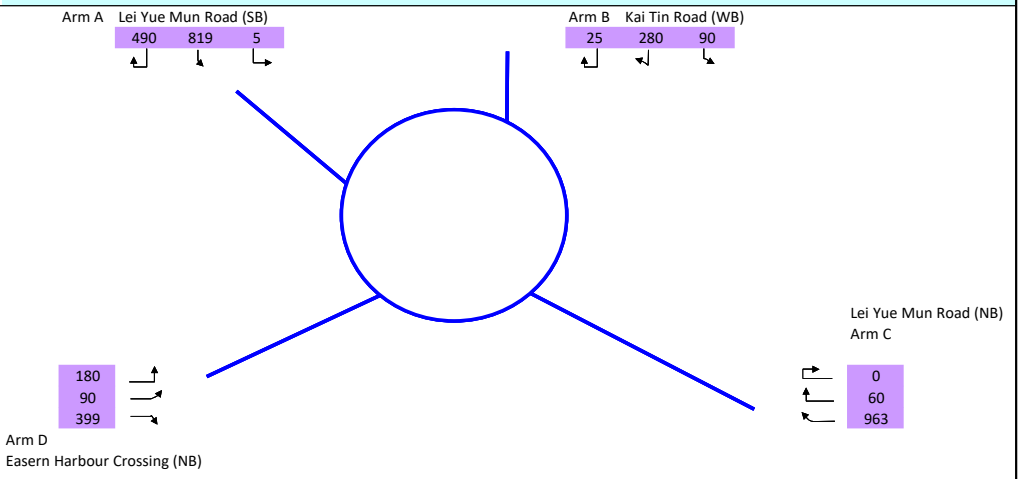


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,783	360	1,099	455
Qc	Circulating Flow Across Entry (pcu/hour)		485	2,023	900	1,999
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1901	955	1889	1308
Qp	= Q*P		1783	360	1099	455
DFC	= Qp / Qe	Design Flow / Capacity 0.94	**0.94**	0.38	0.58	0.35
		Total Entry Flows 3,697				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Design Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			



				ENTRY ARM	A	B	C	D	
INPUT PARAMETERS									
V	Approach Half Width (m)				6.30	6.10	6.80	6.70	
E	Entry Width (m)				7.20	6.90	10.50	9.40	
L	Effective Length of Flare (m)				5.18	3.70	8.70	8.80	
R	Entry Radius (m)				61.00	30.00	20.00	40.00	
D	Inscribed Circle Diameter (m)				80.00	80.00	80.00	80.00	
A	Entry Angle (degree)				28.00	33.00	46.00	31.00	
Q	Entry Flow (pcu/hour)				1,314	395	1,023	669	
Qc	Circulating Flow Across Entry (pcu/hour)				574	1,708	795	1,818	
P	Peak Hour Factor				1.0	1.0	1.0	1.0	
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.28	0.35	0.68	0.49	
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.04	1.01	0.94	1.02	
X2	= V + ((E-V) / (1+2S))				6.88	6.57	8.37	8.06	
M	= EXP ((D-60) /10)				7.39	7.39	7.39	7.39	
F	= 303 * X2				2084	1992	2535	2443	
Td	= 1 + (0.5 / (1+M))				1.06	1.06	1.06	1.06	
Fc	= 0.21*Td (1 + 0.2*X2)				0.53	0.52	0.59	0.58	
Qe	= K (F - Fc*Qc*P)				1852	1118	1948	1415	
Qp	= Q*P				1314	395	1023	669	
DFC	= Qp / Qe	Design Flow / Capacity	0.71		**0.71**	0.35	0.53	0.47	
		Total Entry Flows	3,401						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass Design Year: 2024

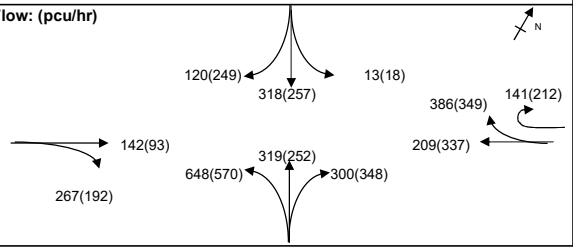
Description: 2024 Observed Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street (SB)		A	1	3.500	11			8%	14%	1945	1930	159	0.082		132	0.068	
		A	1	3.500						2105	2105	172	0.082		143	0.068	
		A	1	3.600		20				1965	1965	120	0.061		249	0.127	
Wai Yip Street (NB)		F	1,2,3	3.900	28					1905	1905	648	0.340	0.340	570	0.299	0.299
		C	3	3.900						2145	2145	218	0.102		213	0.099	
		C	3	3.500		18.6		51%	80%	2020	1975	205	0.101		196	0.099	
		C	3	3.650		15				1925	1925	196	0.102		191	0.099	
Kwun Tong Bypass (EB)		B	2	3.650		27		35%	39%	2080	2075	218	0.105		152	0.073	
		B	2	4.100		23				1815	1815	191	0.105		133	0.073	
Wai Fat Road (WB)		D	4	3.650						1980	1980	209	0.106		337	0.170	
		D	4	3.650		25				2000	2000	198	0.099		179	0.090	
		D	4	3.000		19				1905	1905	188	0.099		170	0.089	
		E	4	9.550		6				1085	1085	141	0.130	0.130	212	0.195	0.195

Pedestrian Crossing	Gp	2	MIN GREEN + FLASH =	13	+	12	=	25	
	Hp	1,3,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Ip	2,3	MIN GREEN + FLASH =	5	+	10	=	15	
	Jp	4	MIN GREEN + FLASH =	11	+	10	=	21	
	Kp	1,2,3	MIN GREEN + FLASH =	7	+	13	=	20	
	Lp	4	MIN GREEN + FLASH =	5	+	10	=	15	
	Mp	4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

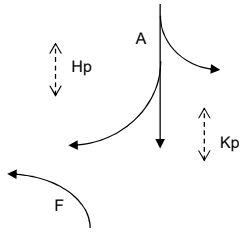
Flow: (pcu/hr)



Group	A,B,C,D	F,E	Group	A,B,C,D	F,E
y	0.394	0.470	y	0.469	0.495
L (sec)	17	20	L (sec)	17	20
C (sec)	140	140	C (sec)	140	140
y pract.	0.791	0.771	y pract.	0.791	0.771
R.C. (%)	101%	64%	R.C. (%)	68%	56%

Stage / Phase Diagrams

1.



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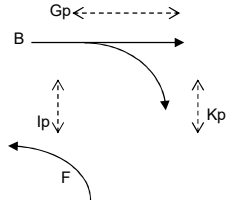

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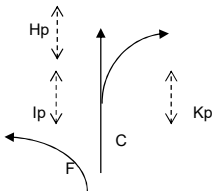

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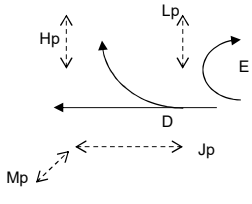


5.

I/G= 5		I/G=		I/G=		I/G= 17	I/G=
I/G= 5		I/G=		I/G=		I/G= 17	I/G=

Date: 02 Oct 2024 **Junction:** (H) Wai Yip Street / Wai Fat Road / Kwun Tong By

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 | MVA HONG KONG LIMITED

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass | Design Year: 2035

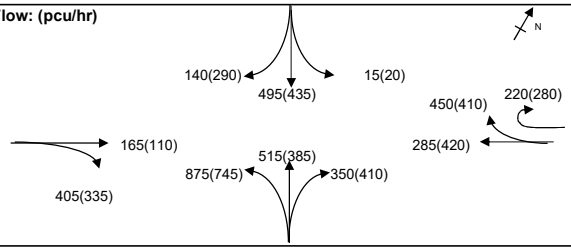
Description: 2035 Reference Flows | Designed By: CCT | Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street (SB)		A	1	3.500	11			6%	9%	1950	1940	245	0.126		218	0.112	
		A	1	3.500						2105	2105	265	0.126		237	0.113	
		A	1	3.600		20				1965	1965	140	0.071		290	0.148	
Wai Yip Street (NB)		F	1,2,3	3.900	28					1905	1905	875	0.459	0.459	745	0.391	0.391
		C	3	3.900						2145	2145	303	0.141		281	0.131	
		C	3	3.500		18.6		27%	60%	2060	2005	290	0.141		262	0.131	
		C	3	3.650		15				1925	1925	272	0.141		252	0.131	
Kwun Tong Bypass (EB)		B	2	3.650		27		46%	54%	2065	2060	304	0.147		237	0.115	
		B	2	4.100		23				1815	1815	266	0.147		208	0.115	
Wai Fat Road (WB)		D	4	3.650						1980	1980	285	0.144		420	0.212	
		D	4	3.650		25				2000	2000	230	0.115		210	0.105	
		D	4	3.000		19				1905	1905	220	0.115		200	0.105	
		E	4	9.550		6				1085	1085	220	0.203	0.203	280	0.258	0.258

Pedestrian Crossing								
	Gp	2	MIN GREEN + FLASH =	13	+	12	=	25
	Hp	1,3,4	MIN GREEN + FLASH =	5	+	9	=	14
	Ip	2,3	MIN GREEN + FLASH =	5	+	10	=	15
	Jp	4	MIN GREEN + FLASH =	11	+	10	=	21
	Kp	1,2,3	MIN GREEN + FLASH =	7	+	13	=	20
	Lp	4	MIN GREEN + FLASH =	5	+	10	=	15
	Mp	4	MIN GREEN + FLASH =	5	+	5	=	10

Notes:

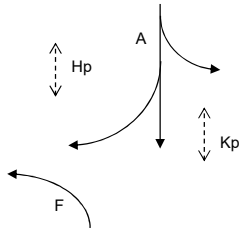
Flow: (pcu/hr)



Group	A,B,C,D	F,E	Group	A,B,C,D	F,E
y	0.558	0.662	y	0.606	0.649
L (sec)	17	20	L (sec)	17	20
C (sec)	140	140	C (sec)	140	140
y pract.	0.791	0.771	y pract.	0.791	0.771
R.C. (%)	42%	17%	R.C. (%)	31%	19%

Stage / Phase Diagrams

1.



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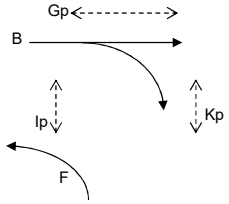

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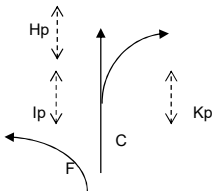

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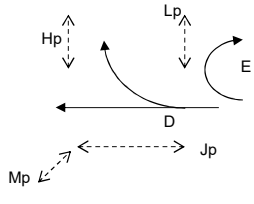


5.

I/G= 5		I/G=		I/G=		I/G= 17	I/G=
I/G= 5		I/G=		I/G=		I/G= 17	I/G=

Date: 02 Oct 2024

Junction: (H) Wai Yip Street / Wai Fat Road / Kwun Tong By

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass Design Year: 2035

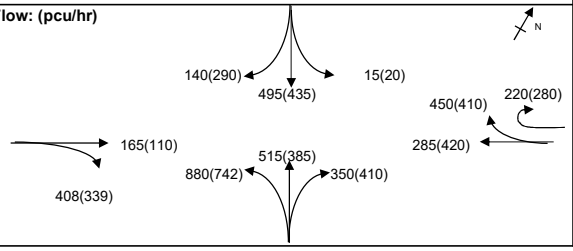
Description: 2035 Design Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street (SB)		A	1	3.500	11			6%	9%	1950	1940	245	0.126		218	0.112	
		A	1	3.500						2105	2105	265	0.126		237	0.113	
		A	1	3.600		20				1965	1965	140	0.071		290	0.148	
Wai Yip Street (NB)		F	1,2,3	3.900	28					1905	1905	880	0.462	0.462	742	0.390	0.390
		C	3	3.900						2145	2145	303	0.141		281	0.131	
		C	3	3.500		18.6		27%	60%	2060	2005	290	0.141		262	0.131	
		C	3	3.650		15				1925	1925	272	0.141		252	0.131	
Kwun Tong Bypass (EB)		B	2	3.650		27		46%	54%	2065	2060	305	0.148		239	0.116	
		B	2	4.100		23				1815	1815	268	0.148		210	0.116	
Wai Fat Road (WB)		D	4	3.650						1980	1980	285	0.144		420	0.212	
		D	4	3.650		25				2000	2000	230	0.115		210	0.105	
		D	4	3.000		19				1905	1905	220	0.115		200	0.105	
		E	4	9.550		6				1085	1085	220	0.203	0.203	280	0.258	0.258

Pedestrian Crossing	Gp	2	MIN GREEN + FLASH =	13	+	12	=	25	
	Hp	1,3,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Ip	2,3	MIN GREEN + FLASH =	5	+	10	=	15	
	Jp	4	MIN GREEN + FLASH =	11	+	10	=	21	
	Kp	1,2,3	MIN GREEN + FLASH =	7	+	13	=	20	
	Lp	4	MIN GREEN + FLASH =	5	+	10	=	15	
	Mp	4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

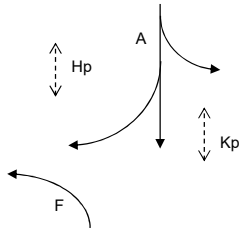
Flow: (pcu/hr)



Group	A,B,C,D	F,E	Group	A,B,C,D	F,E
y	0.559	0.665	y	0.607	0.648
L (sec)	17	20	L (sec)	17	20
C (sec)	140	140	C (sec)	140	140
y pract.	0.791	0.771	y pract.	0.791	0.771
R.C. (%)	42%	16%	R.C. (%)	30%	19%

Stage / Phase Diagrams

1.



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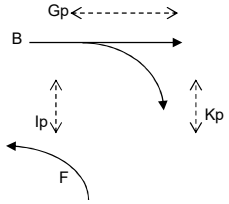

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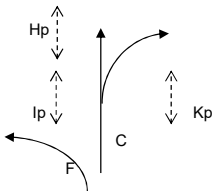

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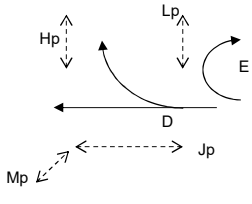

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I/G= 5		I/G=		I/G=		I/G= 17	I/G=
I/G= 5		I/G=		I/G=		I/G= 17	I/G=

Date: 02 Oct 2024 **Junction:** (H) Wai Yip Street / Wai Fat Road / Kwun Tong By

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

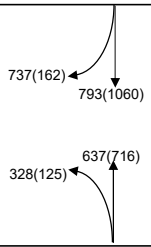
Junction: Lei Yue Mun Road / Slip Road to EHC Design Year: 2024

Description: 2024 Observed Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Lei Yue Mun Road (SB)	↑	A	1,2,3	3.240						1940	1940	387	0.199		517	0.266	
	↑	A	1,2,3	2.870						2040	2040	406	0.199		543	0.266	
	↱	C	3,4	2.890		18				1760	1760	354	0.201		78	0.044	0.044
	↱	C	3,4	2.970		19				1900	1900	383	0.202	0.202	84	0.044	
Lei Yue Mun Road (NB)	↰↑	B	1	3.350	16.5			72%	31%	1830	1895	458	0.250	0.250	406	0.214	
	↑	B	1	2.730						2030	2030	507	0.250		435	0.214	0.214
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =			5	+	7	=	12						
		Ep	4	MIN GREEN + FLASH =			5	+	7	=	12						
		Fp	2	MIN GREEN + FLASH =			5	+	8	=	13			*			*

Notes:

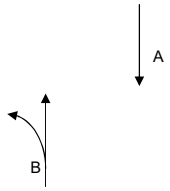
Flow: (pcu/hr)



Group	B,Dp	B,Fp,C	Group	A,Ep	B,Fp,C
y	0.250	0.452	y	0.266	0.259
L (sec)	19	29	L (sec)	19	29
C (sec)	120	120	C (sec)	120	120
y pract.	0.758	0.683	y pract.	0.758	0.683
R.C. (%)	203%	51%	R.C. (%)	184%	164%

Stage / Phase Diagrams

1.



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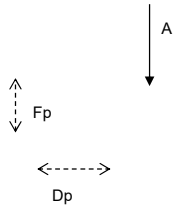

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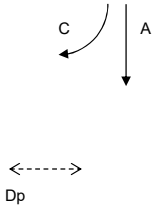

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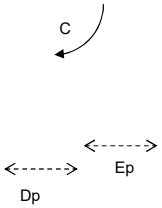


5.

I/G= 6		I/G= 10	13	I/G= 2		I/G=	I/G=
I/G= 6		I/G= 10	13	I/G= 2		I/G=	I/G=

Date: 19 Feb 2025 **Junction:** Lei Yue Mun Road / Slip Road to EHC (I)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

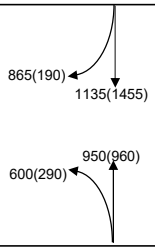
Junction: Lei Yue Mun Road / Slip Road to EHC Design Year: 2035

Description: 2035 Reference Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Lei Yue Mun Road (SB)	↑	A	1,2,3	3.240						1940	1940	553	0.285		709	0.365	
	↑	A	1,2,3	2.870						2040	2040	582	0.285		746	0.366	0.366
	↱	C	3,4	2.890		18				1760	1760	416	0.236	0.236	91	0.052	
	↱	C	3,4	2.970		19				1900	1900	449	0.236		99	0.052	
Lei Yue Mun Road (NB)	↰	B	1	3.500	10					1710	1710	600	0.351	0.351	290	0.170	
	↑	B	1	3.700						1985	1985	470	0.237		475	0.239	
	↑	B	1	2.730						2030	2030	480	0.236		485	0.239	
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =	5	+	7	=	12								
		Ep	4	MIN GREEN + FLASH =	5	+	7	=	12								*
		Fp	2	MIN GREEN + FLASH =	5	+	8	=	13					*			

Notes:

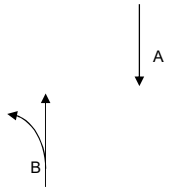
Flow: (pcu/hr)



Group	B,Dp	B,Fp,C	Group	B,Fp,C	A,Ep
y	0.351	0.587	y	0.291	0.366
L (sec)	19	29	L (sec)	29	19
C (sec)	120	120	C (sec)	120	120
y pract.	0.758	0.683	y pract.	0.683	0.758
R.C. (%)	116%	16%	R.C. (%)	134%	107%

Stage / Phase Diagrams

1.



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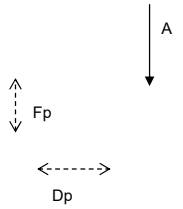

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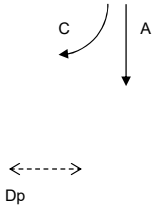

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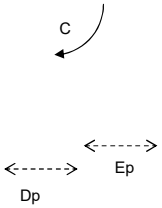


5.

I/G= 6		I/G= 10	13	I/G= 2		I/G=	
I/G= 3		I/G=		I/G=		I/G= 5	12

Date: 19 Feb 2025

Junction: Lei Yue Mun Road / Slip Road to EHC (I)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

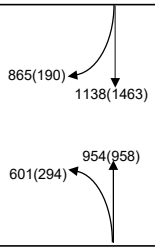
Junction: Lei Yue Mun Road / Slip Road to EHC Design Year: 2035

Description: 2035 Design Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Lei Yue Mun Road (SB)	↑	A	1,2,3	3.240						1940	1940	555	0.286		713	0.368	
	↑	A	1,2,3	2.870						2040	2040	583	0.286		750	0.368	0.368
	↱	C	3,4	2.890		18				1760	1760	416	0.236	0.236	91	0.052	
	↱	C	3,4	2.970		19				1900	1900	449	0.236		99	0.052	
Lei Yue Mun Road (NB)	↰	B	1	3.500	10					1710	1710	601	0.351	0.351	294	0.172	
	↑	B	1	3.700						1985	1985	472	0.238		474	0.239	
	↑	B	1	2.730						2030	2030	482	0.237		484	0.238	
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =	5	+	7	=	12								
		Ep	4	MIN GREEN + FLASH =	5	+	7	=	12								*
		Fp	2	MIN GREEN + FLASH =	5	+	8	=	13					*			

Notes:

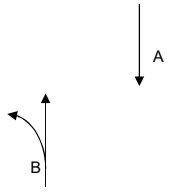
Flow: (pcu/hr)



Group	B,Dp	B,Fp,C	Group	B,Fp,C	A,Ep
y	0.351	0.588	y	0.291	0.368
L (sec)	19	29	L (sec)	29	19
C (sec)	120	120	C (sec)	120	120
y pract.	0.758	0.683	y pract.	0.683	0.758
R.C. (%)	116%	16%	R.C. (%)	135%	106%

Stage / Phase Diagrams

1.



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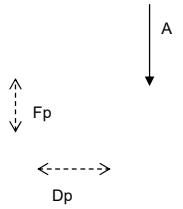

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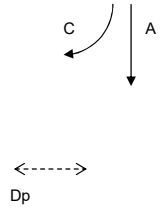

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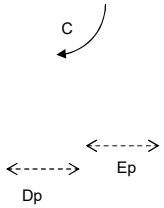
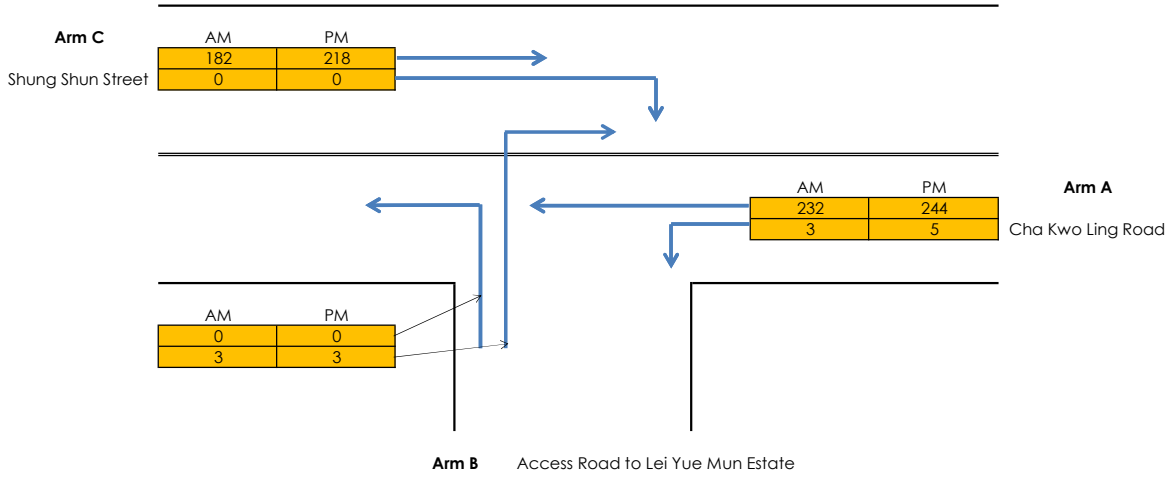


5.

I/G= 6		I/G= 10	13	I/G= 2		I/G=		I/G=	
I/G= 3		I/G=		I/G=		I/G= 5	12	I/G=	
						Date: 19 Feb 2025		**Junction:** Lei Yue Mun Road / Slip Road to EHC	I

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Shung Shun Street (J)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024	Job No.: CHK50748310		Date: Feb-25
Arm A:	Cha Kwo Ling Road		
Arm B:	Access Road to Lei Yue Mun Estate		
Arm C:	Shung Shun Street		



GEOMETRY

Major Road Width (m)	W	11.25	Lane widths (m)	w(b-a)	2.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.00
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	41	Calculated	D	0.832
	Vl(b-a)	250	Parameters	E	0.785
	Vr(b-c)	41		F	0.782
	Vr(c-b)	26		Y	0.612

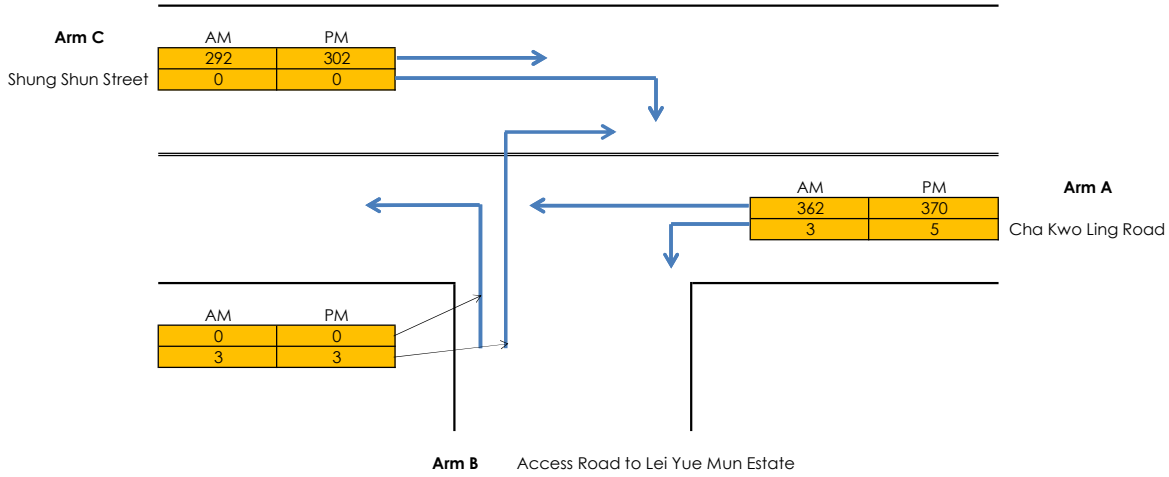
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	182.05	217.8
	q(c-b)	0	0
	q(a-b)	3	5
	q(a-c)	232.1	244.4
	q(b-a)	3	3
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES (pcu/hr)	Q(b-ac)	457.077	450.5
	Q(c-a)	1800	1800
	Q(c-b)	541.768	539.3
RFC's	c-a	0.10	0.12
	c-b	0.00	0.00
	b-ac	0.01	0.01
RFC		**0.10**	**0.12**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Shung Shun Street (J)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Cha Kwo Ling Road		
Arm B:	Access Road to Lei Yue Mun Estate		
Arm C:	Shung Shun Street		



GEOMETRY

Major Road Width (m)	W	11.25	Lane widths (m)	w(b-a)	2.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.00
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	41	Calculated	D	0.832
	Vl(b-a)	250	Parameters	E	0.785
	Vr(b-c)	41		F	0.782
	Vr(c-b)	26		Y	0.612

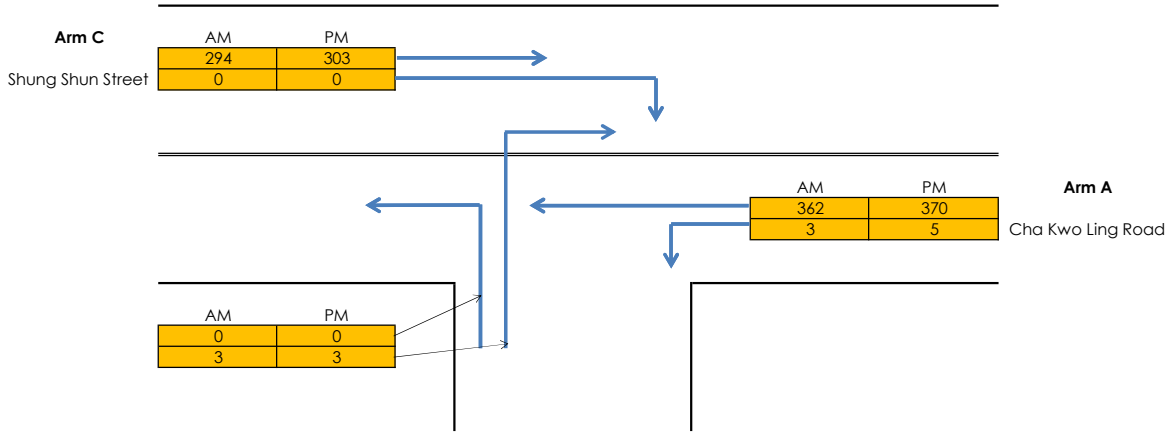
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	292	302
	q(c-b)	0	0
	q(a-b)	3	5
	q(a-c)	362	370
	q(b-a)	3	3
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES (pcu/hr)	Q(b-ac)	420.199	417.4
	Q(c-a)	1800	1800
	Q(c-b)	519.138	517.4
RFC's	c-a	0.16	0.17
	c-b	0.00	0.00
	b-ac	0.01	0.01
RFC		**0.16**	**0.17**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Shung Shun Street (J)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035	Job No.: CHK50748310		Date: Feb-25
Arm A:	Cha Kwo Ling Road		
Arm B:	Access Road to Lei Yue Mun Estate		
Arm C:	Shung Shun Street		



GEOMETRY

Major Road Width (m)	W	11.25	Lane widths (m)	w(b-a)	2.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.00
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	41	Calculated	D	0.832
	Vl(b-a)	250	Parameters	E	0.785
	Vr(b-c)	41		F	0.782
	Vr(c-b)	26		Y	0.612

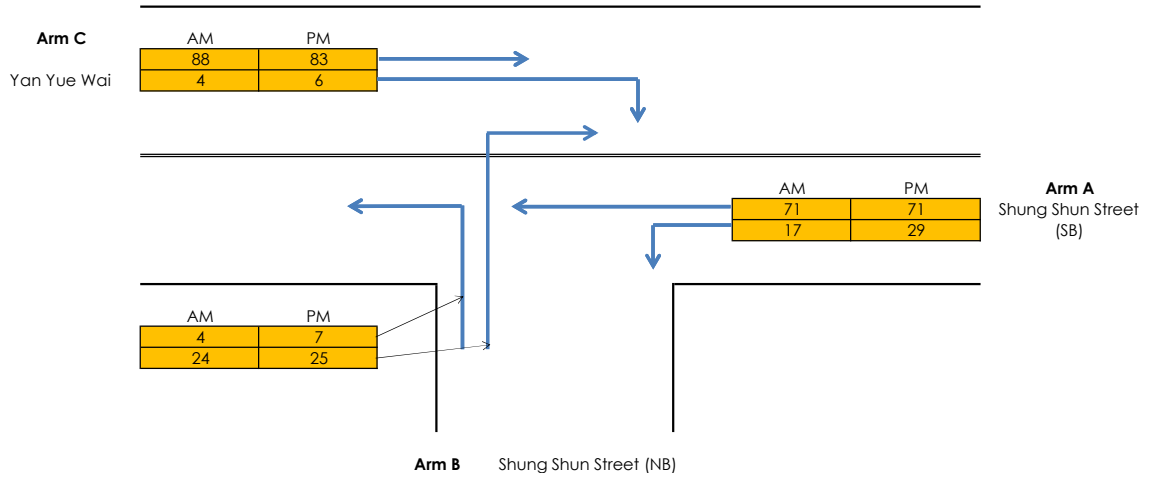
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	294	303
	q(c-b)	0	0
	q(a-b)	3	5
	q(a-c)	362	370
	q(b-a)	3	3
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES (pcu/hr)	Q(b-ac)	419.966	417.3
	Q(c-a)	1800	1800
	Q(c-b)	519.138	517.4
RFC's	c-a	0.16	0.17
	c-b	0.00	0.00
	b-ac	0.01	0.01
RFC		**0.16**	**0.17**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Shung Shun Street / Yan Yue Wai (K)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024		Job No.: CHK50748310	Date: Feb-25
Arm A:	Shung Shun Street (SB)		
Arm B:	Shung Shun Street (NB)		
Arm C:	Yan Yue Wai		



GEOMETRY

Major Road Width (m)	W	10.60	Lane widths (m)	w(b-a)	2.41
Central Reserve Width (m)	Wcr	1.80		w(b-c)	2.41
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	74.59
	Vl(b-a)	32	Parameters	E	80.3
	Vr(b-c)	99999		F	0.798
	Vr(c-b)	47		Y	0.634

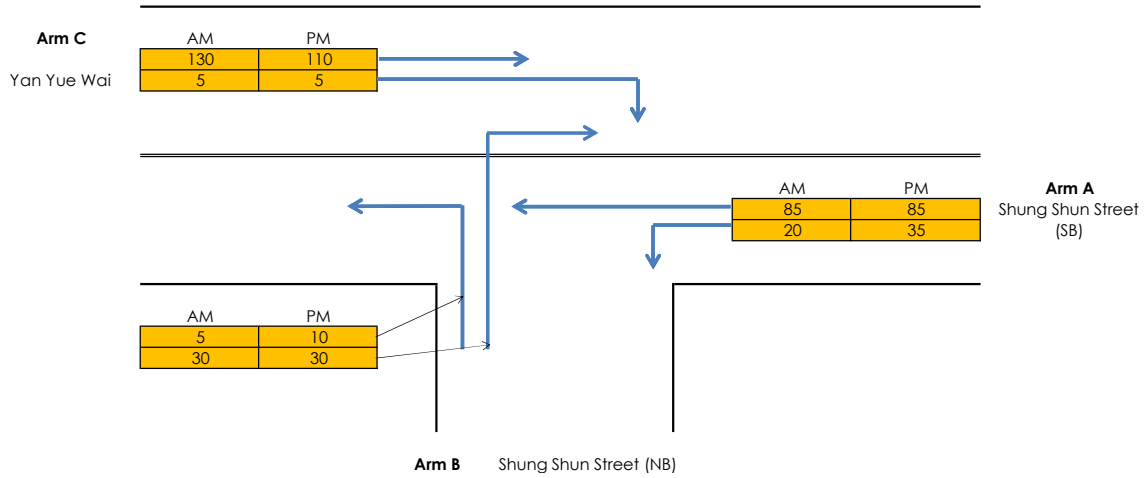
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	87.5	83.3
	q(c-b)	3.6	5.5
	q(a-b)	17.2	29.15
	q(a-c)	70.9	71.1
	q(b-a)	24.15	25.05
	q(b-c)	3.6	6.8
	f	0.13	0.21
CAPACITIES (pcu/hr)	Q(b-ac)	47550.9	48328
	Q(c-a)	1788.8	1783
	Q(c-b)	578.57	576.3
RFC's	c-a	0.05	0.05
	c-b	0.01	0.01
	b-ac	0.00	0.00
RFC		**0.05**	**0.05**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Shung Shun Street / Yan Yue Wai (K)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Shung Shun Street (SB)		
Arm B:	Shung Shun Street (NB)		
Arm C:	Yan Yue Wai		



GEOMETRY

Major Road Width (m)	W	10.60	Lane widths (m)	w(b-a)	2.41
Central Reserve Width (m)	Wcr	1.80		w(b-c)	2.41
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	74.59
	Vl(b-a)	32	Parameters	E	80.3
	Vr(b-c)	99999		F	0.798
	Vr(c-b)	47		Y	0.634

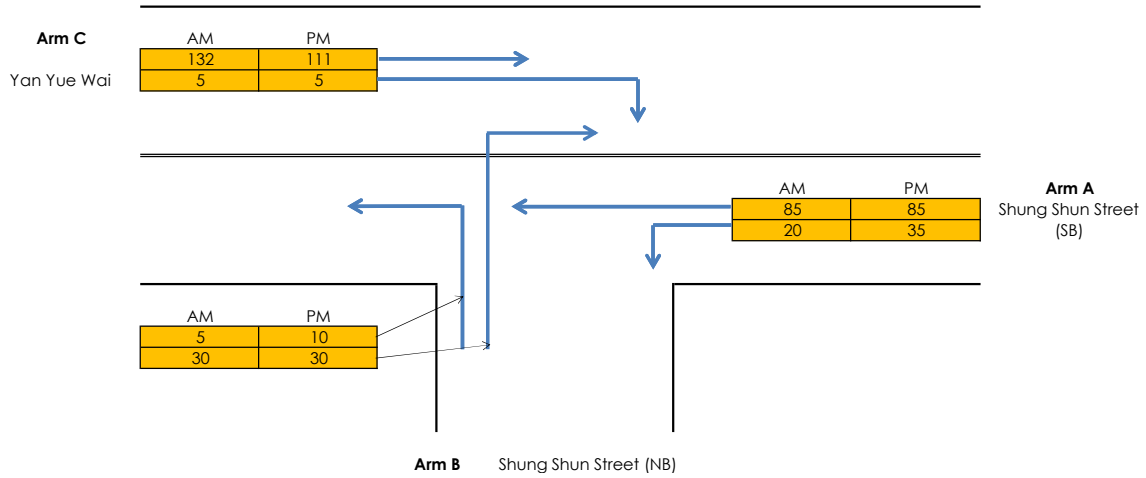
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	130	110
	q(c-b)	5	5
	q(a-b)	20	35
	q(a-c)	85	85
	q(b-a)	30	30
	q(b-c)	5	10
	f	0.14	0.25
CAPACITIES (pcu/hr)	Q(b-ac)	46967.9	48197
	Q(c-a)	1784.36	1784
	Q(c-b)	575.455	572.7
RFC's	c-a	0.07	0.06
	c-b	0.01	0.01
	b-ac	0.00	0.00
RFC		**0.07**	**0.06**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Shung Shun Street / Yan Yue Wai (K)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Shung Shun Street (SB)		
Arm B:	Shung Shun Street (NB)		
Arm C:	Yan Yue Wai		



GEOMETRY

Major Road Width (m)	W	10.60	Lane widths (m)	w(b-a)	2.41
Central Reserve Width (m)	Wcr	1.80		w(b-c)	2.41
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	74.59
	Vl(b-a)	32	Parameters	E	80.3
	Vr(b-c)	99999		F	0.798
	Vr(c-b)	47		Y	0.634

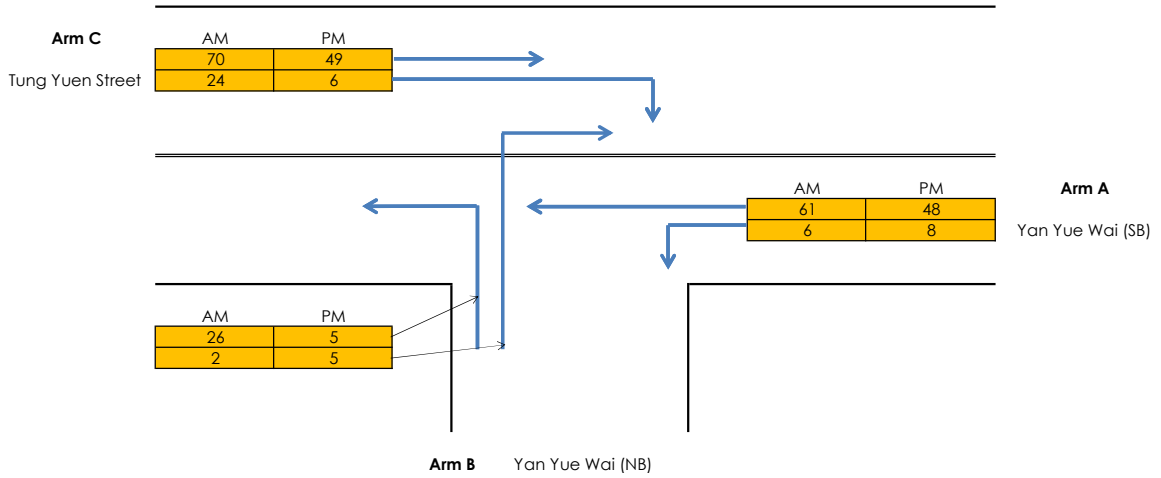
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	132	111
	q(c-b)	5	5
	q(a-b)	20	35
	q(a-c)	85	85
	q(b-a)	30	30
	q(b-c)	5	10
	f	0.14	0.25
CAPACITIES (pcu/hr)	Q(b-ac)	46948.1	48188
	Q(c-a)	1784.36	1784
	Q(c-b)	575.455	572.7
RFC's	c-a	0.07	0.06
	c-b	0.01	0.01
	b-ac	0.00	0.00
RFC		**0.07**	**0.06**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Yan Yue Wai (L)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024	Job No.: CHK50748310		Date: Feb-25
Arm A:	Yan Yue Wai (SB)		
Arm B:	Yan Yue Wai (NB)		
Arm C:	Tung Yuen Street		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	3.53
Central Reserve Width (m)	Wcr	1.60		w(b-c)	3.53
Blockage of major road right turn	Y/N?	N		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	83.02
	Vl(b-a)	23	Parameters	E	89.87
	Vr(b-c)	99999		F	0.797
	Vr(c-b)	46		Y	0.576

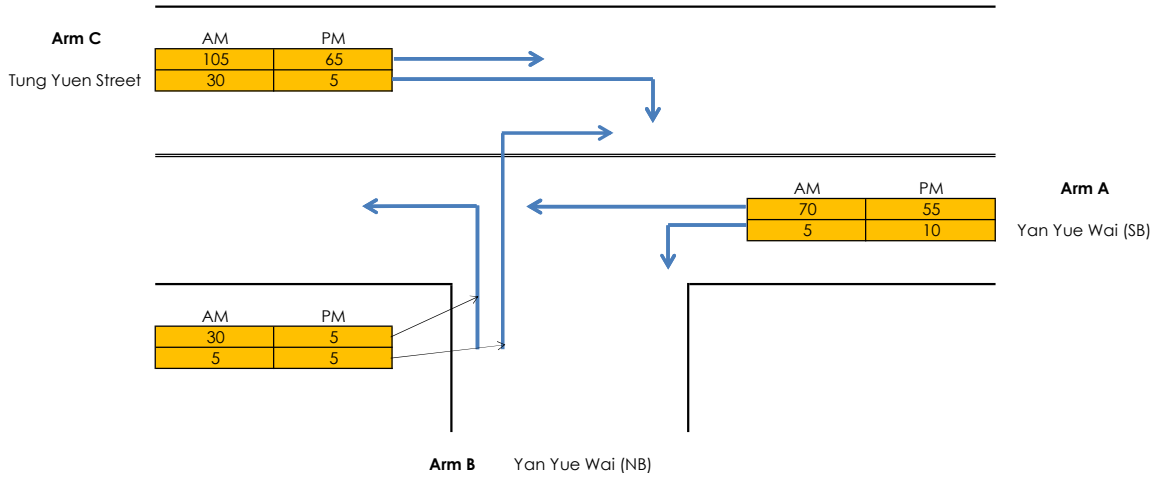
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	69.5	49
	q(c-b)	23.5	6
	q(a-b)	5.6	8
	q(a-c)	61.2	47.9
	q(b-a)	2	5
	q(b-c)	26	4.5
	f	0.93	0.47
CAPACITIES (pcu/hr)	Q(b-ac)	64477	58024
	Q(c-b)	582.961	584.8
RFC's	c-b	0.04	0.01
	b-ac	0.00	0.00
RFC		**0.04**	**0.01**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Yan Yue Wai (L)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Yan Yue Wai (SB)		
Arm B:	Yan Yue Wai (NB)		
Arm C:	Tung Yuen Street		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	3.53
Central Reserve Width (m)	Wcr	1.60		w(b-c)	3.53
Blockage of major road right turn	Y/N?	N		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	83.02
	Vl(b-a)	23	Parameters	E	89.87
	Vr(b-c)	99999		F	0.797
	Vr(c-b)	46		Y	0.576

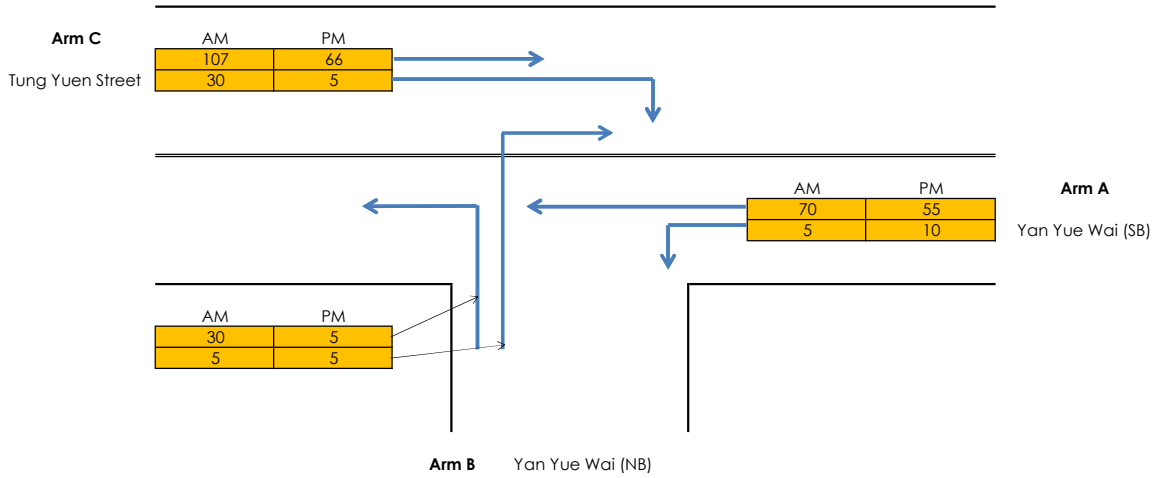
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	105	65
	q(c-b)	30	5
	q(a-b)	5	10
	q(a-c)	70	55
	q(b-a)	5	5
	q(b-c)	30	5
	f	0.86	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	62967	58139
	Q(c-b)	581.59	583.3
RFC's	c-b	0.05	0.01
	b-ac	0.00	0.00
RFC		**0.05**	**0.01**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Yan Yue Wai (L)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Yan Yue Wai (SB)		
Arm B:	Yan Yue Wai (NB)		
Arm C:	Tung Yuen Street		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	3.53
Central Reserve Width (m)	Wcr	1.60		w(b-c)	3.53
Blockage of major road right turn	Y/N?	N		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	83.02
	Vl(b-a)	23	Parameters	E	89.87
	Vr(b-c)	99999		F	0.797
	Vr(c-b)	46		Y	0.576

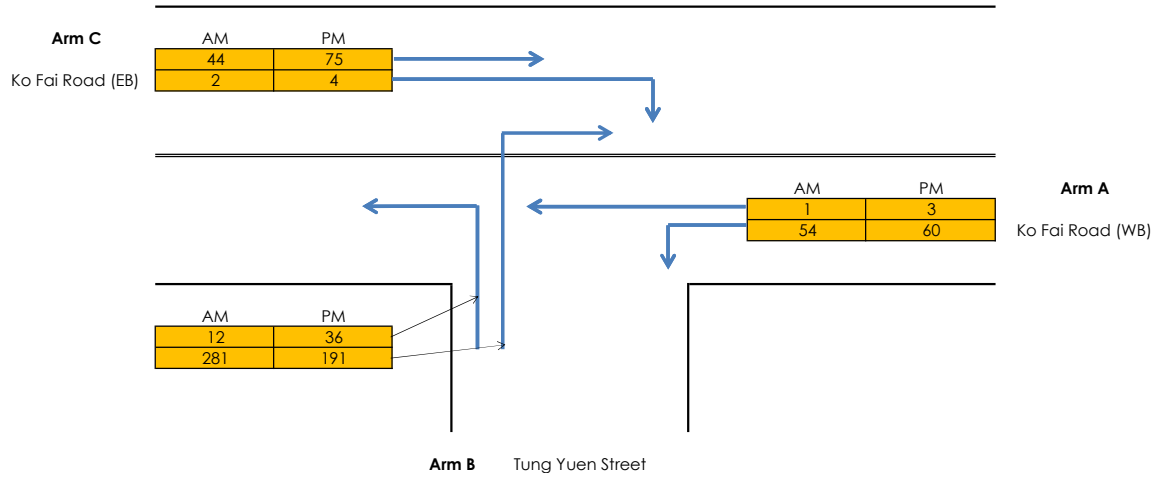
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	107	66
	q(c-b)	30	5
	q(a-b)	5	10
	q(a-c)	70	55
	q(b-a)	5	5
	q(b-c)	30	5
	f	0.86	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	62962.2	58132
	Q(c-b)	581.59	583.3
RFC's	c-b	0.05	0.01
	b-ac	0.00	0.00
RFC		**0.05**	**0.01**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	2.11
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.11
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated	D	0.721
	Vl(b-a)	27	Parameters	E	0.778
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

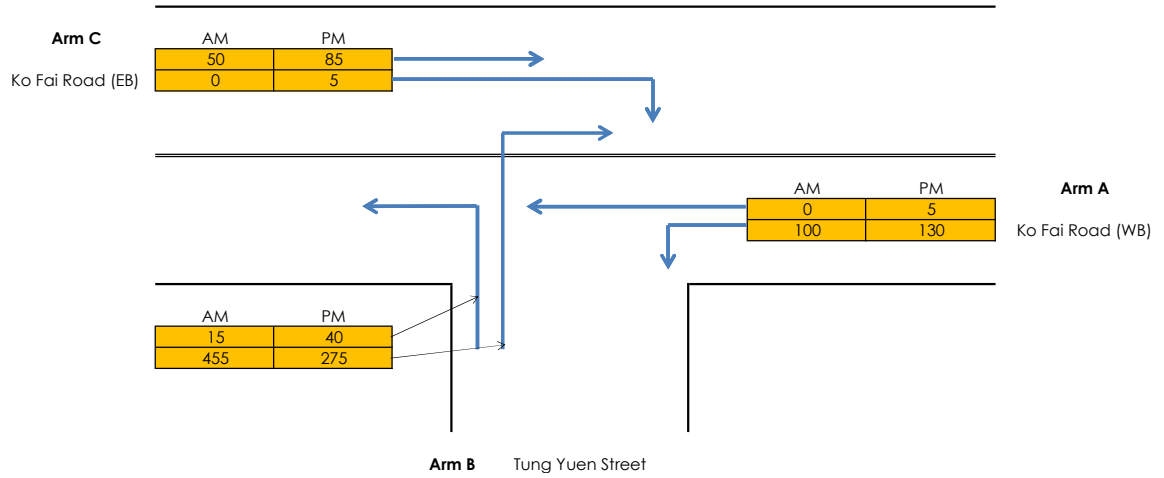
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	43.9	74.6
	q(c-b)	1.5	3.6
	q(a-b)	53.7	59.5
	q(a-c)	1.1	2.5
	q(b-a)	280.95	191.2
	q(b-c)	12	36.2
	f	0.04	0.16
CAPACITIES (pcu/hr)	Q(b-ac)	447.443	456.1
	Q(c-b)	646.839	645.4
RFC's	c-b	0.00	0.01
	b-ac	0.65	0.50
RFC		**0.65**	**0.50**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	2.11
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.11
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.721
	Vl(b-a)	27		E	0.778
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

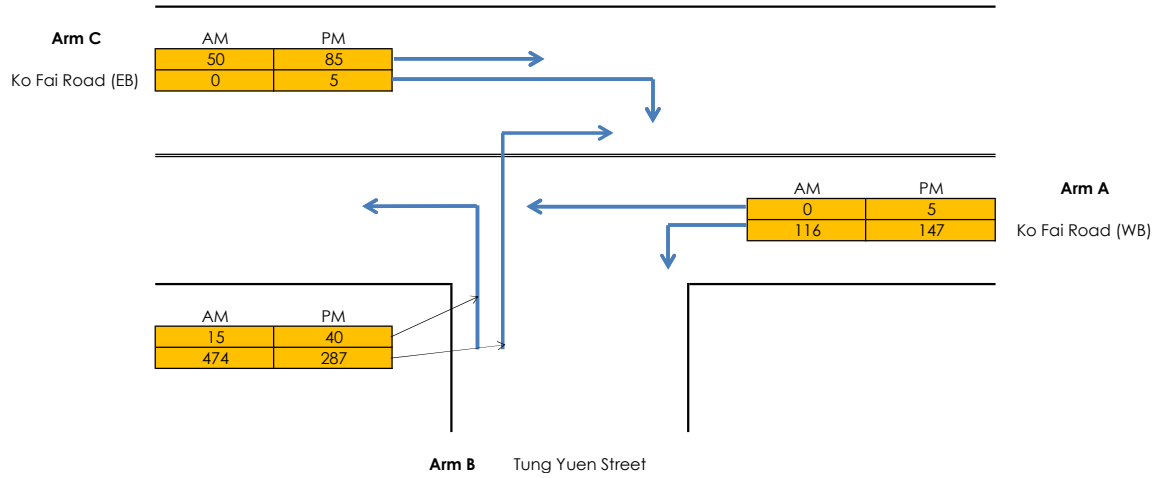
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	100	130
	q(a-c)	0	5
	q(b-a)	455	275
	q(b-c)	15	40
	f	0.03	0.13
CAPACITIES (pcu/hr)	Q(b-ac)	443.37	446.1
	Q(c-b)	637.672	630.6
RFC's	c-b	0.00	0.01
	b-ac	1.06	0.71
RFC		**1.06**	**0.71**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	2.11
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.11
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated	D	0.721
	Vl(b-a)	27	Parameters	E	0.778
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

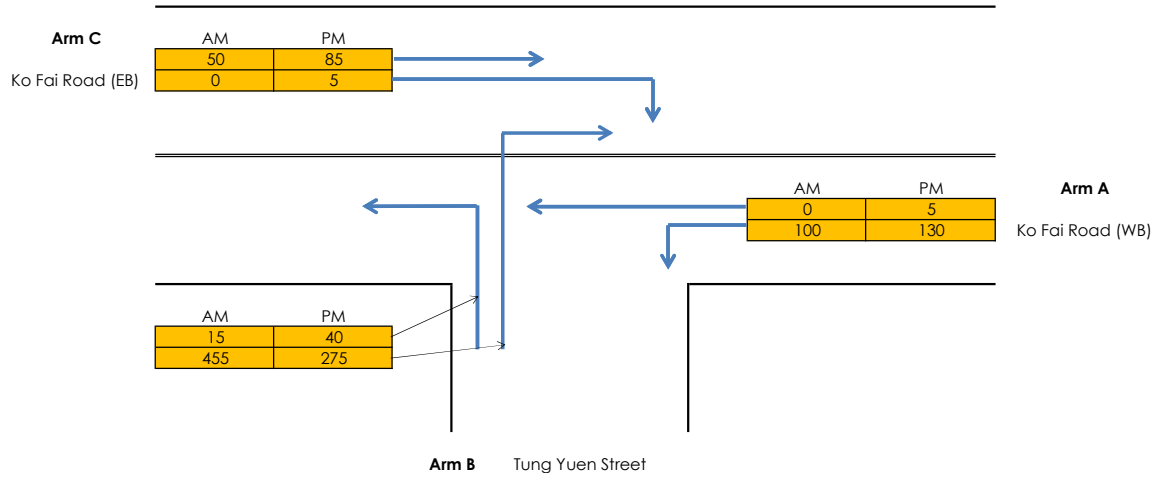
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	116	147
	q(a-c)	0	5
	q(b-a)	474	287
	q(b-c)	15	40
	f	0.03	0.12
CAPACITIES (pcu/hr)	Q(b-ac)	442.191	444.5
	Q(c-b)	634.427	627.1
RFC's	c-b	0.00	0.01
	b-ac	1.11	0.74
RFC		**1.11**	**0.74**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Reference Flows (with improvement scheme)		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	5.18
Central Reserve Width (m)	Wcr	0.00		w(b-c)	5.18
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated	D	0.964
	Vl(b-a)	27	Parameters	E	1.041
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

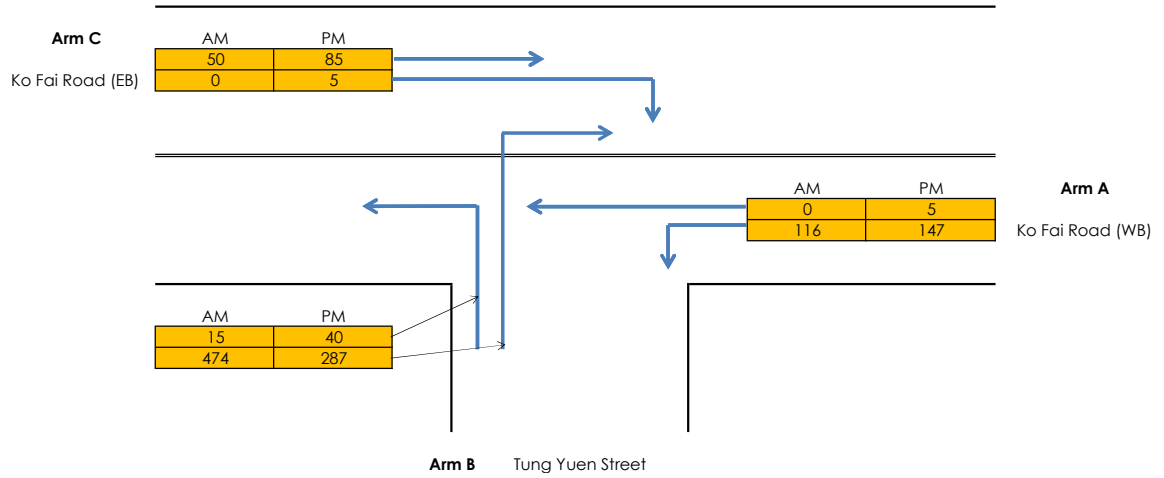
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	100	130
	q(a-c)	0	5
	q(b-a)	455	275
	q(b-c)	15	40
	f	0.03	0.13
CAPACITIES (pcu/hr)	Q(b-ac)	592.974	596.7
	Q(c-b)	637.672	630.6
RFC's	c-b	0.00	0.01
	b-ac	0.79	0.53
RFC		**0.79**	**0.53**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Design Flows (with improvement scheme)		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	5.18
Central Reserve Width (m)	Wcr	0.00		w(b-c)	5.18
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.964
	Vl(b-a)	27		E	1.041
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	116	147
	q(a-c)	0	5
	q(b-a)	474	287
	q(b-c)	15	40
	f	0.03	0.12
CAPACITIES (pcu/hr)	Q(b-ac)	591.398	594.5
	Q(c-b)	634.427	627.1
RFC's	c-b	0.00	0.01
	b-ac	0.83	0.55
RFC		**0.83**	**0.55**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

ARUP

Appendix E

Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN “RESIDENTIAL (GROUP E)” ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

ENVIRONMENTAL ASSESSMENT

Date	July 2025
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Project Reference	CRC_4TYSEI00
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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at Yau Tong Marine Lot No.70, Tung Yuen Street (hereinafter collectively called "Application Site"). The Application Site is zoned as "Residential (Group E)" "R(E)" under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP). Figure 1.1 Shows the Location of the Application Site.

1.1.2 Ramboll Hong Kong Limited is commissioned by the Applicants to provide environmental consultancy services and prepare the relevant submissions to demonstrate the environmental sustainability of the Proposed Development for this Section 16 planning application.

1.1.3 The master layout plan (MLP) is provided by the project architect – P&T Group. The traffic forecast for vehicular emission impact assessment and road traffic noise impact assessment is provided by the project traffic consultant – MVA Asia Ltd.

1.2 Application Site and its Environ

1.2.1 The Application Site falls within an area zoned "R(E)" under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP). The area of the Site is about 2,419 m^2 and currently occupied by Wah Tung Godown Building.

1.2.2 The Application Site is bounded by Tung Yuen Street to the east and Ko Fai Road to the north. The surrounding areas are currently dominated by industrial and residential uses. Figure 1.1 Shows the Location of the Application Site and its environs.

1.3 Proposed Development

1.3.1 The Proposed Development consist of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium for shop and services, eating place, and clubhouse with two level of basements for carparking and loading/ unloading spaces.

1.3.2 The residential towers have a various building height, ranging from ~ 80 mPD to ~ 100 mPD, and the level of first residential floor is ranging from 21.10 mPD.

1.3.3 Detailed development parameters can be referred to Table 1.1 below.

Table 1.1 Development Parameters of the Proposed Development

Tower		
No. of Residential Floors	25	19
Typical Floor Height (m)	1-18/F: 3.10 19/F: 3.4 20-24/F :3.15 25/F: 3.95	3.1
Floor Level of lowest Residential Floor (mPD)	21.10	
Building Height (mPD)	100	80
Ancillary Facilities	Shop and Services, Eating place (3 storeys podium)	
Total no. of residential Units	342	

Completion year	2032
Site Area (m^2)	2,419

1.3.4 The master layout plan, floor plans and section plan of the Proposed Development are shown in Appendix 1.1.

1.4 Key Environmental Issues and Study Approach

Noise

1.4.1 As mentioned, the Application Site is situated immediate to nearby carriageways including Tung Yuen Street and Ko Fai Road. Road traffic noise impact assessment (detailed in Section 3) was therefore conducted to address the potential adverse traffic noise impact that would be generated from these local roads.

1.4.2 Apart from road traffic noise impact, the Application Site is surrounded by various industrial establishments such as concrete batching plants, vehicle repair workshop, Kwun Tong Wholesale Fish Market, Tung Yuen Street Food Market, Yau Tong Saltwater Pumping Station and recycling workshop. In view of the Application Site is located in close proximity to the nearby industrial uses, an industrial noise impact assessment (detailed in Section 4) was carried out to address the potential adverse industrial noise impact on the Proposed Development.

1.4.3 There is no railway noise source identified in the vicinity within 300m of the Application Site and thus, no adverse railway noise impact is anticipated on the Proposed Development.

Air Quality

1.4.4 The Application Site is subject to the nearby emissions from road traffic, concrete batching plants, marine emissions and active chimneys in the industrial areas, so an air quality impact assessment was conducted to assess the air quality concentrations and to recommend mitigation measures, if applicable, to be incorporated in the Proposed Development. The quantitative air quality impacts are addressed in a separate assessment report.

Waste Management and Land Contamination Review

1.4.5 The historical land use and existing condition have been studied for the purpose to identify if there is/was any potentially land contaminating activity held onsite, and actions recommended to be taken afterwards. The details will be discussed in Section 5.

1.4.6 The potential waste management issues in connection with the construction and operation of the Proposed Development Sites will be discussed in Section 5. Waste management Practices and mitigation measures will be recommended in order to alleviate the impacts, where necessary.

1.5 Interim Industrial / Residential Interface

1.5.1 The presence of Industrial / Residential ("I/R") interface scenario has long been a circumstance when the Yau Tong Bay was first zoned as CDA. The Application Site is located at the southwestern fringe of Yau Tong Industrial Area (YTIA). Based on the information, the YTIA is rezoned to "CDA", "R(E)", and "Commercial" zone with the intention of phasing out the existing industrial activities. Currently there are still a number of existing industrial operations in the vicinity of the Application Site under other "CDA" sub-zones and "R(E)" zone, for example the fish market to the southwest

of the Application Site. According to the Notes of the OZP, the "CDA" zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. Under the "R(E)" zone, existing industrial uses will be tolerated, while new industrial developments are not permitted in order to avoid perpetuation of I/R interface problems.

1.5.2 It should be emphasised that various recommendations based on the findings of this Environmental Assessment Report have been incorporated in the MLP of the Proposed Development with a view to fully addressing the interim I/R interface issues, including but not limited to the followings:

(i) Podium Design

Podium of 14.40mPD have been incorporated in the current design so that the residential uses start on elevated levels. It can reduce the air quality and noise impacts induced from the nearby roads, especially Tung Yuen Street and Ko Fai Road.

(ii) Building Layout / Orientation

Since the Application Site is located next to Redland Concrete Ltd, single aspect building design has been adopted as a precautionary layout design to minimize the potential noise impact from this industrial noise activity, the similar approach of the adjacent residential development, the Coastline I.

(iii) Direct Noise Mitigation Measures – Enhanced Acoustic Balcony (Baffle Type) in ProPECC PN 5/23 (EAB (BT)- (EPD-PN)]

As mentioned in Section 3.7.6, EAB (BT)- (EPD) with sidewall are proposed for living rooms to mitigate the road traffic noise impact. The industrial noise modelling results shows that there is no exceedance for NSRs F1-01 and F1-02, which immediately next to the concrete batching plant. In fact, the sidewall in the provision of the EAB (BT)- (EPD) applied at F1-01 and F1-02 could be consider as an effective barrier to provide further protection and completely blocked the line of sight from the NSRs to the concrete batching plant. Thus, the predicted industrial noise level in F1-01 and F1-02 should be lower as than modelling results. To present a worst-case scenario, such barrier correction has not applied at the mentioned NSRs in the assessment.

1.5.3 It should be emphasised the findings of this environmental assessment report confirm that there would not be any adverse noise or air quality impact with respect to the Proposed Development. That is, the predicted road traffic and industrial noise levels would comply with the relevant standards and air pollutant concentrations and odour at the fresh air intake locations for the clubhouse would comply with the Air Quality Objectives and odour criterion respectively. Nevertheless, in view of the nearby industrial activities are occurring in close proximity of the Application Site, the applicants would provide channels to assist the future residents to deal with their complaints relating to I/R interface issues of the Proposed Development. For instance, a designated hotline would be setup by the future management office to handle complaints with respect to the interim I/R interface matters. The future management office would also help future owners actively communicate and liaise with the nearby industrial operators to minimise disruption to the future residents.

1.6 Structure of the Environmental Assessment Report

1.6.1 According to the appraisal above, the environmental assessment reports are set out as follows:

- Section 2 Construction Noise Impact Assessment
- Section 3 Road Traffic Noise Impact Assessment
- Section 4 Industrial Noise Impact Assessment
- Section 5 Land Contamination Review and Waste Management
- Section 6 Overall Conclusion of the Environmental Assessment

2. CONSTRUCTION NOISE IMPACT ASSESSMENT

2.1 Introduction

2.1.1 The noise impact assessment is prepared to evaluate potential construction noise impact to the surroundings and to recommend mitigation measures where practicable to attenuate the impact.

2.2 Construction Phase Impact

2.2.1 During the construction phase of the proposed development, major noise impacts would arise from piling works, operation of Powered Mechanical Equipment (PME), and construction-related traffic.

Construction Noise Criteria

2.2.2 Construction noise is controlled under the Noise Control Ordinance (NCO) which prohibits the use of powered mechanical equipment (PME) during the restricted hours (7 p.m. to 7 a.m. on normal weekdays and any time on a public holiday, including Sunday) without a valid Construction Noise Permit (CNP) from the Authority. The criteria and procedures for issuing such a permit are specified in the "Technical Memorandum on Noise From Construction Works Other than Percussive Piling" (TM1). While there is no planned construction works to be carried out during the restricted hours, TM1 should be followed in case there is any need to carry out works in such time period in future.

2.2.3 With effect from 1 November 1996, the use of specified powered mechanical equipment (SPME) for carrying out construction work other than percussive piling and/ or the carrying out of prescribed construction work (PCW) within a designated area are also brought under control. The relevant technical details are provided in the "Technical Memorandum on Noise from Construction Work in Designated Areas" (TM2).

2.2.4 Percussive pilling is controlled similarly by a construction noise permit system and described in the NCO and the "Technical Memorandum On Noise From Percussive Piling" (TM3) which restrict the number of hours during which piling can be conducted. Percussive piling is prohibited between 7 p.m. and 7 a.m. and on holidays (including Sundays). Percussive piling during the daytime (i.e. between 7 a.m. and 7 p.m. on any day not being a holiday) may be carried out in accordance with the permitted hours and other conditions under a valid construction noise permit.

2.2.5 For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities, noise limits as shown in below Table are set out in the "Practice Note for Professional Persons Environmental Consultative Committee" (ProPECC) PN/1 issued in 2024.

Table 2.1 Noise Limit for Daytime Construction Activities

NSR	0700 to 1900 Hours on Any Day Not Being a Sunday or General Holiday, Leq (30 min), dB(A)
Dwelling	75
School	70 (65 during examinations)

Notes:

(i) The above standards apply to uses which rely on opened windows for ventilation;

(ii) The above standards shall be viewed as the maximum permissible noise levels assessed at 1 m from the external façade.

2.2.6 In all circumstances, future contractor will be required to exercise adequate mitigation measures to minimise potential construction noise impact on the surrounding noise sensitive uses.

Mitigation Measures

2.2.7 Sufficient noise mitigation measures should be introduced in the development to alleviate potential noise impacts on nearby NSRs. The Contractor(s) will be required under the contract to ensure regular maintenance of all plant and equipment, and that noise generation at source would be minimized and practicable noise mitigation measures would be in use. The Contractor(s) will be required to adopt quiet type construction plants (e.g. EPD's quality powered mechanical equipment (QPME) inventory), wherever practicable. Similarly, quieter method other than percussive piling will be adopted as far as practicable for any piling works subject to ground investigation result (which usually dictates the piling method). Movable noise barriers will also be erected around noisy plants in order to minimize noise generation at source. With these measures in place noise generation due to construction activities would be minimized.

2.2.8 The following general noise mitigation measures are recommended for implementation:

- Use of quieter equipment and construction method where practicable;
- Application of properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds or shields, etc.;
- Use of electric-powered equipment where applicable instead of diesel-powered or pneumatic-powered equipment;
- Erecting noise enclosures/ movable noise barriers around noisy plants;
- Only well-maintained plants should be operated on-site;
- Plants should be serviced regularly during the construction programme;
- Noisy activities can be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background noise;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from noise sensitive receivers;
- Location of noise emitting plants at maximum possible distances from sensitive receivers;
- Contractual clauses for construction works; and
- Schedule of noisy operations during non-restricted hours where possible.

2.2.9 The above-mentioned noise mitigation measures will be included in the contractual clauses for implementation by the contractor(s) during the construction stage.

2.2.10 "Recommended Pollution Control Clauses for Construction Contracts" is available on EPD website. These clauses spell out the recommended noise control measures to be implemented by the contractor(s) during the construction stage of the Project. The

Project Proponent will include the "Recommended Pollution Control Clauses for Construction Contracts" in the construction contract(s).

2.2.11 With these measures in place, construction noise due to the Proposed Development can be minimized, and no significant noise impact is anticipated.

2.3 Conclusion

2.3.1 With the implementation of recommended mitigation measures, including the use of QPMEs, installing temporary noise barrier and enclosure for PMEs as required in ProPECC PN 1/24, quiet construction methods and applying good site practices and together with the clauses of the "Recommended Pollution Control Clauses for Construction Contracts" in the construction contract(s) implemented by the contractor(s), the noise impact generated during the construction works on the NSRs will be minimised.

3. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

3.1 Introduction

3.1.1 This road traffic noise impact assessment is prepared to address road traffic noise impact on the noise sensitive uses of the Proposed Development and to recommend mitigation measures where practicable to attenuate the impact.

3.2 Assessment Criteria

3.2.1 Noise standards are recommended in Chapter 9, "Environment", of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against possible noise impact from road traffic, railway and aircrafts.

3.2.2 For the Proposed Development, only dwellings will rely on openable window for ventilation purpose. The clubhouse will be provided with air-conditioning system and will not be provided with any openable windows / openings for ventilation.

3.2.3 According to the guidelines, the criterion for road traffic noise impact on domestic premises (habitable rooms) is $L_{10(1\text{-hour})}$ 70dB(A). This criterion applies to uses which rely on openable windows for ventilation.

3.3 Assessment Methodology

3.3.1 In this assessment, the potential noise impact arising from nearby existing and future road carriageways on the development has been assessed. It involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows along existing and future road carriageways situated within or in the vicinity of the Application Site. Calculation of predicted road traffic noise were based on the worst-case peak hour traffic flows projected within a 15-year period from the target completion date (Year 2032) of the Proposed Development. For worst-case scenario evaluation, the assessment year was chosen to be year 2047, which has the maximum forecasted traffic flow within the 15-year period. The year 2047 traffic forecast data is prepared by the project traffic consultant and attached in Appendix 3.1. The TD's endorsement is also attached in Appendix 3.1.

3.3.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" (CRTN) has been applied to predict the hourly L10(1-hour) noise levels generated from road traffic at selected representative NSRs. Practicable environmental mitigation measures have been recommended, where necessary. The predicted noise levels were compared with the relevant HKPSG noise criterion (i.e., L10(1-hour) 70dB(A)).

3.3.3 Based on the site visit, the construction works at the YTIL 45 has already been started, the building blocks of the YTIL 45 is considered in this assessment as noise barriers.

3.4 Road Characteristics

3.4.1 Appendix 3.1 presents the predicted 2047 peak hour traffic data (i.e. road speed, traffic volume and percentage of heavy vehicle) on the main road carriageways surrounding the Application Site. The Tung Yuen Street is considered to be the dominant road traffic noise sources contributing on the Proposed Development. All roads are assumed with an impervious surface.

3.5 Noise Sensitive Receivers

3.5.1 All residential dwellings with openable windows/doors of habitable room (noise sensitive use) for prescribed ventilation purposes have been assigned with assessment points. All assessment points were taken at 1.2m above the floor and 1m away from

the facade of openable windows in rooms of sensitive use. Figure 3.1 shows the location of the NSRs of dwellings for road traffic noise impact assessment.

3.6 Road Traffic Impact Assessment Result (Base Case)

3.6.1 The assessment result for dwelling under base case scenario is presented in Detailed result is presented in Appendix 3.2 and summarised below.

Table 3.1 Assessment Result under Base Case Scenario

Scenario	Max Predicted Noise Level dB(A)	Total Number of Exceedances	Compliance Rate
AM	74	88	75%
PM	74	80	77%

3.6.2 Based on the result table above, scenario for AM peak flow is considered to be the worst-case scenario. Noise mitigation measures are recommended for the Proposed Development based on the AM scenario to attenuate the road traffic noise impact.

3.7 Proposed Road Traffic Noise Mitigation Measures

3.7.1 Noise mitigation measures have been duly studied and applied where practicable.

a. Podium Building

3.7.2 Since the Proposed Development on slope with the Tung Yuen Street at lower mPD level (+3.9 to +4.6 mPD) than the Proposed Development (+21.10 mPD FFL for first typical residential floor) podium (+14.40 mPD) has been provided to the Application Site. The podium would provide some shielding effects and increase the separation between the noise sources for the residential units.

b. Acoustic Window / Enhanced Acoustic Balcony (Baffle Type) (AW(BT)-(EPD-PN) / EAB(BT)-(EPD-PN)

3.7.3 Innovative noise mitigation measures are being explored in recent years. Baffle type acoustic windows and acoustic doors have been adopted for numerous residential developments for attenuating road traffic noise. It is understood that Environmental Protection Department (EPD) has issued the ProPECC PN 5/23 Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact (hereafter referred as "EPD-PN") for mitigating road traffic noise impact.

3.7.4 The reference cases in EPD-PN have been proposed in the Proposed Development. It refers to the type of window that has an inner sliding panel behind the outer opening, both readily openable, for creating an air gap for the supply of fresh air with noise mitigation effect. It comprises two glazing: -

(i) the outer window system with side hung openable window; and

(ii) the inner sliding panel.

3.7.5 The "designed setting" to reduce noise entering indoor area is achieved by placing the inner sliding panel behind the openable window, so that noise from outside cannot pass through the opening window and enter indoor area directly. As there is no gap at top and bottom of the sliding panel, direct transmission of sound energy into the habitable room is avoided. Instead, outdoor noise has to pass through the gap between the inner sliding panel and outer façade aside the opening window in order to enter indoor area. The design allows natural ventilation through the aforementioned gap (although extent of natural ventilation may be inferior to the case without the inner

sliding panel behind) and prevent most noise from entering indoor environment. According to the latest PNAP APP-130: "Lighting and Ventilation Requirements – Performance-based Approach", the proposed EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) are considered complying with prescribed ventilation requirement if the net opening when the inner sliding panel is moved to another side with least obstruction to the openable window at the outer façade.

3.7.6 A road traffic noise sound attenuation of EAB(BT)-(EPD-PN) with sidewall applied in 14m^2 living rooms reaches 8.0 dB(A), and AW(BT)-(EPD-PN) applied in 8m^2 bedroom can reach 6.0 dB(A). The indicative EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) design adopted in the Proposed Development is shown in Appendix 3.3.

3.7.7 The outer opening size & room size also play a significant role in affecting the sound attenuation performance. The sound attenuation performance provided by EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) increases with room size because of the longer reverberation time and lower reverberation effect in larger room. Due to the room size difference between the Proposed Development and the EPD-PN, further adjustment is needed and is made by accounting the difference between the room size between the Proposed Development and the EPD-PN. As a conservative approach, the corrected noise level would not be greater than the EPD-PN even the room size of the Proposed Development is larger than the EPD-PN. Appendix 3.4 shows the sound attenuation adjustment of EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) adopted in the Proposed Development. In case, the noise reduction of the proposed EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) is higher than the residual exceedance, it is assumed that the reduction is equal to the residual exceedance for conservative assessment approach.

3.8 Road Traffic Impact Assessment Result (Mitigated Case)

3.8.1 The predicted road traffic noise effects on the selected NSRs based on the noise mitigation measures discussed above were assessed and presented in Appendix 3.5. With the implementation of the above recommended mitigation measure, full compliance can be achieved for the residential towers. The compliance rate would be 100%.

3.9 Conclusion

3.9.1 Road traffic noise impact assessment has been carried out for the Proposed Development.

3.9.2 Effective noise mitigation measures have been explored, which include podium building, acoustic window (baffle type), acoustic balcony (baffle type).

3.9.3 With the implementation of the above mitigation, no exceedance is found, i.e., 100% full compliance with the traffic noise standard. No adverse road traffic noise impact is anticipated for the Proposed Development. Figure 3.2 and Appendix 3.6 show the location and schedule of the consolidated noise mitigation measures respectively.

4. INDUSRTIAL NOISE IMPACT ASSESSMENT

4.1 Introduction

4.1.1 The aim of this study is to assess potential noise impacts arising from nearby industrial noise source of the industrial buildings and activities on the Proposed Development. Practicable noise mitigation measures would be recommended, where necessary.

4.1.2 There is a planning application (A/K15/129) of residential development is located at 18-20 Sze Shan Street southeast to the Proposed Development (hereinafter referred as "129 Approval Scheme") recently approved in 2023. The information from this recently approved planning application is referenced for this assessment. Site visits had been carried out in Aug, Sep, Nov, Dec 2023, and Feb, Oct and Nov 2024 to review and update the information of the industrial activities in the area in comparison with that identified in the 129 Approval Scheme. In general, the industrial noise sources identified in the 129 Approval Scheme remains. Apart from that identified in the 129 Approval Scheme, there is a temporary recycling workshop "全記" located north of the Ko Fai Road.

4.1.3 Since the Application Site is located next to Redland Concrete Ltd, single aspect building design has been adopted as a precautionary layout design to minimize the potential noise impact from this industrial noise activity, the similar approach of the adjacent residential development, the Coastline I.

4.2 Assessment Criteria

4.2.1 Industrial noise impact assessment has been conducted in accordance with the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM), published under the Noise Control Ordinance (NCO). The IND-TM specifies the applicable Acceptable Noise Levels (ANLs) at Noise Sensitive Receivers (NSRs) which are dependent on the Area Sensitivity Rating (ASR) and the time period concerned. The ASR of NSR is determined based on the perceived usage of the study area and the presence of any influencing factors such as major roads, industrial areas, and airports.

4.2.2 The Application Site is located in urban area. Since there are a number of industrial establishments surrounding the site, such as Mai Tong Industrial Building, Wholesale Fish Market, and Redland Concrete Ltd., as well as other industrial buildings within 300m from the site etc), the Application Site is considered to be either directly or indirectly affected by these influence factors. According to the TM for the Assessment of Noise from Places or Construction Sites, an Urban Area with directly or indirectly affected by the Influence Factor is considered to having the Area sensitivity rating (ASR) of "C". Noise standards of 70 dB(A) and 60 dB(A) are adopted for daytime and night-time respectively.

4.2.3 For the façade facing away from the clusters of the industrial establishment, i.e. facing towards the Victoria Harbour, these façades are considered to be not affected by the influencing factor, and so ASR "B" is adopted.

4.2.4 Figure 4.1 shows the applicable ASR of the noise sensitive facades of the Proposed Development.

Table 4.1 Acceptable Noise Level (ANLs), dB(A)

Time Period	ASR	
	B	C
Day and Evening (0700 to 2300 hours)	65	70
Night (2300 to 0700 hours)	55	60

4.3 Industrial Noise Sources

Site Inspections

4.3.1 According to the recent site surveys carried out in Aug, Sep, Nov, Dec 2023, and Feb, Oct and Nov 2024, there are various industrial establishments in the vicinity of the Application Site. During site surveys, the industrial noise sources identified would include Saltwater Pumping Station, Redland Concrete Ltd., Kwun Tong Wholesale Fish Market, Tung Yuen Street Cooked Food Market, and Tung Lee Motor Services Centre. The information from press releases by the Hong Kong Government dated 07 April 2025 mentioned that both concrete batching plants (CBPs) of China Concrete Company Limited that immediately next to Site A were shut down due to illegal operations. Additionally, to the further north of the Application Site, industrial noise generated from material screening and loading & unloading activities as well as were observed temporary recycling workshop "全記" at YTML No.1-4.

4.3.2 Site inspections, for both day & evening time and night-time, were conducted in Aug, Sep, Nov & Dec 2023, and Feb, Oct and Nov 2024 to verify and update the industrial activities information, if necessary. Figure 4.2 shows the locations of the identified noise sources in the vicinity of the Application Site.

4.3.3 Photo records of site investigation are shown in Appendix 4.1.

Noise Measurement for the Industrial Activities

4.3.4 Noise measurements were carried out by using a calibrated Bruel&Kjaer (B&K) Precision Integration Sound Level Meter Type 2250L, which complies with International Electrotechnical Commission Publications 651:1979 (Type 1) and 804:1985 (Type 1). The weather condition was fine with calm wind during measurements, which satisfied the required criteria. The equipment was properly calibrated immediately prior to and following each measurement by a B&K Sound Level Calibrator Type 4321.

4.3.5 Sound Power Levels (SWLs) of the noise activities are determined in accordance with standard acoustical principles, and "International Standard ISO 3746: Acoustics – Determination of sound power levels of noise sources using sound pressure – survey method using an enveloping measurement surface over a reflecting plane" (herein referred as ISO 3746), where necessary and practicable.

4.3.6 For 全記, standard acoustic principle was adopted for measuring the noise level generated from the industrial activities carried out in it. Details is shown in Appendix 4.2.

4.3.7 Measurement locations and data of the industrial noise sources are shown in Appendix 4.2.

4.3.8 Calculations of the SWLs are shown in Appendix 4.3.

4.3.9 Table 4.2 below lists out the identified industrial noise sources and the respective SWLs based on the findings of recent site surveys. The derived SWLs have taken into

account the acoustic characteristics of tonality, impulsiveness and intermittency, if any.

Table 4.2 Identified Industrial Noise Sources

Noise Sources	Observations	Key Noise Sources	Noise Source IDs	Type of Industrial Noise Sources (Point Source/ Area Source)	Sound Power Level (SWLs), dB(A)	
					Day & Evening time	Nighttime
Kwun Tong Wholesale Fish market	General Description and Characteristics • According to site investigations and as confirmed with the staff of the Wholesale Fish Market, peak hours of the operation of Fish Market are 07:00 – 12:00 for day-time and 04:00 – 6:00 for night-time. During day-time (07:00-12:00), noisy activities include fish unloading activities from fishing boats and lorries from restaurants or supermarkets picking up and packing from the Fish Market before noon which started from the early morning. During night-time (04:00-06:00), there are mainly fish unloading activities from fishing boats. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 64.3 dB(A) to 76.2 dB(A) for day-time and 63.3 dB(A) to 74.3 dB(A) for night-time. • Please refer to Appendix 4.2 for noise measurement details. Time Period of Operation • Both daytime and night-time operations were observed.	Operation Noise	Day & Evening time: WFM_1; Night-time: WFM_1N	Area Source	92.9	91.6
		Loading and Unloading By Marine Vessels	Day & Evening time: WFM_2; Night-time: WFM_2N	Point Source	96.7	94.8
Cooked Food Stall	General Description and Characteristics • The Cooked Food Stall comprises two ordinary cooking stove equipment which are considered to be the major noise sources. Derivation of Sound Power Level • The measured noise levels of the opening was 63.8 dB(A). • Given the size of the openings are considerably large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • The operating hours is observed to be between 07:30 to 17:00. Thus, no night-time operation is anticipated.	Operation Noise	CFS_1	Area Source	75.3	Nil
Yau Tong Salt Water Pumping Station	General Description and Characteristics • The operational plant was enclosed within the building. It was observed that there were only small sized louvers and window that emit sound. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 71.4 dB(A) to 71.8 dB(A) for day-time and 63.9 dB(A) to 64.5 dB(A) at night-time. • Given the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • Both day-time and night-time operations were observed.	Operation Noise	WPS_1	Area Source	84.3	84.3
Tung Lee Motor	General Description and Characteristics • Tung Lee Motor Service Centre is located at Shung Tak Wai to the further north of the Application Site. Based on observations from site surveys, the operation mainly involves insignificant grinding hammering and air-compressor noise.	Operation Noise	TLM_1	Area Source	80.8	Nil

Service Centre	Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 61.3 dB(A) to 61.9 dB(A). • Given the size of the openings are considerable large, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • No night-time operation was being observed.					
Redland Concrete Limited	General Description and Characteristics • The concrete batching plant is enclosed without any opening at the top and sides. There are only openings at the entrance / exit in front of Tung Yuen Street. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 74.8 dB(A) to 75.7 dB(A). • Given the size of the openings are considerably large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • No night-time operation was being observed.	Operation Noise	RLC_1	Area Source	97.9	Nil
	General Description and Characteristics • Two cooling towers were identified located at the roof of Redland concrete plant. According to observations from site surveys, the diameter of cooling towers are less than 4m. Derivation of Sound Power Level (SWL) • Since noise measurement was unable to conduct due to restriction of access, SWLs are derived from the SPL* provided from a catalogue in Appendix 4.5 based on their estimated size. For a conservative approach, two cooling towers are assumed as model FT-225 – FT-250 with SPL* of 63 dB(A). **SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level according to the catalogue in Appendix 3.5.* Time Period of Operation • No night-time operation was being observed.	Cooling Tower	RLC_2	Point Source	95.1	Nil
		Cooling Tower	RLC_3	Point Source	95.1	Nil
	Derivation of Sound Power Level (SWL) • Noise measurement was not able to conduct due to restriction of access. SWL used for the industrial noise impact assessment was referenced from "TECHNICAL MEMORANDUM ON NOISE FROM CONSTRUCTION WORK OTHER THAN PERCUSSIVE PILING" (GW-TM). Time Period of Operation • No night-time operation was being observed.	Derrick Barge	RLC_4	Point Source	102.0	Nil
全記	General Description and Characteristics • As observed from site surveys, the industrial activities of the recycling workshop mainly involve screening material and loading and unloading. • Derivation of Sound Power Level (SWL) • The measured noise levels of the activities about 105 dB(A). • Appendix 4.3 shows noise measurement details and derivation of sound power level, respectively). Based on the analysis of the measurement data, no tonality correction is to be adopted in the calculation. The analysis is also shown in Appendix 4.3. Time Period of Operation • No night-time operation was being observed during the site visits.	Operation Noise	QJ_1	Area Source	105.1	Nil

4.4 Assessment Methodology

4.4.1 Standard acoustical principles were adopted for prediction of cumulative industrial noise impact. In accordance with the “Technical Memorandum On Noise From Construction Work Other Than Percussive Piling”, a -10dB shielding correction was adopted where the line of sight from the representative NSR would be completely blocked by buildings or barriers. A façade correction of +3dB was assumed. Corrections for tonality, intermittency or impulsiveness shall be applied where necessary.

4.4.2 Figure 4.5 indicates the line-of-sight from the NSRs which applied the vertical fin for noise reduction.

4.5 Noise Sensitive Receivers

4.5.1 A total of 11 Representative NSRs of residential towers nearest to the identified noise sources have been selected for the assessment. The NSRs are taken at 1m away from the façade opening and 1.2m above the floor level of habitable rooms. Figure 4.4 shows the locations of the representative NSRs.

4.6 Assessment Result (Base Case)

4.6.1 From the results of industrial noise impact assessment, it is also found that the major industrial noise source which have significant contribution to Industrial noise at the NSRs are the concrete batching plant - Redland Concrete Limited, which is found to be the same findings of the adjacent residential development, the Coastline I and II. As such, mitigation measures would be required for mitigating these exceedances.

4.6.2 As mentioned in Section 3.7.6, EAB (BT)- (EPD) with sidewall are proposed for living rooms to mitigate the road traffic noise impact. The industrial noise modelling results shows that there is no exceedance for NSRs F1-01 and F1-02, which immediately next to the concrete batching plant. In fact, the sidewall in the provision of the EAB (BT)-(EPD) applied at F1-01 and F1-02 could be consider as an effective barrier to provide further protection and completely blocked the line of sight from the NSRs to the concrete batching plant. Thus, the predicted industrial noise level in F1-01 and F1-02 should be lower as than modelling results. To present a worst-case scenario, such barrier correction has not applied at the mentioned NSRs in the assessment.

4.6.3 A summary of predicted industrial noise levels at selected NSRs are tabulated in Table 4.3 below. Detailed calculations are shown in Appendix 4.4.

Table 4.3 Industrial Noise Impact Assessment Results under Unmitigated Scenario

NSR ID	ASR	Noise Criteria, dB(A)		Predicted Noise Level, dB(A)	
		Day & Evening, dB(A)	Nighttime, dB(A)	Day & Evening, dB(A)	Nighttime, dB(A)
F1-01	C	70	60	70	46
F1-02	C	70	60	68	41
F1-03	C	70	60	65	55
F1-04	C	70	60	65	52
F2-01	B	65	55	70	40
F2-02	B	65	55	69	40
F2-03	B	65	55	69	40
F2-04	B	65	55	68	40
F2-05	B	65	55	67	40
F2-06	B	65	55	67	40
F2-07	B	65	55	67	40

4.7 Proposed Industrial Noise Mitigation Measures

Building Layout / Orientation

4.7.1 Since the Application Site is located next to the Redland Concrete Ltd, single aspect building design has been adopted as a precautionary layout design to minimize the potential noise impact from this industrial noise activity, the similar approach of the adjacent residential development, the Coastline I.

Vertical Acoustic Fin

4.7.2 Full-height vertical acoustic fins with the length from 1.8 m to 2.5 m long are proposed at strategic locations to further reduce the view angle to nearby source.

4.7.3 It is understood that erection of vertical fins near NSRs would possibly create a semi-enclosure area and hence induce possible multi-reflection effect. To minimize the possible effect, sound absorptive material (SAM) is proposed at the surface and tip of all vertical fins.

4.7.4 The proposed fixed noise mitigation measures are shown in Figure 4.4 and Table 4.4.

Table 4.4 Detailed Schedule of Noise Mitigation Measures for Industrial Noise

NSR ID	Flat	Floor	Room	Noise Mitigation Measures
F2-01	1b	1/F – 19/F	MBR	2.5 m Vertical Fin
F2-02	1b	1/F – 19/F	BR	2.5 m Vertical Fin
F2-03	1b	1/F – 19/F	BR	2.5 m Vertical Fin
F2-04	1b	1/F – 19/F	LIV/DIN	2.5 m Vertical Fin
F2-05	1b	1/F – 19/F	LIV/DIN	1.8 m Vertical Fin
F2-06	1b	1/F – 19/F	BR	1.8 m Vertical Fin
F2-07	1b	1/F – 19/F	MBR	1.8 m Vertical Fin

4.8 Assessment Result (Mitigated Case)

4.8.1 The predicted Industrial noise levels at selected NSRs for mitigated scenario are tabulated in Table 4.5. Detailed calculation is shown in Appendix 4.6. With the proposed mitigation measures in place, all NSRs comply with industrial noise standard. No exceedance is found.

Table 4.5 Industrial Noise Impact Assessment Results under mitigated Scenario

NSR ID	ASR	Noise Criteria, dB(A)		Predicted Noise Level, dB(A)	
		Day & Evening, dB(A)	Nighttime, dB(A)	Day & Evening, dB(A)	Nighttime, dB(A)
F1-01	C	70	60	70	46
F1-02	C	70	60	68	41
F1-03	C	70	60	65	55
F1-04	C	70	60	65	52
F2-01	B	65	55	63	40
F2-02	B	65	55	63	40
F2-03	B	65	55	63	40
F2-04	B	65	55	63	40
F2-05	B	65	55	63	40
F2-06	B	65	55	62	40
F2-07	B	65	55	63	40

4.9 Conclusion

4.9.1 An industrial noise impact assessment has been carried out. No unacceptable noise impact is envisaged without noise mitigation measure in place.

4.9.2 In order to avoid adverse noise impact of the future industrial noise sources onsite on the surrounding NSRs, the future contractor shall ensure that the equipment within the Proposed Development would be designed and installed to meet the HKPSG criteria.

5. WASTE MANAGEMENT

5.1 Introduction

5.1.1 This section presents the management and disposal strategy of the wastes generated from the construction work and operation phase. The options for waste minimization, reuse, recycling, collection, transportation and disposal of wastes arising from the construction, demolition work and operation phase have been examined. Where appropriate, procedures for waste reduction and management are considered and environmental control measures for avoiding and minimising the potential impacts are recommended.

5.2 Legislation

5.2.1 The following legislations and guidelines are relevant to the handling, treatment and disposal of waste in HKSAR and references were made in assessing the potential impacts and their avoidance or mitigation:

- *Waste Disposal Ordinance (Cap. 354);*
- *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C);*
- *Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N);*
- *Practice Note for Authorized Persons and Registered Structural Engineers – Construction and Demolition Waste (PNAP ADV-19, also known as PN for AR&RSE No. 243);*
- *Public Health and Municipal Services Ordinance (Cap 132);*
- *Land (Miscellaneous Provisions) Ordinance (Cap 28);*
- Dumping at Sea Ordinance (Cap.466)*;*
- *Monitoring of Solid Waste in Hong Kong 2023; and*
- *Project Administration Handbook (PAH) for Civil Engineering Works, Section 4.1.3 of Chapter 4.*

5.2.2 The following guidelines also relate to waste management and disposal:

- *Waste Disposal Plan for Hong Kong (1989);*
- *Hong Kong Planning Standards and Guidelines (HKPSG), Chapter 9 – Environment;*
- *WBTC No. 2/93, Public Dumps;*
- *WBTC No. 2/93B, Public Filling Facilities;*
- *WBTC No. 12/2000, Fill Management, Hong Kong SAR Government;*
- *WBTC No. 12/2002, Specification Facilitating the Use of Recycled Aggregates, Works Bureau, Hong Kong SAR Government;*
- *WBTC No. 32/92, The Use of Tropical Hard Wood on Construction Site;*
- *ETWB TC(W) No. 19/2005 Environmental Management on Construction Sites;*
- *DEVB TC(W) No. 2/2011, Encouraging the Use of Recycled and other Green Materials in Public Works Projects;*
- *DEVB TC(W) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials, Development Bureau, Hong Kong SAR Government;*
- *DEVB TC(W) No. 8/2010, Enhanced Specification for Site Cleanliness and Tidiness, Works Bureau, Hong Kong SAR Government;*

- *CEDD TC No. 11/2019, Management of Construction and Demolition Materials;*
- *Code of Practice on the Handling, Transportation and Disposal of Asbestos Waste (1993) Environmental Protection Department;*
- *Code of Practice on Asbestos Control: Preparation of Asbestos Investigation Report, Asbestos Management Plan and Asbestos Abatement Plan (1997) Environmental Protection Department;*
- *ProPECC PN2/97, Handling of Asbestos Containing Materials in Buildings;*
- *PNAP No. 252 (ADV-21), Management Framework for Disposal of Dredged / Excavated Sediment*
- *Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes, EPD (1992)*; and
- Guidance Note. No. 1/2024" under Dumping at Sea Ordinance, Cap. 466"

5.3 Assessment Methodology

5.3.1 The assessment of the potential waste management implications during the construction and operation phases of the Project has been conducted in accordance with Annexes 7 and 15 of the EIAO-TM, including the following tasks:

- Estimation of the types and quantities of the wastes generated;
- Evaluation of opportunities for waste reduction and re-use;
- Identification of disposal options for each type of wastes;
- Assessment of potential environmental impacts arising from the wastes management with respect of potential hazards, air and odour emissions, noise, wastewater discharge, and public transport; and
- Assessment of the impacts caused by handling, collection, transportation and re-use /disposal of wastes.

5.3.2 Prior to considering the disposal options for various types of waste, opportunities for reducing waste generation, on-site or off-site reuse and recycling have been evaluated. Measures which can be taken in the planning and design phases (e.g. by modifying the design approach) and in the construction phase for maximizing waste reduction have been separately considered. Practices to promote segregation of waste materials are additionally considered for advancing the waste management efficiency.

5.3.3 After considering the opportunities for reducing waste generation and maximizing reuse, the types and quantities of the waste required to be disposed of have been estimated and the disposal options for each type of waste have been described. The disposal method recommended for each type of waste has been taken into account the result of the assessment. The impacts caused by handling (including stockpiling, labelling, packaging and storage), collection and reuse / disposal of waste have been addressed and appropriate mitigation measures have been proposed.

5.4 Identification and Evaluation of Potential Impact during Construction Stage

5.4.1 The construction activities to be carried out for the proposed Project would generate a variety of wastes that can be divided into distinct categories based on their composition and ultimate method of disposal. The identified waste types include:

- Construction and Demolition (C&D) materials due to excavation and site formation;

- General refuse generated by the workforce;
- Chemical and oily wastes due to maintenance of equipment; and
- Asbestos Containing Materials (ACM)

Key sources of C&D materials

It is anticipated that the majority of C&D materials will be generated from the following key construction activities:

- Demolition existing industrial buildings;
- Site Clearance.
- Site formation;
- Excavation of ground for basement of the Proposed Development; and
- Building construction.

C&D Materials

5.4.2 C&D materials comprise mainly of unwanted materials, including surplus materials arising from excavations that are generated from the works (e.g. site clearance, demolition works of substructure, site formation works, excavation work for basement). Inert soft C&D materials comprise of soil, sand, clay, slurry, etc., while hard C&D materials comprise of crushed concrete, asphalt, rock, etc. The amount of non-inert C&D materials generated during site clearance would be minor (as there is little vegetation at the Application Site). C&D materials may comprise different types of materials, including:

- Inert C&D materials (also known as public fill, including soil, rock debris, rubble earth, concrete, etc.) do not decompose and are suitable to reuse as filling materials for land reclamation and site formation. Inert C&D materials could be reused on-site as filling materials. For those inert C&D materials that cannot be reused should be delivered to CEDD designated public fill reception facilities.
- Non-inert C&D materials (also known as C&D waste, including bamboo, timber, paper, metal, glass, plastic, packaging wastes, etc.). Non-inert C&D materials should be reused or recycled as far as possible. For those non-inert C&D materials that cannot be reused or recycled, they should be disposed of at designated landfill sites as last resort.

5.4.3 The general waste management strategy is to avoid waste generation in the first place. Should it be unavoidable, reduction and segregation at-source should be exercised as far as practicable, and recycling and reuse should be adopted at the same time to salvage all the recyclable and reusable materials as much as possible.

5.4.4 According to ETWB TC(W) 19/2005 on "Environmental Management on Construction Sites", waste management plan (WMP) becomes part of Environmental Management Plan (EMP) to be submitted to Architect/ Engineer for approval before construction works. The Project team will require the Contractor(s) to submit WMPs for approval. The WMPs will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. It will ensure that the day-to-day operations on site comply with the approved WMPs. It will control the delivery of inert C&D materials and non-inert C&D materials to public fill reception facilities and landfills, respectively, through a trip-ticket system. It will require the Contractor(s) to separate public fill from C&D materials for delivery at appropriate facilities. It will record the delivery, reuse and recycling of C&D materials for monitoring purposes.

5.4.5 The site area of the Application Site is approximately 2,419m^2 with 1 existing industrial building. It is assumed that the buildings is 7-story with 3m floor height. Assuming the

inert and non-inert C&D materials produced during the demolition is 90% and 10%, 36,900m^3 and 4,100m^3 of inert and non-inert C&D materials will be produced in this stage. Assuming 1m depth would be excavated for site formation, it is estimated that 2,179 m^3 of inert C&D materials and 240 m^3 of non-inert C&D materials would be generated respectively. For the area of the basement in the Proposed Development is 1,800m^2 with 9m depth (which is a conventional headroom for basement level). Considerations will be made to minimise the excavation extent as practicable as possible while ensuring the parking provision can meet the HKPSG standard. It is estimated that 16,200m^3 of inert C&D materials are generated from excavation, assuming 100% inert C&D materials. During the building construction, with appropriately 16,691m^2 GFA and assuming 90% are inert C&D materials and 10% non-inert C&D materials, 1,530m^3 and 170m^3 of inert and non-inert C&D materials will be produced. Therefore, it is estimated that about 56,809m^3 of inert C&D material and 4,510m^3 of non-inert C&D material will be generated during the course of construction (including demolition, site formation, basement excavation and building construction).

5.4.6 The Contractor(s) should be responsible for ensuring that all on-site wastes will be collected by approved waste collectors and appropriate measures should be undertaken to minimise adverse impacts to the surrounding environment, such as dust generation. The Contractor(s) must also ensure that all necessary waste disposal permits have been obtained before actions.

5.4.7 Prior to disposal of non-inert C&D materials, it is recommended that wood, steel, glass and other metals will be collected separately for re-use and/or recycling and inert C&D materials utilized as fill materials to minimize the quantity of waste to be delivered to the Public Fill Reception Facilities and landfill. The details are shown in Table 5.1.

5.4.8 All the soil generated from the underground work should be refill on site to form the site to the required level. Other C&D materials should be used on-site as far as practicable.

5.4.9 Project Administration Handbook for Civil Engineering Works, Section 4.1.3 Management of Construction and Demolition Material Including Rock published by CEDD to enhance the management of C&D materials and to minimise their generation at source. The enhancement measures include drawing up a Construction and Demolition Material Management Plan (C&DMMP) at an early design stage to minimise C&D materials generation and encourage proper management of such materials.

5.4.10 Under DEVB TCW No. 6/2010 Trip Ticket System for Disposal of Construction and Demolition Materials, for all contracts that are expected to generate inert C&D materials requiring disposal from site, the project office should write to the Public Fill Committee (PFC) through Secretary of the PFC to request a designated disposal ground for incorporation into the tender documents. For contracts where the estimated amount of non-inert C&D materials to be generated from the contract is less than 50,000 m^3, the project office is not required to apply to DEP for designated landfill facilities, but it should still specify in the tender documents of the appropriate landfill facilities for disposal.

Chemical Waste

5.4.11 Construction plant and equipment will require regular maintenance and servicing, which would generate waste such as solvents, lubrication oil and fuel, etc. Chemical wastes arising during the construction phase may pose serious environmental, health and safety hazards if not stored and disposed of in an appropriate manner.

5.4.12 It is difficult to quantify the amount of chemical wastes as it will solely depend on the contractor's on-site maintenance practice and the quantities of plant and vehicles

utilized at the construction site. Nevertheless, it is anticipated that the quantity of chemical waste such as lubrication oil and solvent produced from equipment maintenance would be small and less than hundred litres per month.

5.4.13 The contractor is required to register as a chemical waste producer if chemical wastes would be produced from the construction activities. The Waste Disposal Ordinance (Cap 354) and its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation should be observed and complied with for control of chemical wastes. The amount of chemical waste to be generated shall be quantified in the Waste Management Plan (WMP) as part of the Environmental Management Plan (EMP) to be prepared by the Contractor in the subsequent construction stage. Also, the requirements to register with EPD as a chemical producer is observed and will be duly followed by the Project Proponent or its Contractor.

5.4.14 Storage, handling, transportation and disposal of chemical waste should be arranged in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Waste published by the EPD. Chemical wastes such as wasted solvents, lubrication oil and fuel, etc. will need special handling and storage arrangements and should be collected by licensed chemical waste collectors for subsequent disposal and appropriate treatment at licensed waste disposal facilities, for example the Chemical Waste Treatment Facility Centre (CWTC) in Tsing Yi. Mitigation and control requirements for chemical waste are provided in the "Recommended Pollution Control Clauses for Construction Contracts" available in EPD website mentioned the handling, storage and disposal of chemical wastes. With good management and site particles, adverse environmental impacts should not result.

Asbestos Containing Materials (ACM)

5.4.15 Asbestos was widely used in the construction industry prior to the early 1980s for fireproofing, thermal and electrical insulation as well as in sound absorption materials. However, asbestos is currently recognized as hazardous materials, due to its etiological effects on human respiratory system.

5.4.16 As the Schemes involve the demolition of buildings/ structures that were built before 1980s, ACM may be present in the buildings within the Schemes. It is requires that all asbestos wastes must be disposed of at designated or licensed facilities. In Hong Kong, the only proven method of disposing of asbestos is by secure burial in a landfill site, so as to avoid the release of harmful asbestos fibres to environment and minimise potential hazard.

5.4.17 All ACM if confirmed to be present within the existing premises must be removed and disposed of in accordance with the Air Pollution Control Ordinance (APCO) and WDO prior to the demolition works. A Registered Asbestos Consultant and Registered Asbestos Laboratory shall be engaged to conduct investigation for the presence of ACM. An Asbestos Investigation Report, an Asbestos Abatement Plan (AAP) (if required) and a notification of commencement of asbestos abatement works commences. Also, the removal of ACMs should be carried out by a Registered Asbestos Contractor according to the approved AAP under the supervision of a Registered Asbestos Consultant. The asbestos waste generated shall be disposed of by a licensed chemical waste collectors in compliance with the WDO.

General Refuse

5.4.18 Throughout the construction stage, the workforce would generate general refuse comprising food scraps, wastepaper, empty containers, etc. A generation rate of 0.65 kg per worker per day is assumed. About 50 workers are assumed for this project so that daily general refuse generation rate is about 33 kg/day. Release of general

refuse into the nearby storm drain should not be permitted as introduction of these wastes is likely to have detrimental effects on water quality in the area. Effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into the surrounding environment, and odour nuisance. The work site may also attract pests and vermin if the waste storage area is not well maintained and cleaned regularly.

5.4.19 Recyclable materials (i.e., food scraps and container, paper, plastic bottles and aluminium cans) will be separated for recycling, in order to reduce the amount of general refuse to be disposed of at landfill. Adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. The non-recyclable refuse will be placed in bags and stored in enclosed containers and disposed of on a daily basis to designated landfill.

5.4.20 With the implementation of recommended waste management practices at the site, adverse environmental impacts would not arise from the storage, handling and transportation of general refuse.

Land-based Sediment

5.4.21 It is noted that the Application Site is situated on reclaimed land. However, at this planning stage, there is no detailed information on the land-based sediment (i.e., GI record) within the Site. The GI record of project "East Kowloon Sewerage Improvements and Pollution Control, Stage I" (shown Appendix 5.1), which is located to the Northeast (~20.86m) from the site boundary. The report presented that there are no marine deposits observed above -2.18mPD (i.e. below ground 6.3m) and no record below -2.18mPD. Meanwhile, as shown in the MLP (Appendix 1.1), the concrete structure of the proposed basement carpark may reach -4.60mPD (i.e. below ground 9m). In view of this, the land-based sediment maybe expected within the Project Site and maybe encountered during the piling and excavation works associated with the construction of the basement.

5.4.22 Once the relevant information such as GI records are available the presence of land-based sediment shall be further reviewed and studied in the subsequent stage. In case land-based sediment are anticipated, the Consultant shall adequately address its associated the potential environmental impacts, including but not limited to, quantity estimation, handling arrangement, disposal options, and mitigation measures to be taken. It is recommended that the Land-based sediment would be reused onsite as much as possible; otherwise, the handling and disposal of these excavated materials in accordance with "Guidance Note. No. 1/2024" under the Dumping at Sea Ordinance, Cap. 466" and "Dumping at Sea Ordinance (Cap.466)".

5.4.23 A Sediment Sampling and Testing Plan (SSTP) shall be prepared with reference to PNAP No. 252 (ADV-21) and submitted to EPD for approval. This Plan details the ranges of parameters to be analysed; the number, type and methods of sampling; sample preservation; and chemical and biological laboratory test methods to be used.

5.4.24 The allocation of sediment disposal space at sea will not be considered until the need for removal of the sediment has first been satisfactorily demonstrated. The rationale for sediment removal must therefore be provided to the Secretary of MFC for agreement, as early as possible, preferably at subsequent stage, if one is conducted. Volumes of Category L sediment below 50,000 m^3 are exempted from this requirement.

5.4.25 Table 5.1 below presents the estimation of C&D materials generated during construction phase.

Table 5.1 Summary Table of Estimated C&D Materials during Construction Phase

Construction activities	Factor / Assumption adopted	Estimated Quantities of C&D Materials Generated
Demolition of Existing Building	• Site Area:2,149 m^2 • Existing Building Height: 21m (7-Story with 3m floor height) • Ratio for Inert and Non-Inert C&D Materials: 9:1	• Inert C&D Materials generated: 36,900 $m^{3(b)}$ • Non-inert C&D Materials generated: 4,100$m^{3(c)}$
Site formation	• Site Area:2,149 m^2 • Anticipated Site Formation Depth: 1m	• Inert C&D Materials generated: 2,179 $m^{3(b)}$ • Non-inert C&D Materials generated: 240$m^{3(c)}$
Excavation of Basements	• Excavation Area:1,800 m^2 • Excavation Depth: 9m • Ratio for Inert and Non-Inert C&D Materials: 9:1 • Anticipated Land-based Sediment Depth: 2.7m (i.e. 9m -6.3m)	• Inert C&D Materials generated: 16,200 $m^{3(b)(f)}$ • Maximum Volume Land based Sediment: 4,860m^3 (The actual volume is subject to the detail design stage)
Buildings Construction	• GFA: 16,691m^2 (Refer Appendix 1.1) • Ratio for Inert and Non-Inert C&D Materials: 9:1	• Inert C&D Materials generated: 1,530 $m^{3(b)}$ • Non-inert C&D Materials generated: 170$m^{3(c)}$

Note:

(a) The above estimated quantities are subject to detailed design.

(b) Assuming the density of inert C&D materials is 1.8 tones/m^3. With ~102,256 tones inert C&D material, the number of dump truck is anticipated to be less than 26 trucks/day (assuming each truck can carry 15 tones and there is around 270 working day per year) (reference Approved Planning Application Y/H5/8)

(c) Assuming the density of non-inert C&D materials is 1.0 tones/m^3. With ~4,510 tones non-inert C&D material, the number of dump truck is anticipated to be less than 2 trucks/day (assuming each truck can carry 15 tones and there is around 270 working day per year) (reference Approved Planning Application Y/H5/8)

(d) The destination of inert C&D materials is subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010

(e) The disposal of non- inert C&D materials is subject to agreement with relevant section of the EPD

(f) The assumption of the Inert C&D Materials generated from excavation may have double-counting with the land-based sediment, The actual volume is subject to the detail design stage.

5.4.26 Table 5.2 presents the estimation of waste generated during construction phase.

Table 5.2 Estimated Quantities of Waste during Construction Phase

Waste Material	Estimated Waste Generation	Proposed Disposal Method and Destination
Inert C&D Material	~56,809 m^3	~0.5% (i.e. 284 m^3) would be reused and the remaining (i.e. 99.5% or ~56,525 m^3) would be delivered offsite to public fill reception facilities
Non-Inert C&D Material	~4,510 m^3	Disposal to landfill
General Refuse	Generation rate: 0.65 kg/ worker/ day Workers: ~ 50 ppl ~33 kg/day	Recyclables to recyclers; Non-recyclables to landfill
Chemical Waste	Anticipated to be limited (not more than 100L of chemical waste) ACM: TBP	To be collected by licensed chemical waste collectors and deliver to Chemical Waste Treatment Centre For ACM, the only proven method for disposing of asbestos in Hong Kong is by secure burial in a landfill site
Land-based Sediment	4,860 m^3 (The actual volume is subject to the detail design stage)	To be reused onsite as much as possible Handling and disposal of sediment to the sediment disposal space at sea, detailed refer to Section 5.4.23 and Section 5.4.24

5.5 Mitigation Measures During Construction Phase

5.5.1 The mitigation measures for construction phase are recommended based on the waste management hierarchy principles. Recommendations of good site practices, waste reduction measures as well as the waste transportation, storage and collection are described in following sub-sections.

Good Site Practices

5.5.2 Appropriate waste handling, transportation and disposal methods for all waste arisings generated during the construction phase should be implemented to ensure that construction waste do not enter the nearby sensitive receivers.

5.5.3 It is expected that adverse impacts from waste management would not arise, provided that good site practices are strictly followed. Recommendations for good site practices during construction include:

- Nomination of approved personnel, such as a site manager, to be responsible for good site practices, and making arrangements for collection of all wastes generated at the site and effective disposal to appropriate facilities;
- Training of site personnel in proper waste management and chemical waste handling procedures;
- Provision of sufficient waste disposal points and regular collection for disposal;
- Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers;

- Regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors.

5.5.4 In order to monitor the disposal of C&D material at landfills and public fill reception facilities, as appropriate, and to control fly tipping, a trip-ticket system should be included as one of the contractual requirements to be implemented by the Contractor. Reference shall be made to DEVB TCW No. 6/2010 for details.

Waste Reduction Measures

5.5.5 Good management and control can prevent the generation of significant amounts of waste. Waste reduction is best achieved at the planning and design stage, as well as by ensuring the implementation of good site practices. Recommendations to achieve waste reduction include:

- Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal;
- Separate labelled bins shall be provided to segregate aluminium cans from other general refuse generated by the work force, and to encourage collection of by individual collectors;
- Any unused chemicals or those with remaining functional capacity shall be recycled;
- Maximising the use of reusable steel formwork to reduce the amount of c&d material;
- Prior to disposal of non-inert C&D material, it is recommended that wood, steel and other metals shall be separated for re-use and / or recycling to minimise the quantity of waste to be disposed of to landfill;
- Proper storage and site practices to minimise the potential for damage or contamination of construction materials;
- Plan and stock construction materials carefully to minimise amount of waste generated and avoid unnecessary generation of waste; and
- Minimize over ordering of concrete, mortars and cement grout by doing careful check before ordering.

5.5.6 In addition to the above good site practices and waste reduction measures, specific mitigation measures are recommended for the identified waste to minimise environmental impacts during handling, transportation and disposal of these wastes.

General Refuse

5.5.7 Recycle bins will be provided onsite to collect recyclable wastes such as paper, metal (e.g. cans), plastic and glass. Recyclable wastes will be segregated from non-recyclable waste to be stored in enclosed bins or compaction units. A reputable waste collector should be employed by the contractor to remove general refuse from the site on a daily basis. Recyclable waste will be collected in appropriate frequency to ensure no over stacking of recyclable wastes. An enclosed and covered area is preferred to reduce the occurrence of 'wind blown' light material.

5.5.8 For the food waste, it is recommended an adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Also, food waste will be placed in bags and stored in enclosed containers. The containers should be placed in prominent places to promote wate separation at the source. The food waste should be

collected by daily basis to minimize any potential odour and environmental hygiene impacts.

Construction and Demolition Material

5.5.9 The C&D material generated from excavation should be sorted on-site into inert C&D material (that is, public fill) and non-inert C&D material. In order to minimise the impact resulting from collection and transportation of C&D materials for off-site disposal, the excavated material comprising fill material should be reused on-site as far as practicable. Non-inert C&D material, such as wood, plastic, steel and other metals should be reused or recycled and, as a last resort, disposed of to landfill.

5.5.10 The Applicant and its contractor will consider if "All dump trucks engaged on-site for delivery of inert and non-inert C&D material from the site to the designated disposal location, including PFRFs, landfill etc., should be equipped with GPS or equivalent system for tracking and monitoring of their travel routings and parking locations by the Contractor to prohibit illegal dumping and landfilling of materials." and "The data collected by GPS or equivalent system should be recorded properly for checking and analysis the travel routing and parking locations of dump truck engaged on site." are appropriate in the construction phase. Disposal and transportation of C&D materials are recommended before foreseeable inclement weather such as typhoon or heavy rain.

5.5.11 Suitable areas should be designated within the site for temporary stockpiling of C&D material and to facilitate the sorting process. Within stockpile areas, the following measures should be taken to control potential environmental impacts or nuisance:

- Covering material during heavy rainfall;
- Locating stockpiles to minimise potential air quality, water quality and visual impacts; and
- Minimising land intake of stockpile areas as far as possible.

Chemical Wastes

5.5.12 For those processes which would generate chemical waste, it may be possible to find alternatives to eliminate the use of chemicals, to reduce the generation quantities or to select a chemical type of less impact on environment, health and safety as far as possible.

chemical wastes are produced at the construction site, the Contractor should register with EPD as a Chemical Waste Producer and to follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Good quality containers compatible with the chemical wastes should be used. Appropriate labels should be securely attached on each chemical waste container indicating the corresponding chemical characteristics of the chemical waste, such as explosives, flammable, oxidising, irritant, toxic, harmful, corrosive, etc. The Contractor shall use a licensed chemical waste collector to transport, and disposal of the chemical wastes generated at the Chemical Waste Treatment Centre at Tsing Yi, or other licenced facility, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

Asbestos Containing Materials

5.5.13 Due to the potential presence of ACM during the site clearance stage, asbestos investigation is required. An asbestos specialist shall be employed during the design and construction stage to investigate this issue.

5.5.14 Sufficient and reasonable lead time shall be allowed for the preparation, vetting and implementation of asbestos investigation report and asbestos abatement plan in accordance with APCO before commencement of any demolition or site clearance work.

5.5.15 Asbestos waste will be handled in accordance with the Code of practice on the Handling, Transportation and Disposal of Asbestos Waste issued by the EPD.

5.5.16 Some key precautionary measures related to the handling and disposal of asbestos based on Handling of Asbestos Containing Materials in Buildings (ProPECC PN 2/97) are listed as following:

- Adoption of protection, such as full containment, mini containment, or segregation of work area;
- Provision of decontamination facilities for cleaning of workings, equipment and bagged waste before leaving the work area;
- Adoption of engineering control techniques to prevent fibre release from work area, such as use of negative pressure equipment with high efficiency particulate air (HEPA) filters to control air flow between the work area and the outside environment;
- Wetting of asbestos containing materials before and during disturbance, minimising the breakage and dropping of asbestos containing materials, and packing of debris and waste immediately after it is produced;
- Cleaning of work area by wet wiping and vacuuming with HEPA filtered vacuum cleaner;
- Coating on any surfaces previously in contact with or contained by asbestos with a sealant;
- Proper bagging, safe storage and disposal of asbestos and asbestos contaminated waste;
- Pre-treatment of all effluent from the work area before discharged; and
- Air monitoring strategy to check the leakage and clearance of the work area during and after the asbestos work.

<u>Land-based Sediment</u>

5.5.17 The sediment should be excavated, handled, transported and disposed of in a manner that would minimise adverse environmental impacts. For minimization of sediment disposal, beneficial reuse should be considered on site as far as practicable during the construction stage before the disposal of excavated sediment.

5.5.18 Requirements of the Air Pollution Ordinance (Construction Dust) Regulation, where relevant, should be adhered to during excavation, transportation and disposal of the sediment.

5.5.19 In order to minimise the exposure to contaminated materials, workers should, if necessary, wear appropriate personal protective equipment (PPE) when handling contaminated sediments. Adequate washing and cleaning facilities should also be provided on site.

5.5.20 For off-site disposal, the basic requirements and procedures specified under *PNAP No. 252 (ADV-21)* should be followed. Marine Fill Committee (MFC) of CEDD is managing the disposal facilities in Hong Kong for the excavated sediment, while EPD is the authority of issuing marine dumping permit under the DASO.

5.5.21 For the purpose of site allocation and application of marine dumping permit and if considered necessary by EPD (Marine Dumping Section), a separate SSTP should be submitted to EPD for agreement under DASO. Additional SI works, based on the SSTP, should then be carried out in order to confirm the disposal arrangements of the excavated sediment. A Sediment Quality Report (SQR), reporting the chemical and biological screening results and the estimated quantities of sediment under different disposal options, should then be submitted to EPD for agreement under DASO.

5.5.22 To ensure disposal space is allocated for the Project, the Project Proponent should be responsible for obtaining agreement from MFC on the allocation of the disposal site. The contractor(s), on the other hand, should be responsible for the application of the marine dumping permit under DASO from EPD for the sediment disposal.

5.5.23 The excavated sediments are expected to be loaded onto the barge at public barging point of which the exact location will be determined by the contractor(s) and agreed by EPD/CEDD and transported to the designated disposal sites allocated by MFC. The excavated sediment would be disposed of according to its determined disposal options and *PNAP No. 252 (ADV-21).*

5.5.24 Stockpiling of contaminated sediments should be avoided as far as possible. If temporary stockpiling of contaminated sediments is necessary, the excavated sediment should be covered by tarpaulin and the area should be placed within earth bunds or sand bags to prevent leachate from entering the ground, nearby drains and surrounding water bodies. The stockpiles should be placed on surface completely paved or covered by linings in order to avoid contamination to underlying soil or groundwater. Separate and clearly defined areas should be provided for stockpiling of contaminated and uncontaminated materials. Leachate, if any, should be collected and discharged according to the *Water Pollution Control Ordinance* (WPCO).

5.5.25 In order to minimise the potential odour / air emissions during excavation and transportation of the sediment, the excavated sediments should be wetted during excavation / material handling and should be properly covered when placed on trucks or barges. Loading of the excavated sediment to the barge should be controlled to avoid splashing and overflowing of the sediment slurry to the surrounding water.

5.5.26 The barge transporting the sediments to the designated disposal sites shall be equipped with tight fitting seals to prevent leakage and should not be filled to a level that would cause overflow of materials or laden water during loading or transportation. In addition, monitoring of the barge loading should be conducted to ensure that loss of material does not take place during transportation. Transport barges or vessels should be equipped with automatic self-monitoring devices as specified by the DEP.

5.6 Identification and Evaluation of Potential Impact during Operation Phase

5.6.1 During operation of the project, there will be waste generation from residential and recreational uses such as glass, metals, paper, plastics, food wastes, textile, wood, household hazardous wastes and others. Instead, general refuse is anticipated to be the major type of waste generated during the operation of the proposed development. With reference to the latest data from "Monitoring of Solid Waste in Hong Kong 2023" by EPD, the per capita disposal rates of domestic waste, commercial & industrial waste are respectively 0.89 kg/person/day and 0.55 kg/person/day (Plate 2.7 of Waste Statistics for 2023). Among domestic and commercial waste, the recovery rate is 21% and 46% respectively (Plate 3.2 of Waste Statistics for 2023). Based on the Proposed Development with around 855 residential population and 42 working population, there

will be around 1006 kg/day (i.e., 963 kg/day and 43 kg/day for domestic and C&I respectively) of waste generation (i.e. 0.89/ (1-21%) x 855 + 0.55/ (1-46%) x 42), in which approximately 784 kg/ day (i.e., 761 kg/day and 23 kg/day for domestic and C&I respectively) of waste (i.e. 0.89x 855 + 0.55x 42)would be disposed and approximately 222 kg/ day(i.e., 202 kg/day and 22 kg/day for domestic and C&I respectively) of waste (i.e. (963-761)+ (43-23))would be recovered.

5.6.2 By providing adequate waste collection and storage facilities to segregate waste, the burden on waste treatment facilities in Hong Kong will be reduced. Additionally, the applicant will explore options during the detailed design stage to collect recyclable waste, further minimizing waste generation.

Table 5.3 Estimated Quantities of General Refuse during Potential Phase

	Domestic		
	Waste Generated	Disposed	Recycled
	~963	~761	~202
	Commercial and Industrial (C&I) sectors		
	Waste Generated	Disposed	Recycled
	~43	~23	~20
Total (kg/day)	~1006	~784	~222

5.6.3 The refuse shall be properly managed by suitable waste collectors so that intentional or accidental release to the surrounding environment will not occur. Storage of general refuse would generate odour nuisance and visual impact if they are not managed in a proper manner. Vermin and pests may also be attracted if the waste containers are not cleaned or maintained properly and frequently. Therefore, general refuse should be temporarily stored in proper containers with covers to avoid adverse impact to the surroundings. To reduce waste and improve recycling, sufficient properly labelled recycling bins for paper, plastic and aluminium should be provided at appropriate locations of the site to collect recyclables for off-site recycling. Regular (e.g., daily) waste removal and recyclables collecting should be arranged to avoid odour nuisance or pest/vermin problem. These waste management practices and good site practises should be properly implemented to ensure adverse environmental impacts from handling and disposal of general refuse would not arise.

5.6.4 For the food wastes such as leftovers, it is recommended an adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Also, leftovers will be placed in bags and stored in enclosed containers. Rather than disposing of the food waste to the designated landfill directly, the project proponent is recommended to deliver the food waste to the Organic Resources Recovery Centre (ORRC) to reduce the pressure on the existing landfill. Therefore, the chances of odour nuisance and hygiene issues are reduced.

Chemical Waste

5.6.5 Chemical waste will be generated from various routine maintenance and servicing activities for air conditioning systems, and other electrical and mechanical equipment. Chemical waste such as waste lubricating oil, contaminated rags, waste paint, used solvents and spent chemicals are expected to be generated from these activities. It is difficult to quantify the amount of chemical waste that will arise from those activities at this stage since it will be dependent on the equipment maintenance requirements and the amount of equipment utilised.

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

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

5.6.7 Similar to the construction phase, as described in Section 5.4, occupants who would regularly produce chemical waste, if any, shall register with EPD as a Chemical Waste Producer and to follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Good quality containers compatible with the chemical wastes should be used. Appropriate labels should be securely attached on each chemical waste container indicating the corresponding chemical characteristics of the chemical waste, such as explosives, flammable, oxidizing, irritant, toxic, harmful, corrosive, etc. The operator shall use a licensed chemical waste collector to transport and dispose of the chemical wastes generated at the Chemical Waste Treatment Centre at Tsing Yi, or other licenced facility, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

5.7 Conclusion

5.7.1 The types of wastes which may be generated from the construction (i.e., inert/ non inert C&D material, general refuse, chemical waste, land-based sediment) and operation (i.e., general refuse, and chemical waste) of the Project have been identified. The quantities of waste shall be estimated during the later project design stage when more information is available. The storage, handling and disposal of the identified wastes shall follow relevant guidelines in order to minimize potential environmental nuisance to the nearby sensitive receivers.

6. PRELIMINARY LAND CONTAMINATION REVIEW

6.1 Assessment Criteria for Preliminary Land Contamination Review

6.1.1 This preliminary land contamination review has been prepared following the below guidelines published by EPD:

- *Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management (RBRGs), EPD, Revised in April 2023*
- *Guidance Note for Contaminated Land Assessment and Remediation, EPD, Revised in April 2023*; *and*
- *Practice Guide for Investigation and Remediation of Contaminated Land (EPD's Practice Guide), EPD, Revised in April 2023*

6.1.2 As the RBRGs and the EPD's Practice Guide were the latest guidelines promulgated for use in August 2007 and August 2011 respectively, the RBRGs criteria and the requirements stated in the EPD's Practice Guide will be adopted in this land contamination review.

6.2 Review of Historical and Currently Available Information

6.2.1 The Application Site is zoned as "Residential (Group E)" (RE) under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP).

6.2.2 The Application Site comprises an industrial building, (i.e., Wah Tung Godown). The building was 6 storeys high without basements.

6.2.3 In the aerial photograph taken in 1963 by the Lands Department (LandsD), the Application Site was depicted as a sea area. Reclamation work began around 1964, and by 1967, the Application Site had been formed and become vacant land. In 1977, a building (i.e., Wah Tung Godown Building) was constructed at Lot No. YTML 70. It is important to note that the building at YTML 70 has remained unchanged until the present day.

6.2.4 Upon review of the aerial photographs in Years 1963, 1964, 1967, 1972, 1976, 1977, 1982, 1987, 1992, 1997, 1998, 2003, 2008, 2013, 2018, and 2022 from the Lands Department (LandsD), the land uses of the Application Site are summarized in Table 6.1. The relevant aerial photographs from LandsD are presented in Appendix 6.1.

Table 6.1 Historical Landuse Summary of the Application Site

Period /Year	Landuse /Description	Off-Site Properties	Sources
	YTML70		
1963	The Application Site was a sea area.	Vacant land and sea area	LandsD
1964	The Application Site was a sea area.	Vacant land and sea area	LandsD
1967	The Application Site was being formed by reclamation and become vacant land.	Vacant land	LandsD
1972	The Application Site became vacant land.	North: Yau Tong Saltwater Pumping Station Construction Site South: Vacant land East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD

Period /Year	Landuse /Description YTML70	Off-Site Properties	Sources
1976	The Application Site became a construction site of the Wah Ting Godown	North: Yau Tong Saltwater Pumping Station South: Vacant land East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD
1977	A building (i.e., Wah Tung Godown Building) was constructed.	North: Yau Tong Saltwater Pumping Station South: Wah Tung Godown Building East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD
1982 - 1992	No landuse change for the Application Site.	North: Yau Tong Saltwater Pumping Station South: Wah Tung Godown Building East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD
1997	No landuse change for the Application Site.	North: Yau Tong Sewage Pumping Station South: Redland Concrete Batch Plant East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD
1998	No landuse change for the Application Site.	North: Yau Tong Sewage Pumping Station South: Redland Concrete Batch Plant East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD
2003-2022	No landuse change for the Application Site.	North: Yau Tong Sewage Pumping Station South: Redland Concrete Batch Plant East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD

Site Inspection and Observation of Application Site

6.2.5 Desktop review and site appraisal to the Application Site was conducted on Nov, Dec 2023 and Feb, Oct, Nov 2024. Photo records are provided in Appendix 6.2.

6.2.6 For the building (i.e., Wah Tung Godown Building) at YTML 70, it is observed that the ground floor generally consists of car park. There were no aboveground / underground oil storage tanks, chemicals and dangerous goods observed to be stored on site during the site visit. Besides, the site was fully paved with good condition. There was no sign of obvious / suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage within the Application Site during the site inspection. It is considered that the potential land contamination problem arising from existing uses is not anticipated.

Site Inspection and Observation of CBP

6.2.7 It is observed that a Redland Concrete Batch Plant is located immediately adjacent to the south of the Application Site, which may have some potential polluting activities, such as storage and transfer of residues from physical conversion of earthen materials by sorting, mixing, and grinding. However, the plant is still in operation, access was not granted, and these potential polluting activities could not be observed.

6.2.8 Therefore, a peripheral inspection outside the plant was conducted instead. It is observed that the ground floor generally consists of the carpark for loading/ unloading activities, and the ground of the plant was fully paved in good condition. There was no sign of obvious / suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage within the CBP during the site inspection. Further detailed site appraisal may be required to determine whether the site is contaminated in later stage.

Information available from BRAVO website

6.2.9 Building Records Access and Viewing On-line (BRAVO) of Buildings Departments (BD) was visited to obtain records for completed private buildings. Only one (1) building plan was found. Meanwhile, there were no basement, aboveground / underground oil storage tanks and transformer rooms observed in the building plan. The ground floor generally consists of car park for loading/ unloading activities. The captured shown of BRAVO is provide in Appendix 6.3.

Information from Government Department

6.2.10 Apart from the historical aerial photos, the following Hong Kong Special Administration Region (HKSAR) Government Departments have been enquired on the latest update on the availability of land contamination and/or spillage (i.e. (i) Dangerous Goods Incidents, (iv) Explosive Storage/Spillage, (v) Spillage/Leakage of Chemical or Dangerous Goods; and (vi) Fire Incidents) for Application Site. The summary of correspondence is tabulated in Table 6.3 below. Copy of the response letters and emails are included in Appendix 6.4.

6.2.11 As advised by Environmental Protection Department (EPD), there are 3 chemical waste producer registrations in the Application Site. Meanwhile, the Consultant visited the Territory-wide Registry of chemical waste producers (CWPs) maintained at EPD's Territory Control Office. It is confirmed that only 1 record was found in the Application Site, refer to the register record as of 24 May 2025. The remain records belong to the CBP. The information is summarized in below Table 6.2.

Table 6.2 CWP Registrations Record

Licensee Name	Premises Address	Nature of Business	Chemical Type	Activeness
JonesLang Lasalle Management Services	Wah Tung Godown Building, 4 Tung Yuen Street, Yau Tong, Kowloon	Real estate services company	No record	Valid (Register record of 24 May 2025)

6.2.12 With reference above information and layout plan from BRAVO, it is believed that the licensee holder is not located at the ground floor of the existing building, as the ground generally consists of car park. It is therefore considered that the potential land contamination problem arising from exiting uses is not anticipated.

6.2.13 As advised by Civil Engineering and Development Department (CEDD), There are no licences issued for the manufacture, storage, or use of explosives in the Application Site, and no records indicating that any incidents related to explosives occurred in the concerned area.

6.2.14 As advised by Planning Department, the Application Site is zoned "Residential (Group E)" (R(E)) according to the approved Outline Zoning Plan No. S/K15/27. This zoning aims to phase out industrial uses for residential redevelopment. The current R(E) designation has been in place since March 2000, following a history of industrial zoning dating back to a draft plan from 1971.

6.2.15 As advised by Fire Services Department, there are no records of dangerous goods license, fire incidents nor incidents of spillage/ leakage of dangerous goods were found at Application Site.

Table 6.3 Enquiries and Responses on Land Contamination Issue

Consultant's Letter Ref.	Department	Response Letter Ref.	Response Date	Summary
CRC_4TYSEI00_0_0002L.24	Environmental Protection Department (EPD)	Email	4 March 2024	No record of a chemical spillage/leakage accident at the Application Site in past 5 years. 3 chemical waste producer registrations in the Application Site
CRC_4TYSEI00_0_0003L.24	Fire Services Department (FSD)	(63) in FSD GR 6-5/4 R Pt.52	25 March 2024	No records of dangerous goods license, fire incidents nor incidents of spillage/ leakage of dangerous goods were found at Application Site.
CRC_4TYSEI00_0_0004L.24	Planning Department (PlanD)	K-15/100	18 April 2024	The Application Site is zoned "Residential (Group E)" (R(E)) according to the approved Outline Zoning Plan No. S/K15/27. This zoning aims to phase out industrial uses for residential redevelopment. The current R(E) designation has been in place since March 2000, following a history of industrial zoning dating back to a draft plan from 1971.
CRC_4TYSEI00_0_0005L.24	Lands Department (LandsD)	(167) in DLOKE 852/KPA/ 63	8 April 2024	Not in a position to provide on the land contamination issues.
CRC_4TYSEI00_0_0006L.24	Civil Engineering and Development Department (CEDD)	() in CEDD-MIN-06-20-1	7 March 2024	There are no licences issued for the manufacture, storage, or use of explosives in the Application Site, and no records indicating that any incidents related to explosives occurred in the concerned area.

Discussion

6.2.16 A preliminary land contamination review has been conducted for the Application Site. Site appraisal including aerial photos from Land Department and building plans from Buildings Department have been reviewed to identify the potential land contamination in the Application Site.

6.2.17 With reference to the aerial photos collected from Lands Department, it is indicated that the Application Site is originally sandy beach surrounded by water bay in the past. Through land reclamation, land supply is available within the Application Site from the year 1960s. Major change of land use status in the area was observed from year 1977 to 1997. The Application Site became From 1977 to 1997, a building structure was observed at YTML 70, with the land use as an industrial building. The building at YTML 70, known as Wah Tung Godown Building, have remained unchanged to this day.

Application Site

6.2.18 According to the site visit conducted in Nov, Dec 2023 and Feb, Oct, Nov 2024, the ground floor of Application Site are generally consisting of car park and fully paved with good condition. There were no aboveground/ underground oil storage tanks, chemicals and dangerous goods observed to be stored on site during the site visit.

6.2.19 There was no sign of obvious / suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage within the Application Site during the site inspection.

6.2.20 It is therefore considered that the potential land contamination problem arising from the historical and existing uses is not anticipated.

CBP

6.2.21 A CBP is located immediately south of the Application Site and may have potential polluting activities, such as the storage and transfer of residues from the physical conversion of earthen materials through sorting, mixing, and grinding. However, the plant is still in operation, access was not granted, and these potential polluting activities could not be observed.

6.2.22 Instead, a peripheral inspection outside the plant was conducted. It was observed that the ground floor primarily consists of a car park for loading and unloading activities, and the plant's ground was fully paved and in good condition. There were no obvious signs of contamination, such as oil staining, abnormal odors, distressed vegetation, or storage of dangerous goods and chemicals within the CBP during the site inspection. A further detailed site appraisal may be required to determine whether the site is contaminated at a later stage.

6.3 Recommendations

6.3.1 Further site appraisal and soil sampling may be required to determine whether the site is contaminated, and if so, the extent of the potential contamination. Nevertheless, the consequent CAP will be prepared to cover the Application Site to be developed. A CAP and subsequently, Contamination Assessment Report (CAR), and Remediation Action Plan (RAP) will be prepared in later stages to identify the potential land contamination issues in the CBP.

7. OVERALL CONSULSION

7.1.1 In order to confirm the environmental acceptability of the Proposed Development, an Environmental Assessment was carried out to examine the impacts associated with the Proposed Development. Potential environmental impacts, including air and noise impact have been assessed. Quantitative Air quality Impact Assessment is included in separation submission.

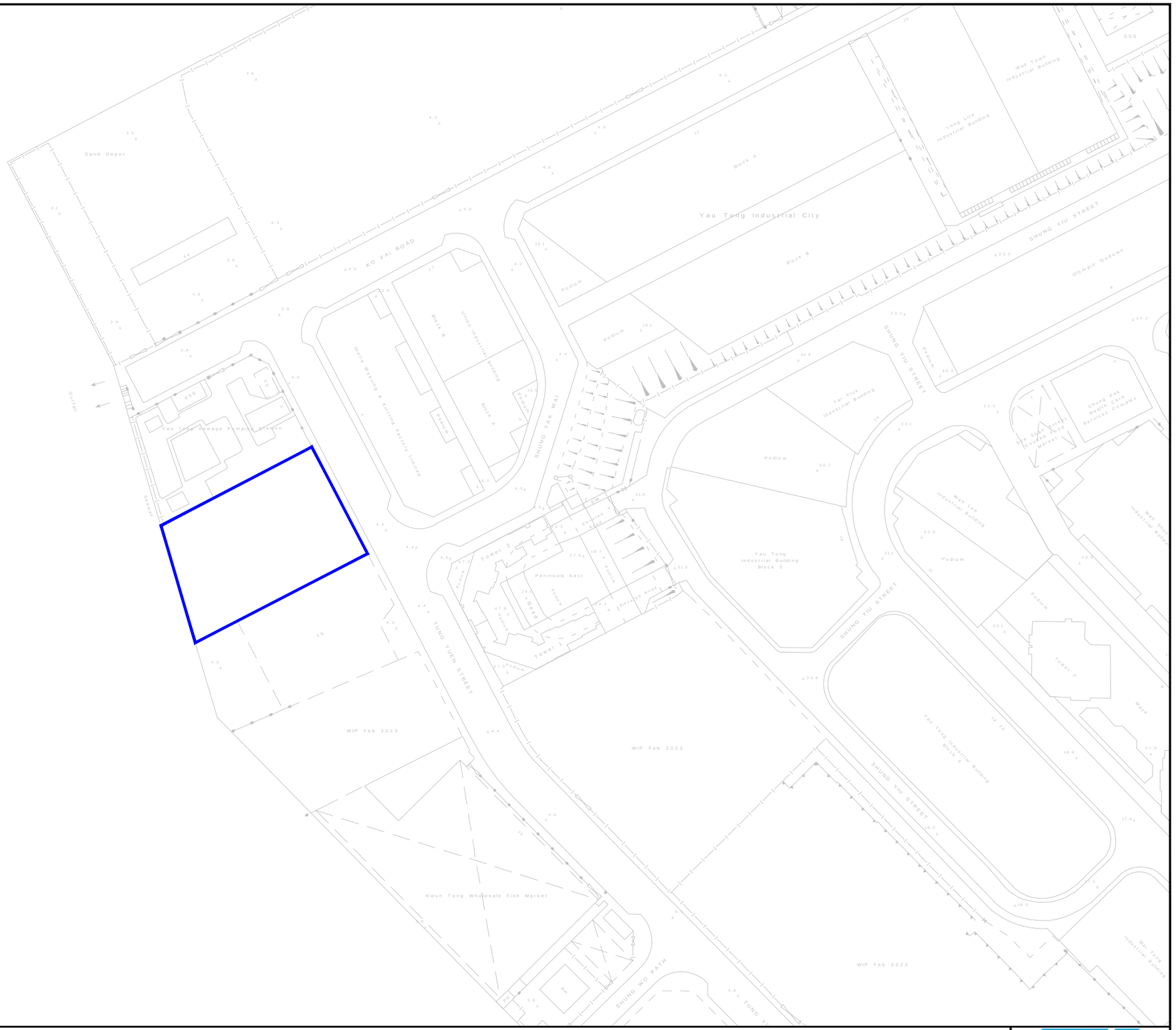
7.1.2 According to the road traffic noise impact assessment and industrial noise impact assessment, with the implementation of appropriate noise mitigation measures, the Proposed Development shall not be subject to adverse road traffic noise and industrial noise impact.

7.1.3 Due to the usage of the Project Site (i.e., industrial building and concrete batch plant), there are potential land contamination issues associated. Detail study will be carried out at later stages. The land contamination assessment and/or remediation works will be completed before commencement of any construction works for the development, if the later stage assessment demonstrated the land is contaminated.

7.1.4 With the implementation of the waste management measures, no adverse impact is anticipated due to the waste generated during construction and operational stages.

7.1.5 This Environmental Assessment confirms the feasibility of the Proposed Development from an environmental point of view.

Figure



Legend

Application Site

Figure: 1.1	RAMBOLL
Title: The Location of the Application Site and its Environmental	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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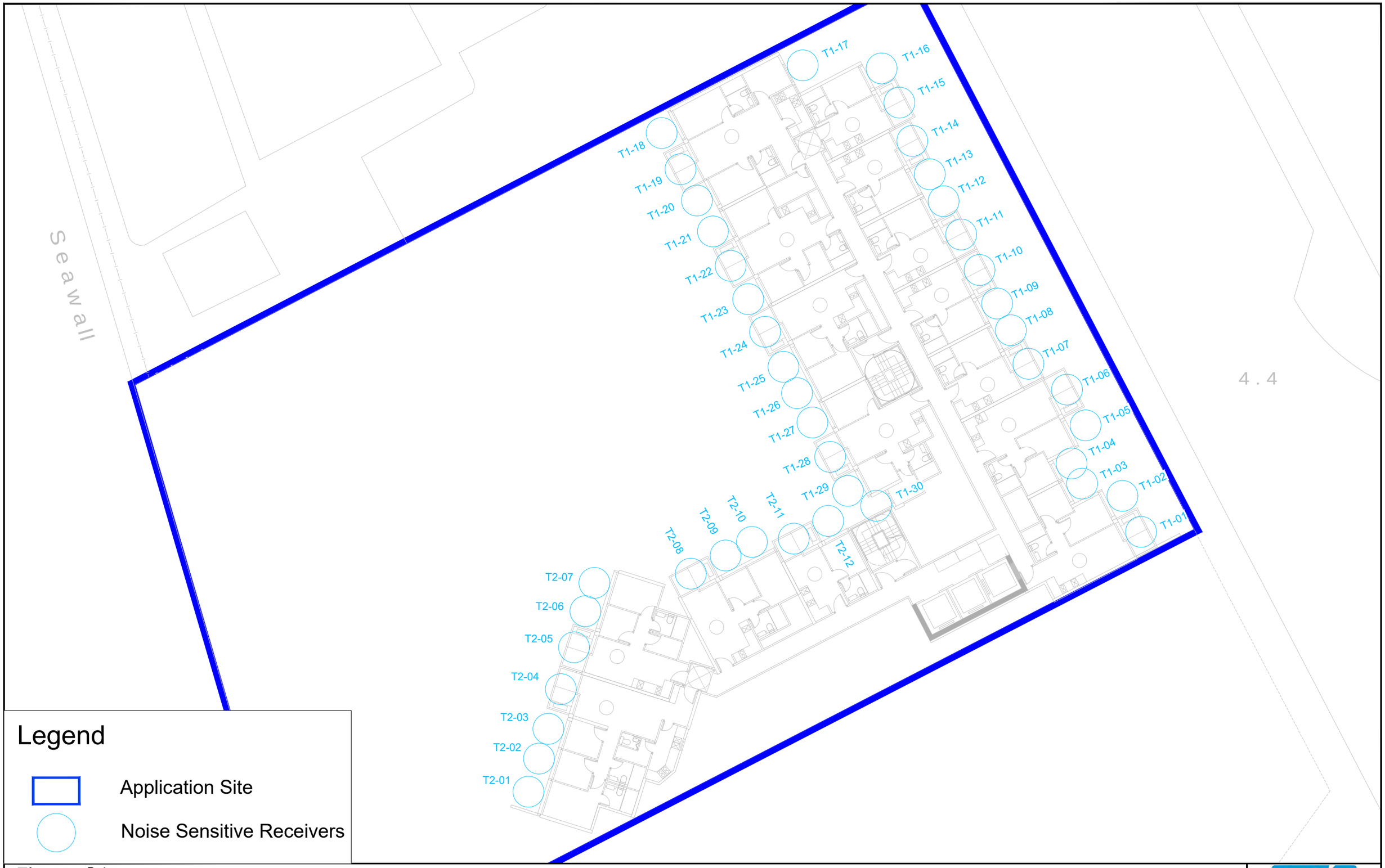

Figure:	3.1	RAMBOLL
Title:	Location of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment	Drawn by: KK Checked by: TC
Project:	Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

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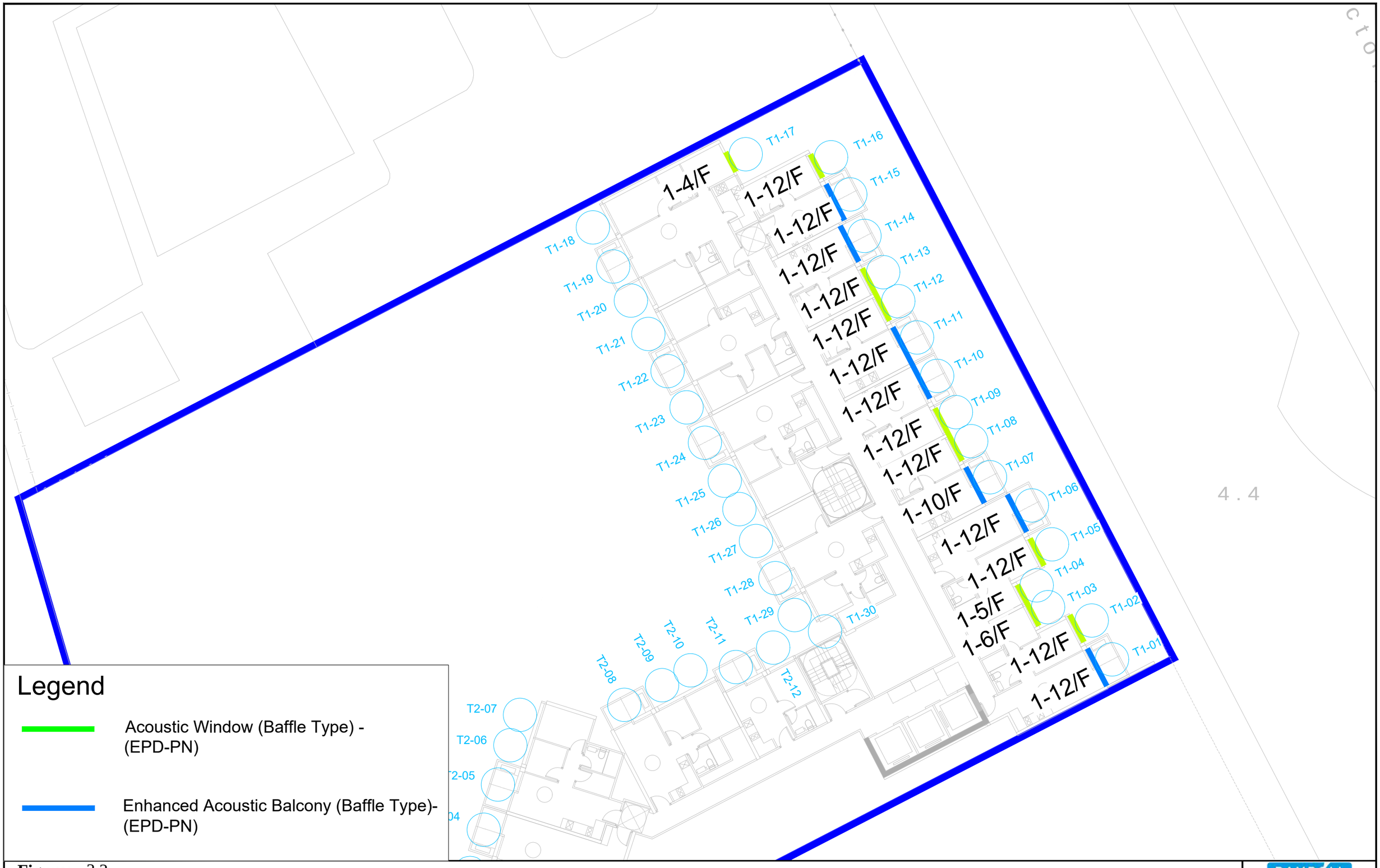

Figure:	3.2	RAMBOLL
Title:	Proposed Road Traffic Noise Mitigation Measures	Drawn by: KK Checked by: TC
Project:	Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

Q:\Projects\CRC_4TYSEI00\05 Assessments\02 Noise\02 Traffic\241118\INIA_250403.dwg



Figure: 4.2a

Title: Location of Industrial Noise Sources Identified within 300m of the Application Site

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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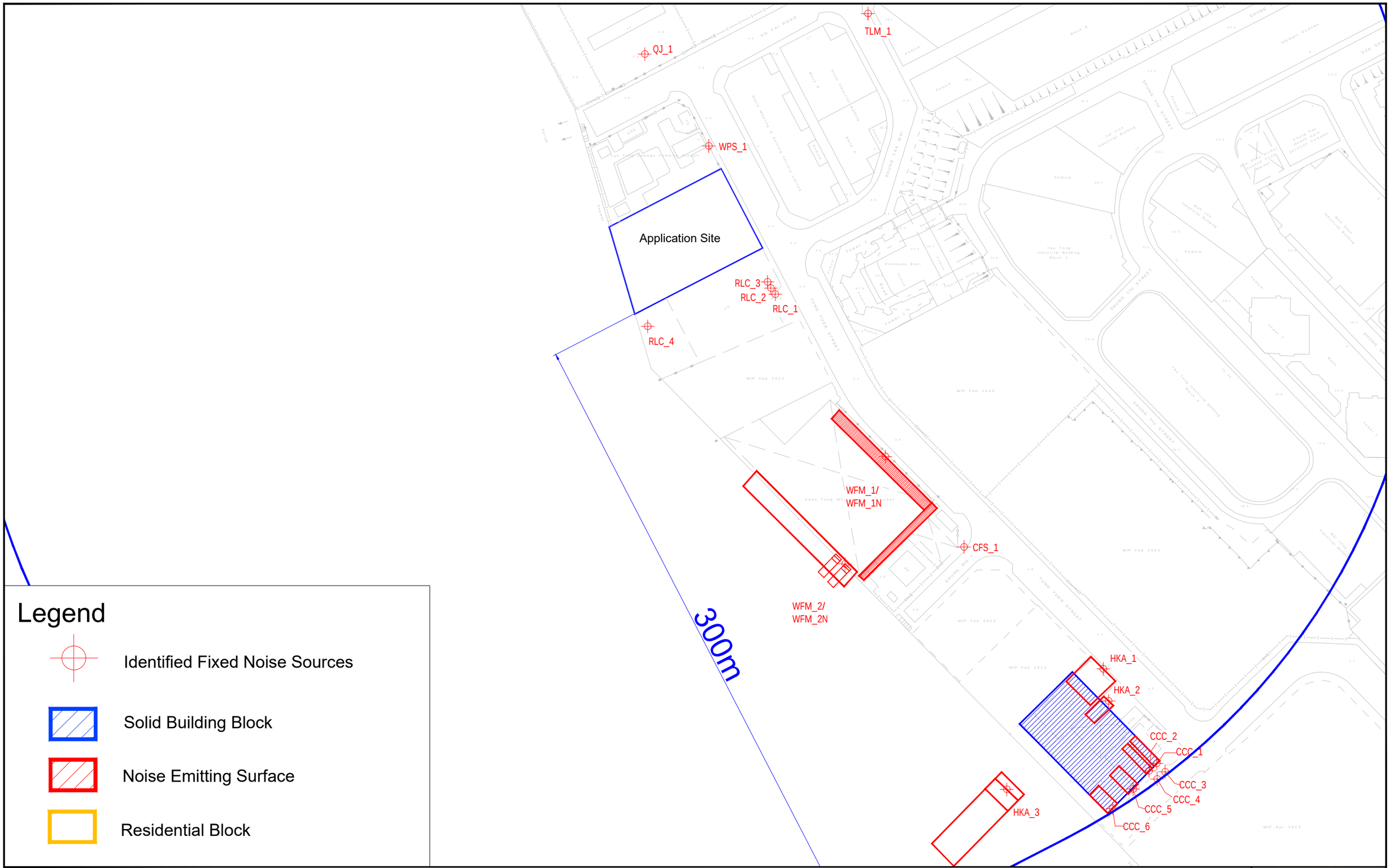

Figure: 4.2b

Title: Location of Industrial Noise Sources Identified within 300m of the Application Site

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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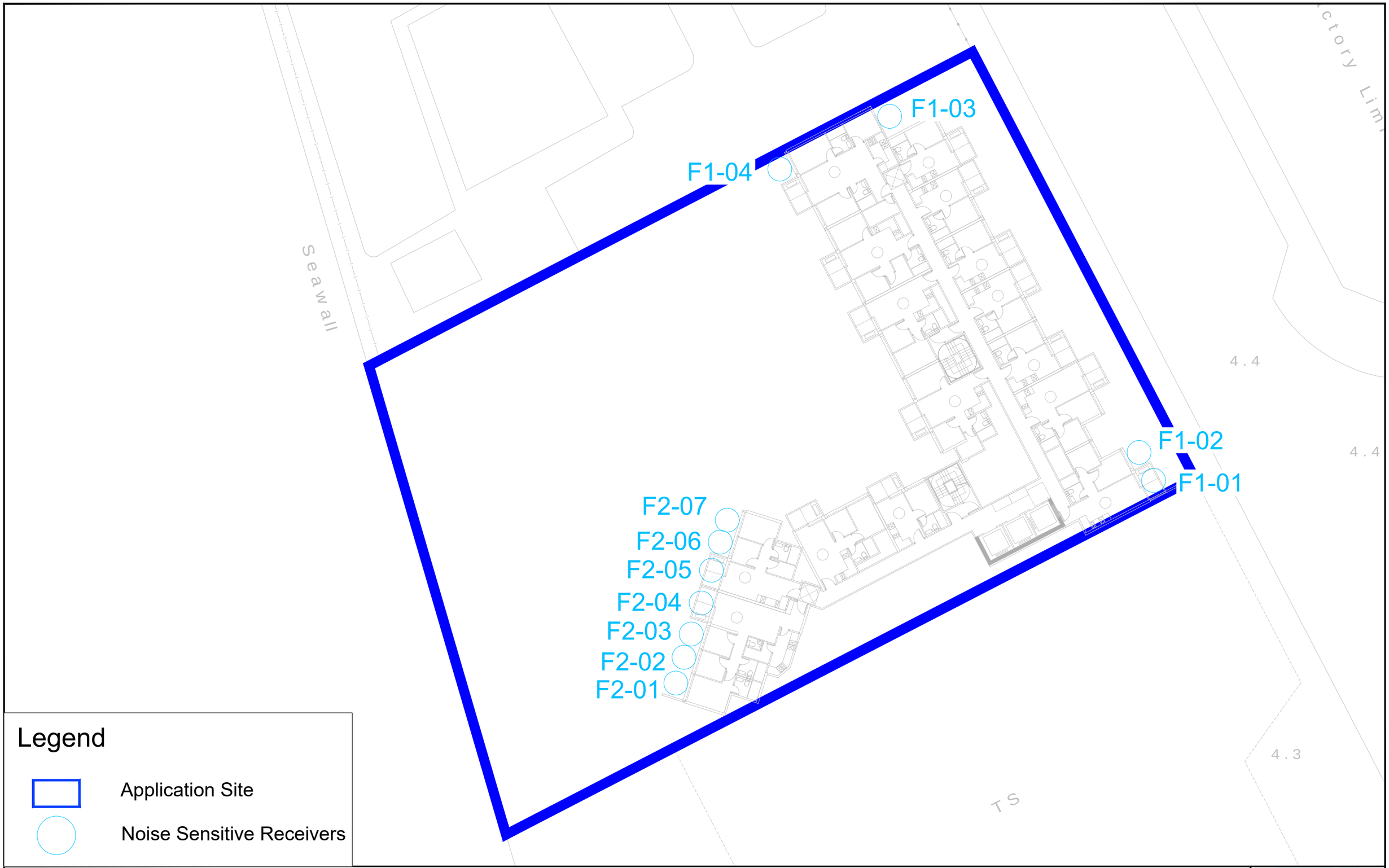

Figure: 4.3	RAMBOLL
Title: Location of Noise Sensitive Receivers for Industrial Noise Impact Assessment	Drawn by: KK Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

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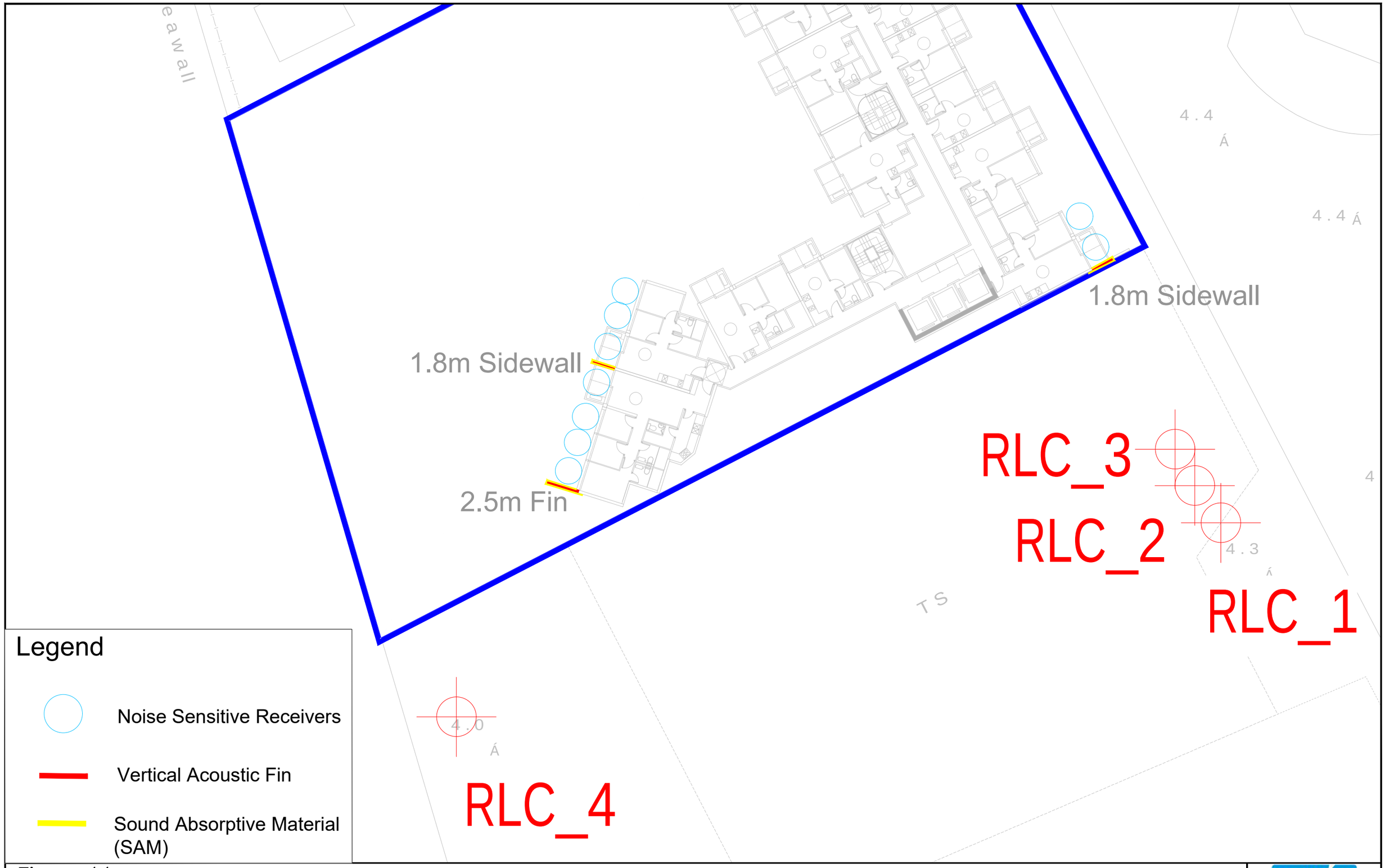

Figure: 4.4		RAMBOLL
Title: Proposed Industrial Noise Mitigation Measures		Drawn by: KK
		Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon		Rev.: 1.0
		Date: Nov 2024

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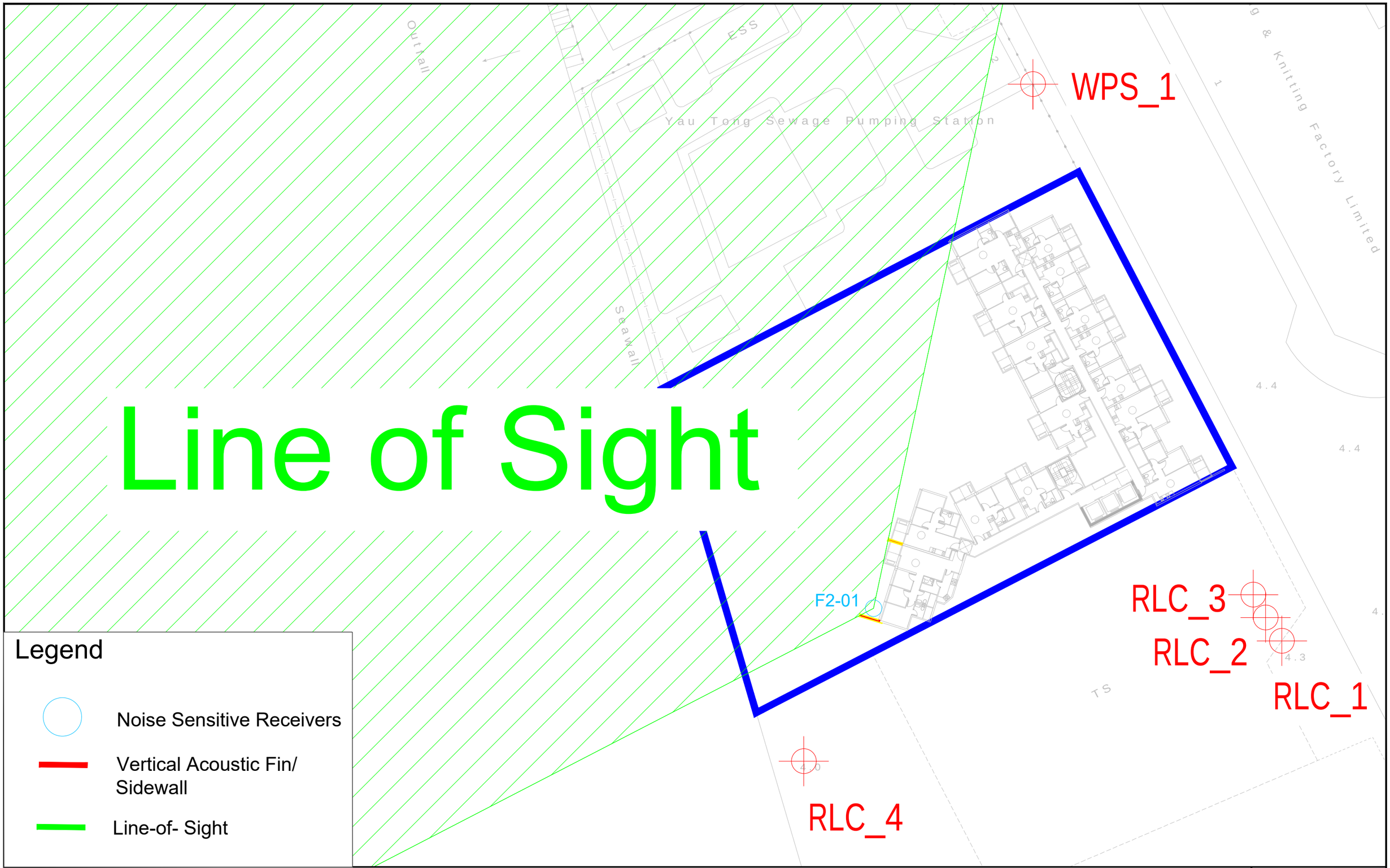

Figure:	4.5a	RAMBOLL
Title:	Line-of -Sight from NSR F2-01	Drawn by: KK Checked by: TC
Project:	Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in “Residential (Group E)” Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

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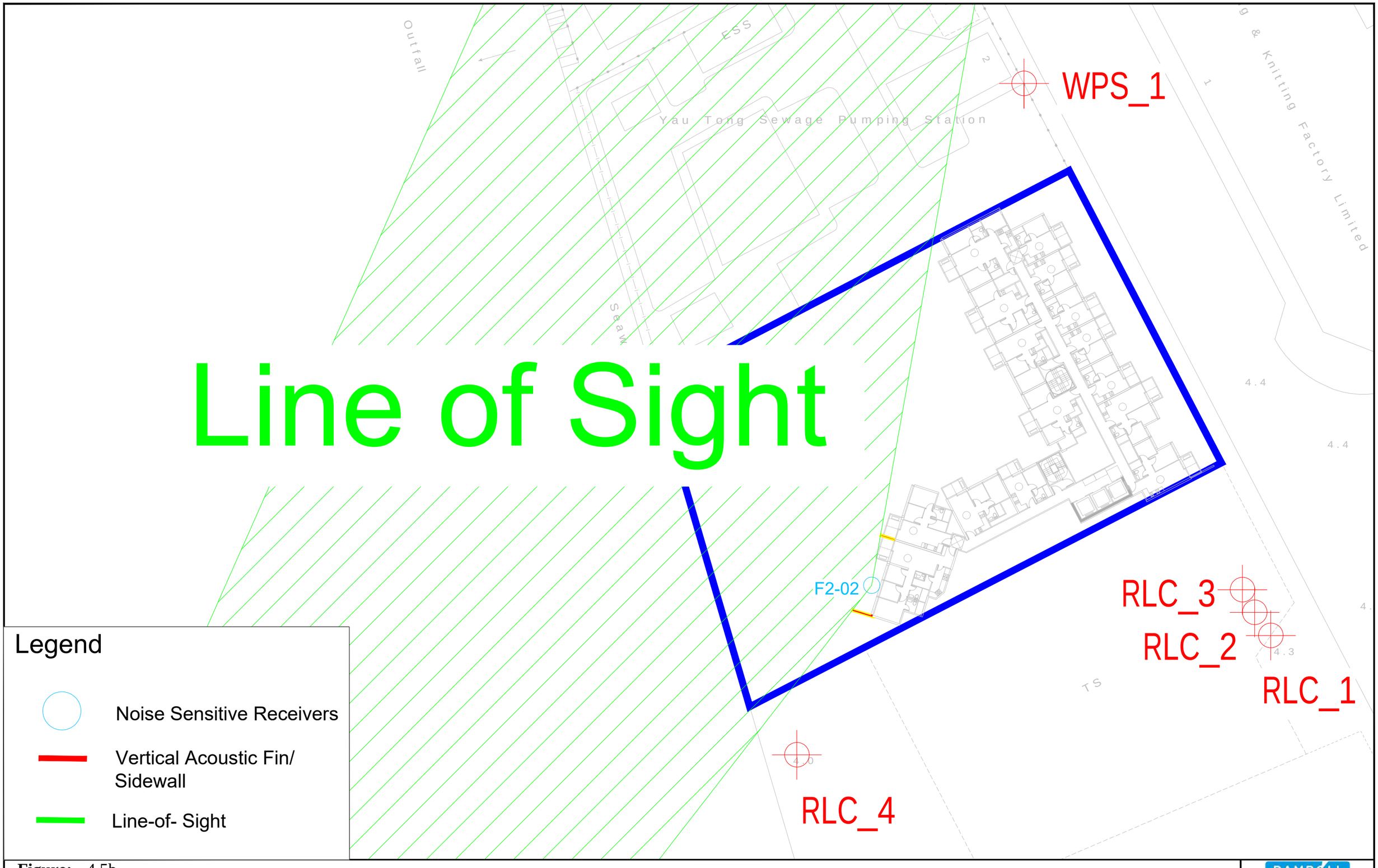

Figure: 4.5b

Title: Line-of -Sight from NSR F2-02

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by: KK

Checked by: TC

Rev.: 1.1

Date: Apr 2025

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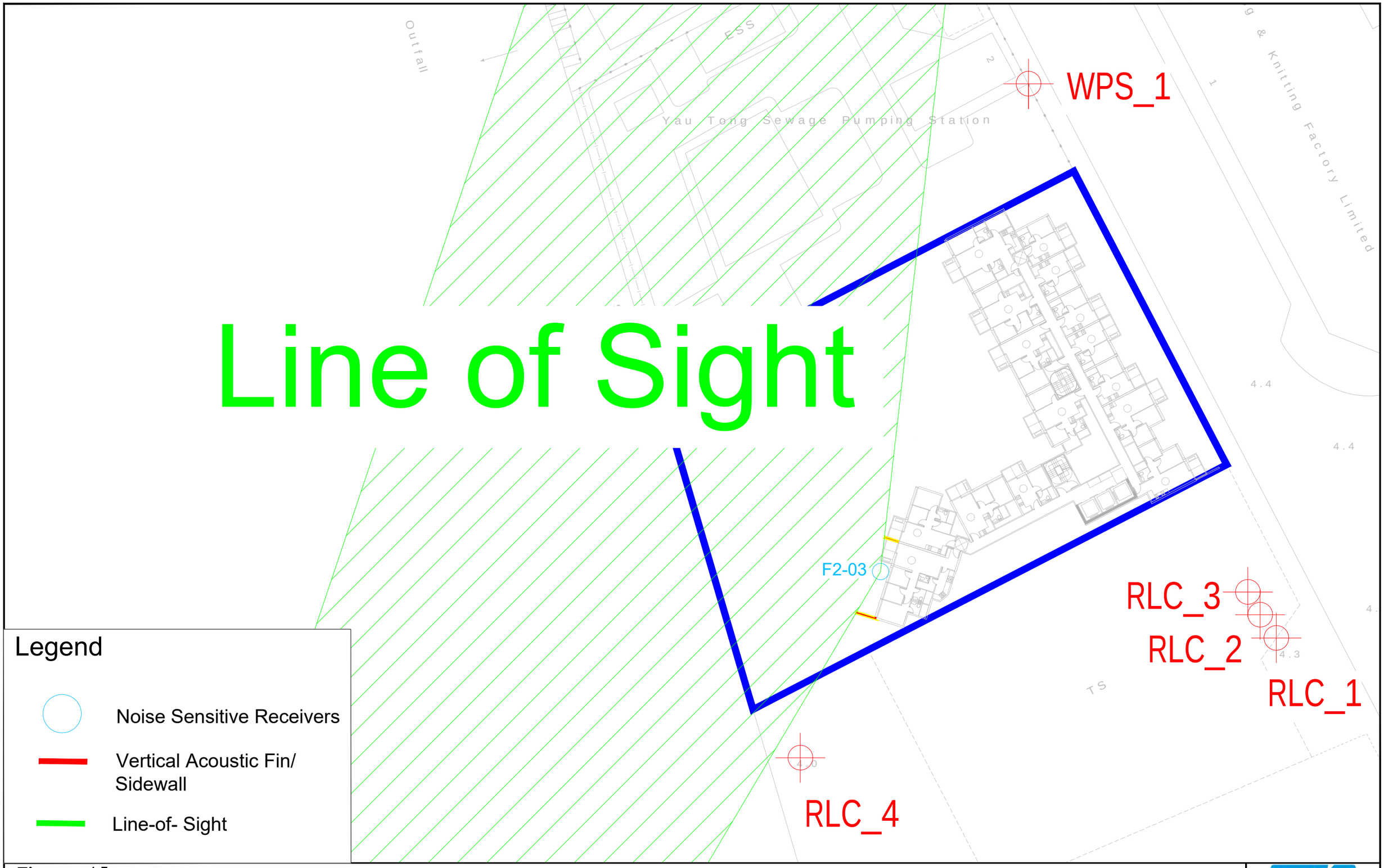

Figure: 4.5c

Title: Line-of -Sight from NSR F2-03

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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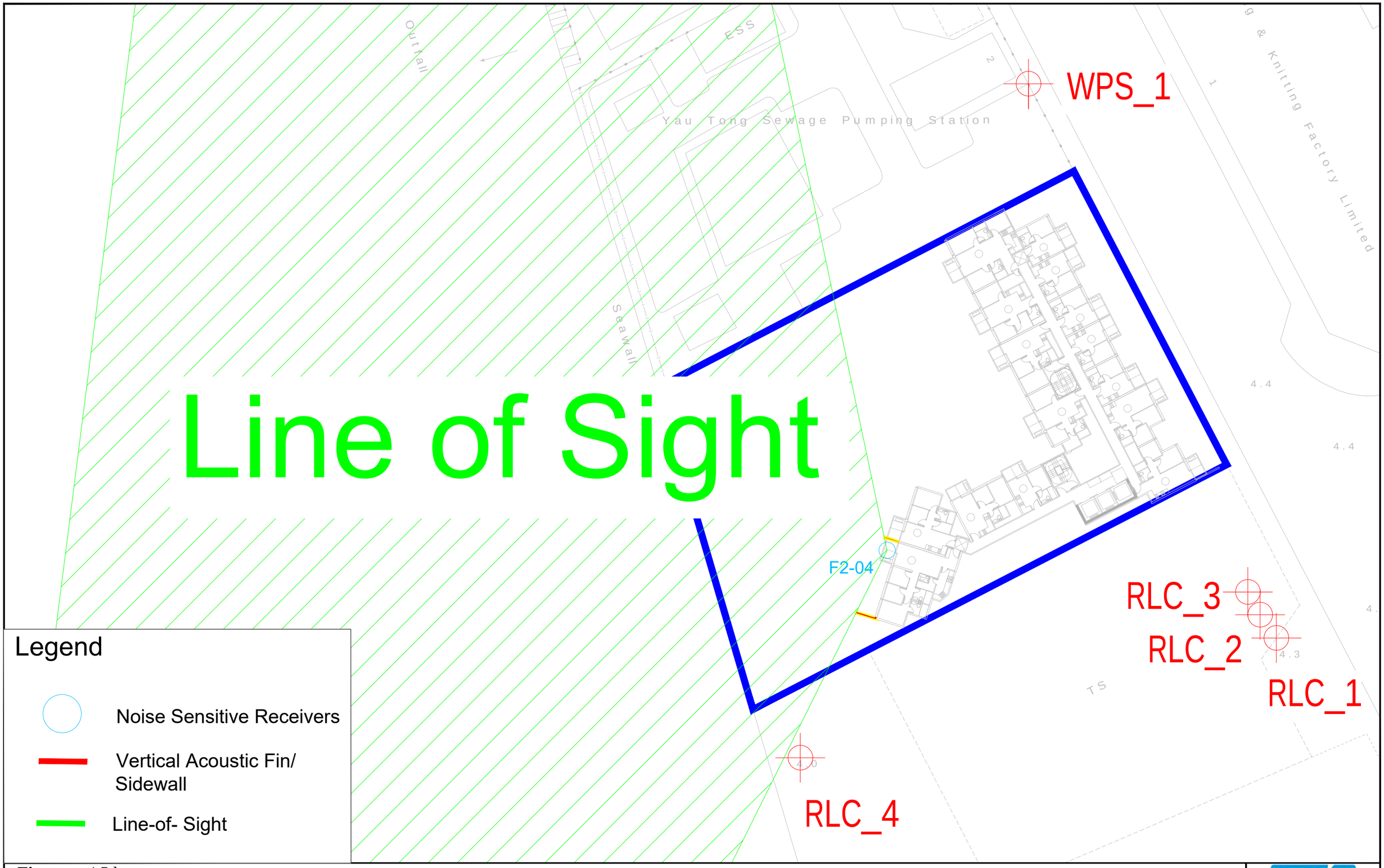

Figure:	4.5d	RAMBOLL
Title:	Line-of -Sight from NSR F2-04	Drawn by: KK Checked by: TC
Project:	Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

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Line of Sight

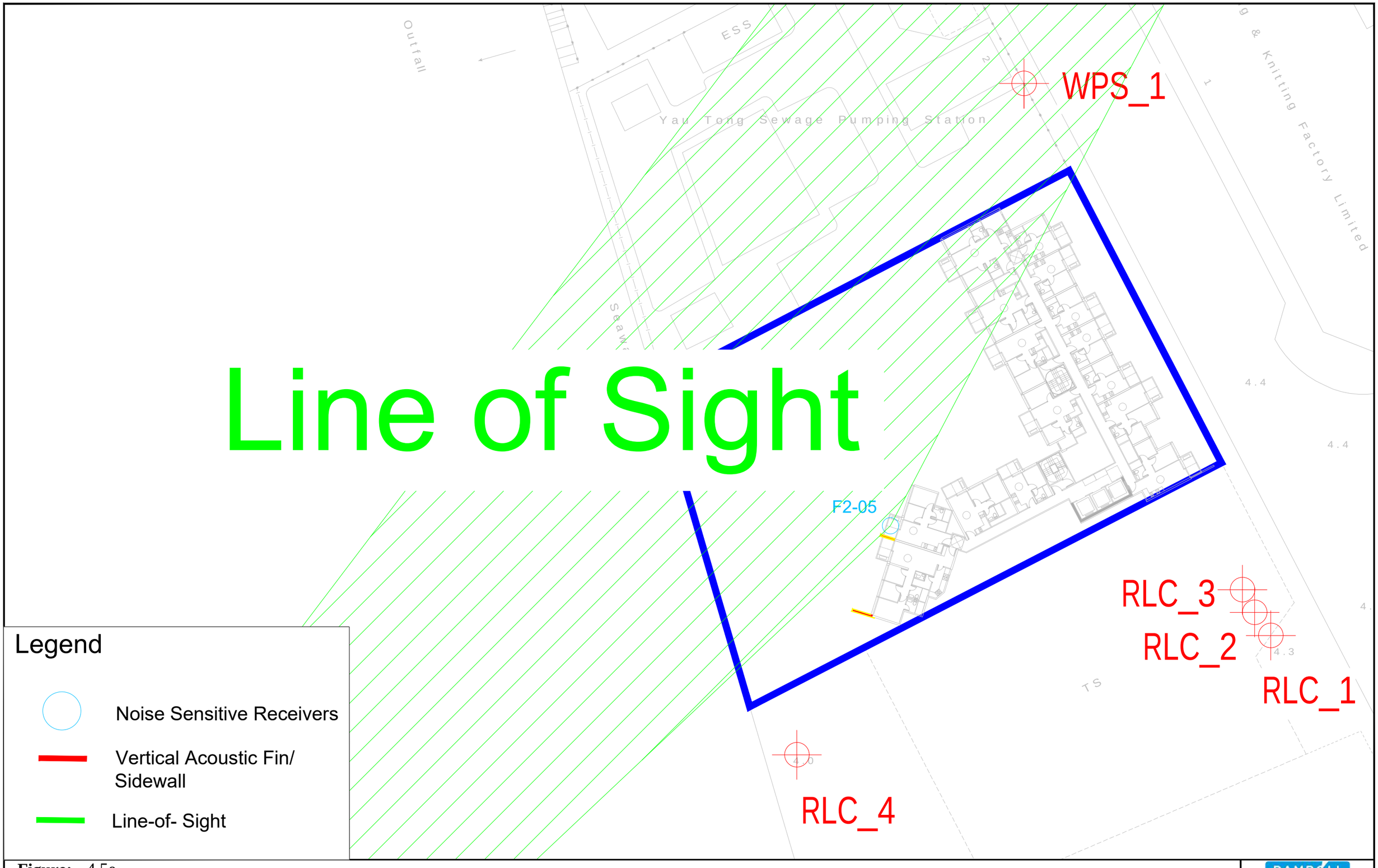

Figure: 4.5e	RAMBOLL
Title: Line-of -Sight from NSR F2-05	Drawn by: KK Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

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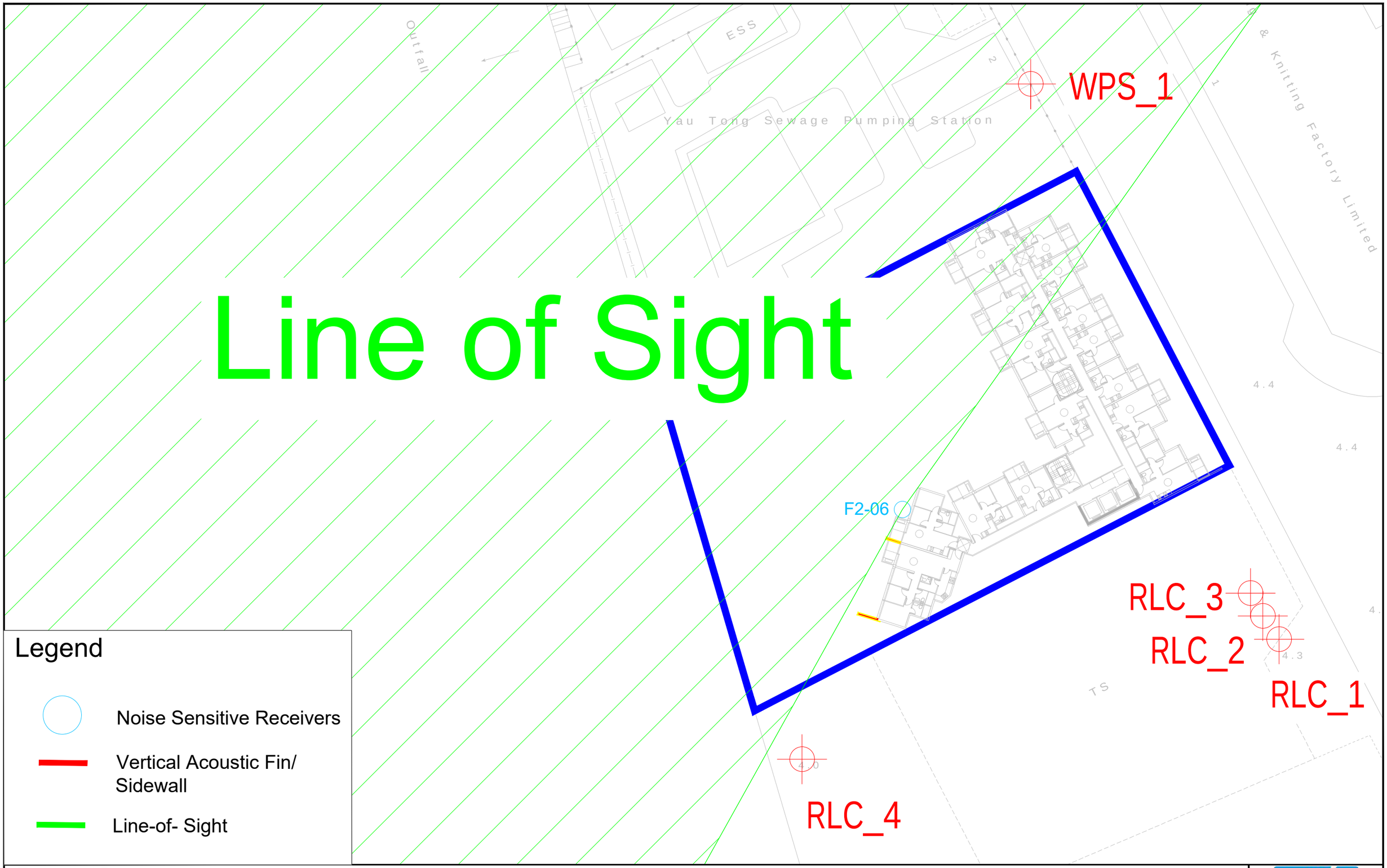
Line of Sight



Legend

- Noise Sensitive Receivers
- Vertical Acoustic Fin/ Sidewall
- Line-of- Sight

Figure: 4.5f	RAMBOLL
Title: Line-of -Sight from NSR F2-06	Drawn by: KK Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

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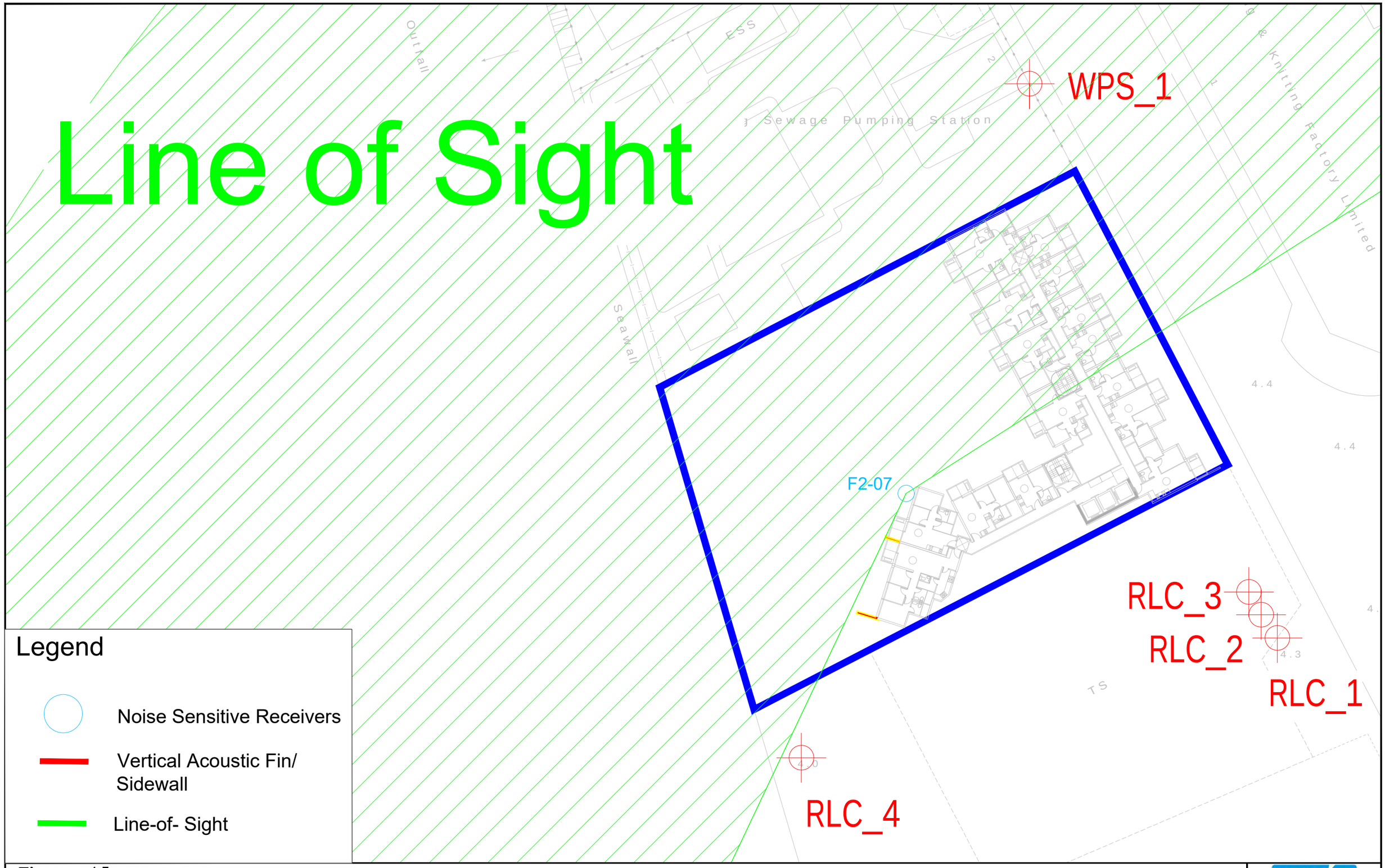
Line of Sight



Legend

- Noise Sensitive Receivers
- Vertical Acoustic Fin/ Sidewall
- Line-of- Sight

Figure: 4.5g	RAMBOLL
Title: Line-of -Sight from NSR F2-07	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1
	Date: Apr 2025

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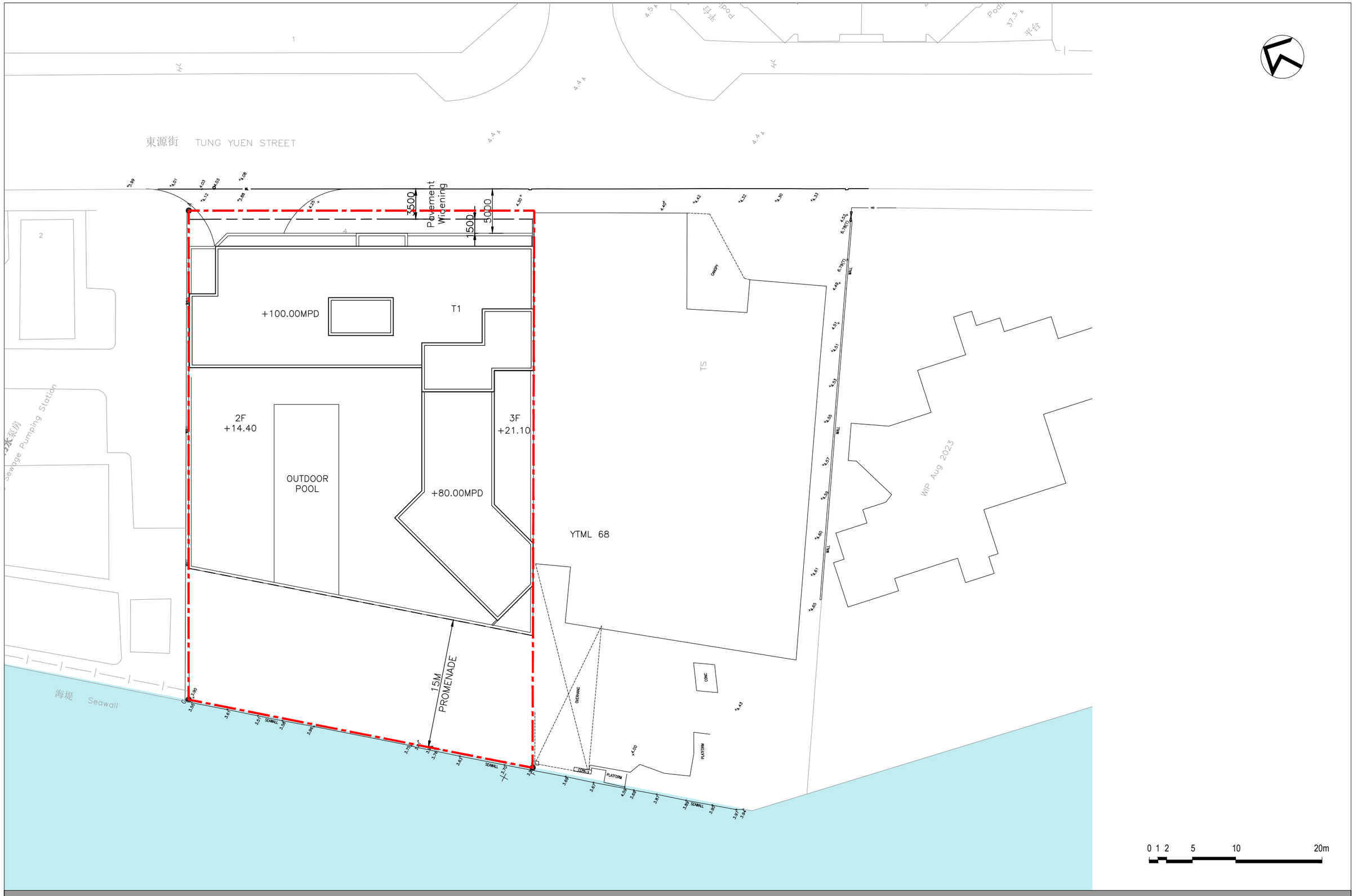
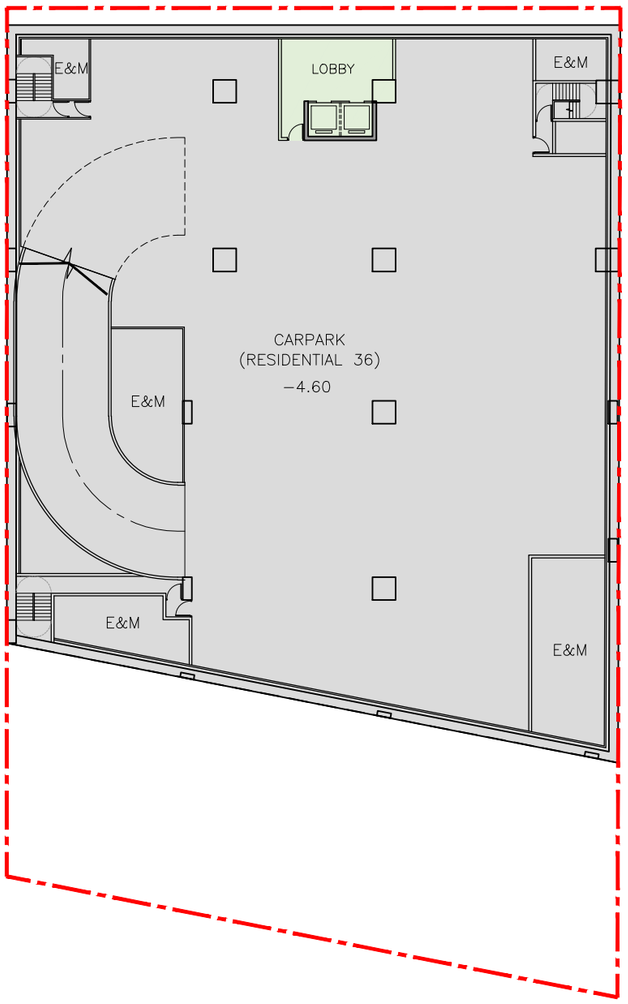
Appendix 1.1 The Master Layout Plan of the Proposed Development



A-01 Master Layout Plan

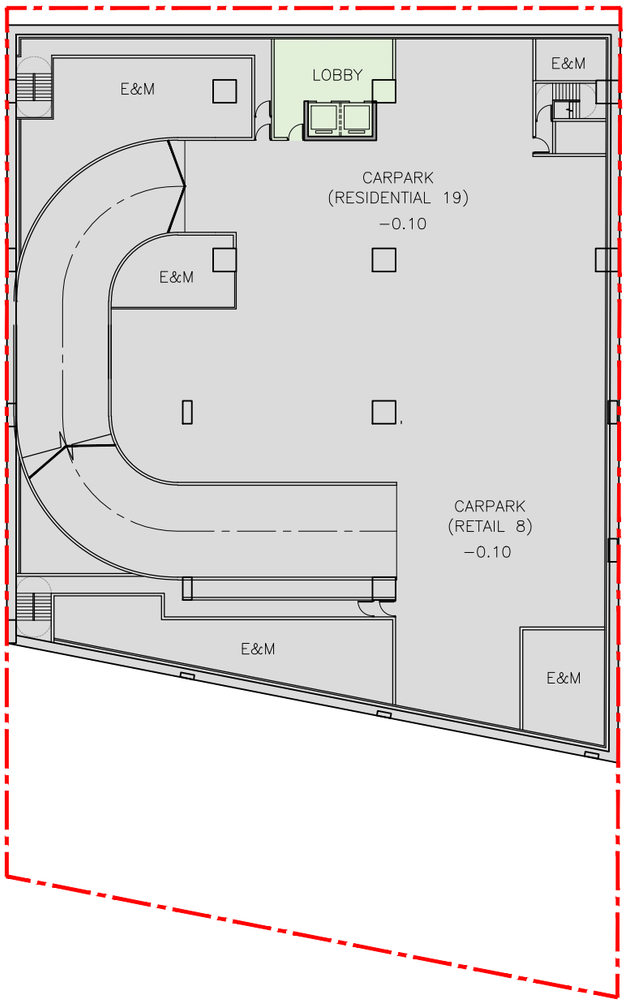
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

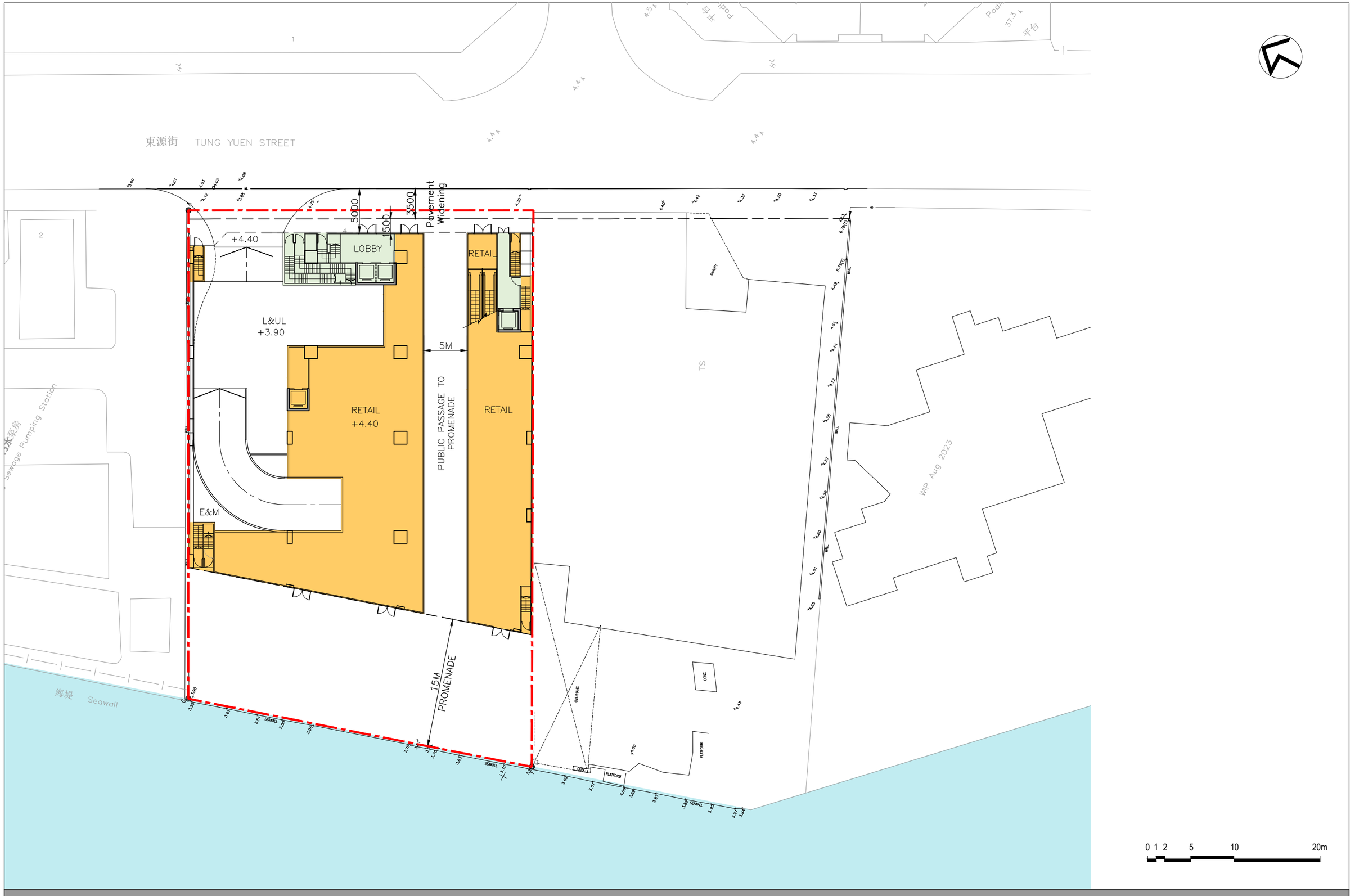
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

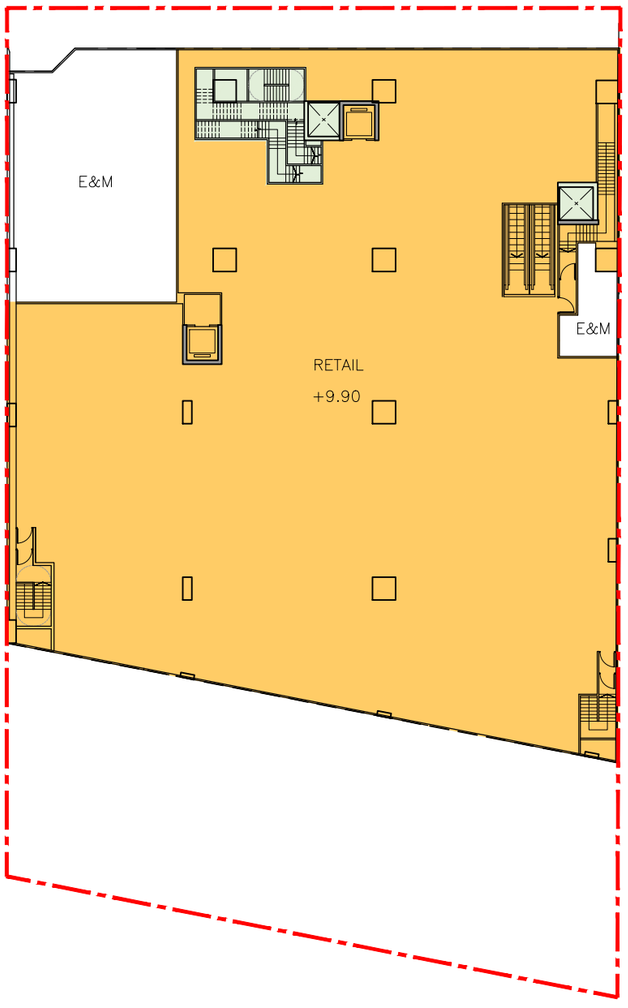
A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level (GF) Plan

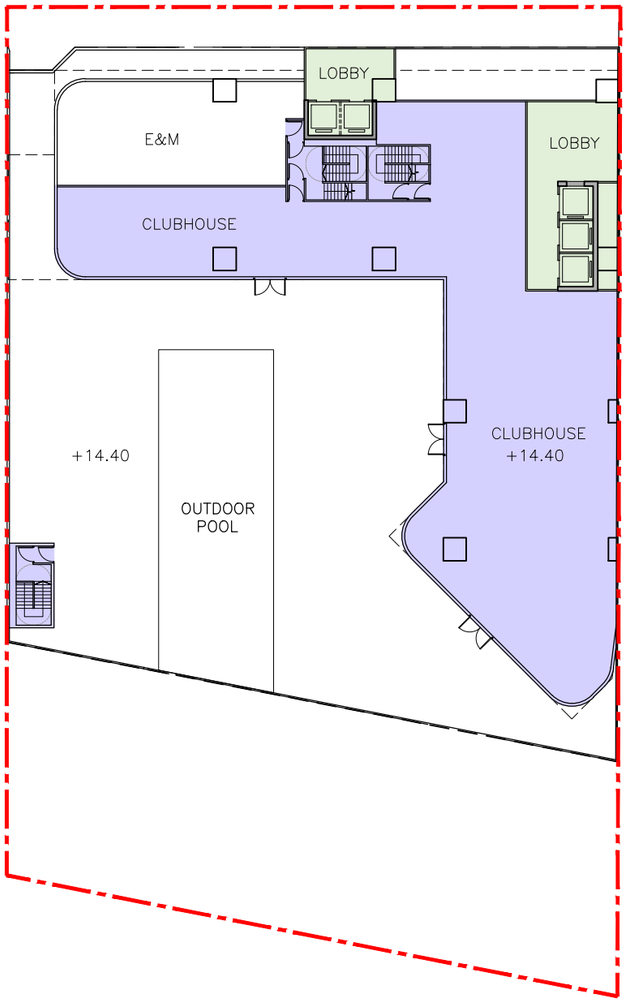
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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A-06 Level 2 (L2) Plan

Proposed Residential & Commercial Development at
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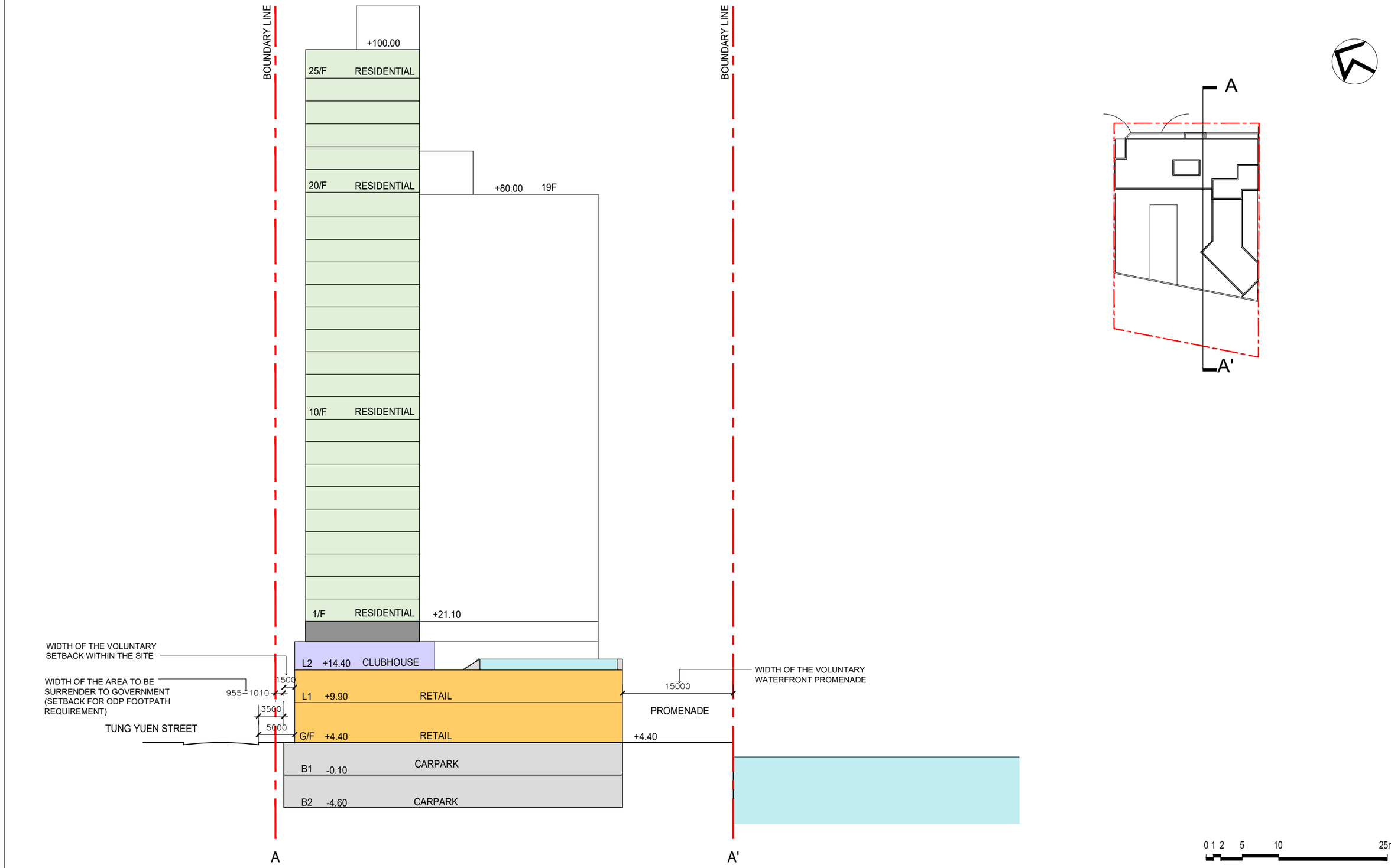
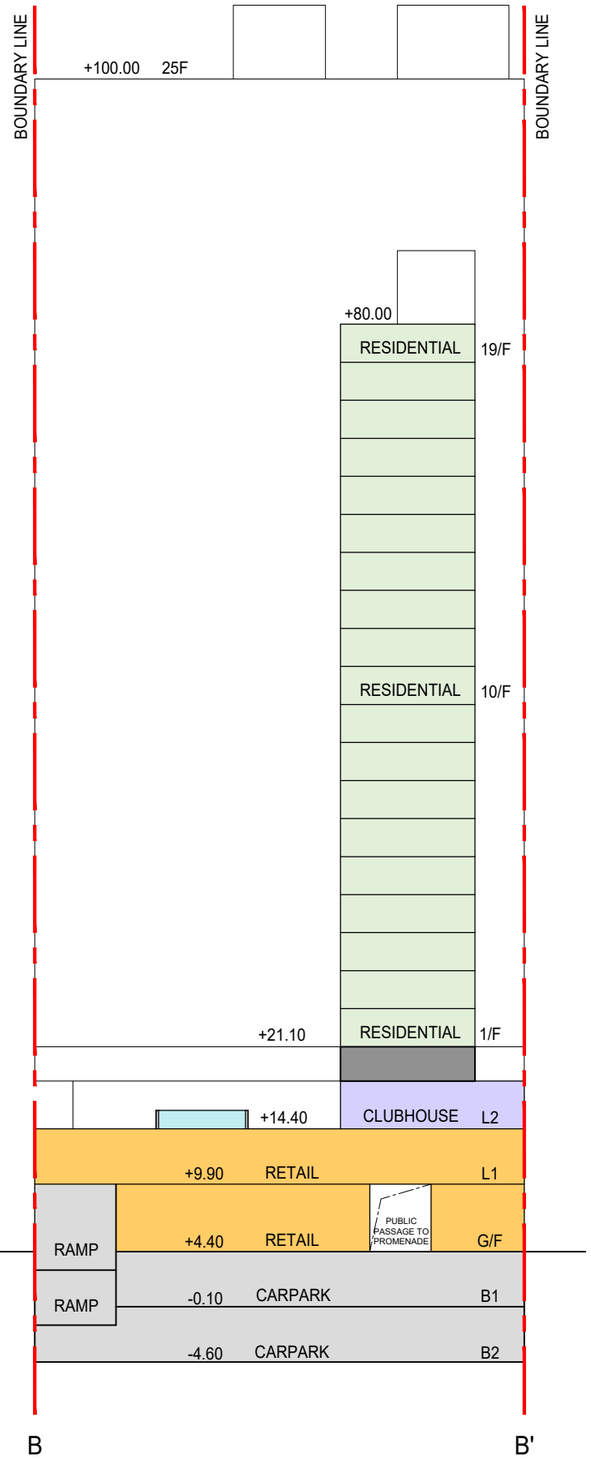
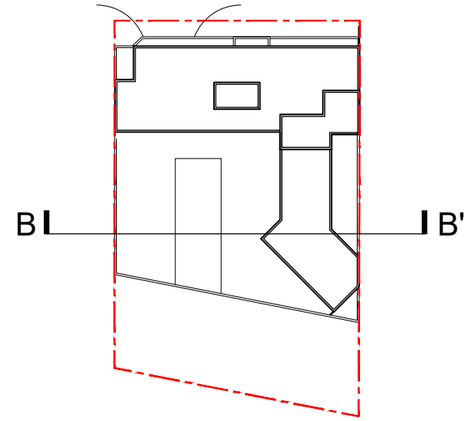


A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 3.1 Traffic Forecast of Year 2047

NIA | Reference: RONOSS_2023 | Assessment Year 2047

Index	Road Name	Direction	AM Peak Traffic Volume	Light Vehicles	Heavy Vehicles	Powered Two-wheelers	PM Peak Traffic Volume	Light Vehicles	Heavy Vehicles	Powered Two-wheelers	Speed Limit
			(veh/hr)	(%)	(%)	(%)	(veh/hr)	(%)	(%)	(%)	(km/h)
1	Tung Yuen Street	NB	145	38%	58%	4%	150	53%	47%	0%	50
2	Tung Yuen Street	NB	240	38%	61%	1%	215	44%	55%	1%	50
3	Tung Yuen Street	NB	280	39%	61%	0%	280	47%	53%	0%	50
4	Tung Yuen Street	SB	85	38%	58%	5%	110	53%	47%	0%	50
5	Tung Yuen Street	SB	210	58%	40%	2%	225	56%	40%	4%	50
6	Tung Yuen Street	SB	175	59%	39%	2%	145	49%	51%	0%	50
7	Ko Fai Road	EB	60	32%	68%	0%	40	54%	46%	0%	50
8	Ko Fai Road	EB	305	39%	61%	0%	280	48%	52%	0%	50
9	Ko Fai Road	EB	540	51%	49%	1%	465	67%	27%	6%	50
10	Ko Fai Road	WB	55	31%	62%	7%	75	35%	65%	0%	50
11	Ko Fai Road	WB	100	40%	53%	8%	140	41%	59%	0%	50
12	Ko Fai Road	WB	470	61%	33%	7%	500	58%	39%	2%	50
13	Shung Tak Wai	SB	225	58%	40%	1%	235	56%	41%	3%	50
14	Yan Yue Wai	EB	130	38%	58%	3%	175	57%	43%	0%	50
15	Yan Yue Wai	EB	25	13%	88%	0%	35	77%	23%	0%	50
16	Yan Yue Wai	WB	35	22%	78%	0%	5	0%	100%	0%	50
17	Yan Yue Wai	WB	200	57%	40%	2%	155	52%	48%	0%	50
26	Sze Shan Street	NB	100	72%	28%	0%	125	71%	20%	9%	50
27	Sze Shan Street	NB	55	74%	26%	0%	90	71%	25%	4%	50
28	Sze Shan Street	NB	75	73%	27%	0%	100	71%	25%	4%	50
29	Sze Shan Street	NB	165	73%	25%	2%	175	82%	12%	6%	50
30	Sze Shan Street	NB	160	72%	26%	2%	165	82%	12%	6%	50
31	Sze Shan Street	NB	165	73%	25%	2%	175	84%	10%	6%	50
32	Sze Shan Street	NB	210	69%	26%	5%	210	79%	12%	9%	50
37	Sze Shan Street	SB	210	76%	18%	6%	200	68%	21%	11%	50
38	Sze Shan Street	SB	155	69%	28%	3%	165	64%	26%	10%	50
39	Sze Shan Street	SB	140	68%	30%	2%	155	64%	27%	9%	50
40	Sze Shan Street	SB	105	68%	29%	3%	105	59%	31%	9%	50
41	Sze Shan Street	SB	90	67%	33%	0%	120	73%	27%	0%	50
42	Sze Shan Street	SB	80	67%	33%	0%	100	73%	27%	0%	50
43	Sze Shan Street	SB	130	78%	22%	0%	115	81%	16%	3%	50
44	Shung Shan Street	NB	20	83%	0%	17%	40	90%	0%	10%	50
45	Shung Shan Street	SB	35	79%	21%	0%	50	73%	18%	9%	50
46	Cho Yuen Street	NB	75	55%	35%	10%	55	58%	33%	9%	50
47	Cho Yuen Street	NB	85	65%	29%	6%	55	49%	37%	14%	50
48	Cho Yuen Street	SB	95	78%	10%	13%	55	82%	12%	6%	50
49	Cho Yuen Street	SB	75	76%	14%	10%	50	81%	19%	0%	50
50	Shung Yiu Street	NB	30	80%	20%	0%	35	78%	22%	0%	50
51	Shung Yiu Street	SB	60	77%	23%	0%	70	76%	16%	8%	50
52	Shung Yiu Street	NB	65	78%	22%	0%	85	78%	16%	6%	50
53	Shung Yiu Street	NB	70	66%	34%	0%	85	63%	22%	15%	50
54	Shung Yiu Street	NB	50	40%	60%	0%	50	45%	45%	9%	50

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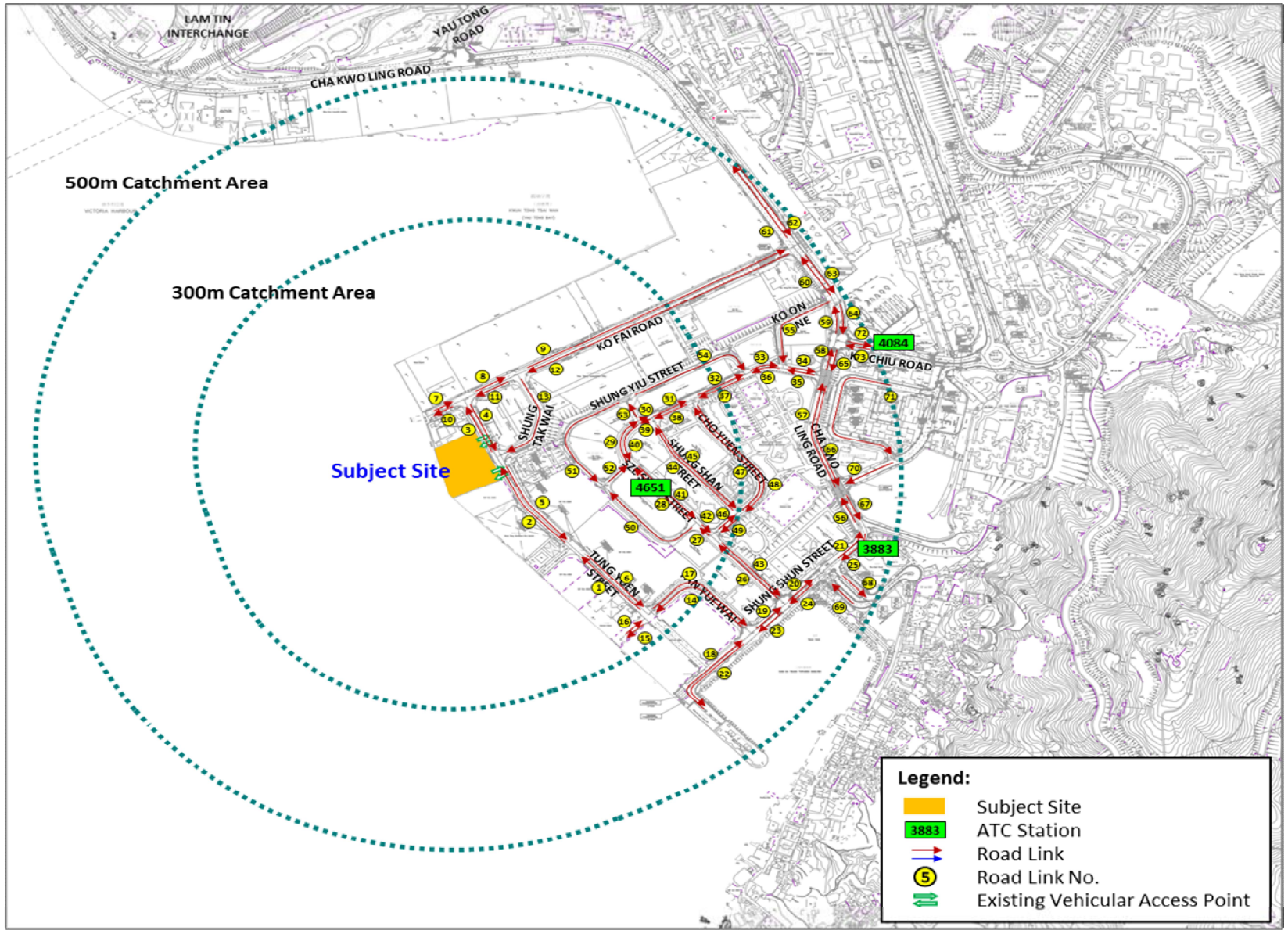

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JIANG Kevin

From: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Sent: Wednesday, April 23, 2025 5:40 PM
To: JIANG Kevin
Cc: KWOK Edmund; Wai Yan FUNG
Subject: Re: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Kevin,

I refer to your emails dated 6 Feb and 22 Apr 2025 regarding the above subject.

Please note that I have no in-principle comment on the methodology of traffic forecast solely for Air Quality and Noise Impact Assessment from a district traffic engineering viewpoint.

Regards,
Candy Lau
EK/LT, TEK, TD
Tel: 2399 2502

From: "JIANG Kevin" [redacted]
To: "Candy Lai Yu LAU" <laiyulau@td.gov.hk>
Cc: "KWOK Edmund" [redacted]
Date: 22/04/2025 02:25 PM
Subject: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

Further to our telephone conversation, please find the attached Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you very much.

Kind Regards

Kevin Jiang
Principal Traffic Engineer
Tel: [redacted] • Gen: +852 2529 7037 • Fax: +852 2527 8490

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From: JIANG Kevin
Sent: Thursday, February 6, 2025 11:45 AM
To: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Cc: KWOK Edmund [redacted]
Subject: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

For the Section 16 Planning Application (A/K15/132) in No.4 Tung Yuen Street, Yau Tong, Kowloon, we are pleased to submit herewith the revised Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you for your kind attention.

Kind Regards

Kevin Jiang
Tel: [redacted] • Gen: +852 2529 7037 • Fax: +852 2527 8490

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Appendix 3.2 Road Traffic Noise Impact Assessment Result (Base Case)

Appendix 3.3 Indicative Design of EAB(BT)-(EPD-PN) & AW(BT)-(EPD-PN) Adopted in the Proposed Development

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)
Base Case

T1																													
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	74	74	73	72	75	75	73	73	73	74	74	74	74	74	74	74	71	63	57	55	54	54	53	53	52	51	51	50	49	45
2	24.2	74	74	72	72	74	74	73	74	74	74	74	74	74	74	74	74	71	64	57	56	55	54	54	53	53	52	52	51	51	47
3	27.3	73	74	72	72	74	74	73	73	73	73	73	73	73	73	73	73	71	64	57	56	55	55	54	54	53	53	52	52	51	47
4	30.4	73	73	71	71	73	73	73	73	73	73	73	73	73	73	73	73	71	64	57	56	56	55	54	54	53	53	53	52	52	48
5	33.5	73	73	71	71	73	73	72	73	73	73	73	73	73	73	73	73	70	63	57	56	56	55	55	54	54	53	53	53	52	48
6	36.6	72	72	71	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	53	53	53	52	48
7	39.7	72	72	70	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	54	53	53	53	49
8	42.8	72	72	70	70	72	72	71	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	54	53	53	53	49
9	45.9	71	71	70	69	71	72	71	71	71	71	71	71	71	71	71	71	69	63	57	56	56	55	55	54	54	54	53	53	53	49
10	49	71	71	69	69	71	71	71	71	71	71	71	71	71	71	71	71	69	63	57	56	56	55	55	54	54	54	53	53	53	49
11	52.1	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	55	54	54	54	53	53	53	49
12	55.2	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	54	54	54	53	53	53	53	48
13	58.3	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	57	56	55	55	54	54	54	53	53	53	53	48
14	61.4	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	55	54	54	54	53	53	53	53	48
15	64.5	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	53	48
16	67.6	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
17	70.7	69	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
18	73.8	69	69	68	67	69	69	69	69	69	69	69	69	69	69	69	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	53	52	52	48
20	80.3	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
21	83.45	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	53	53	53	53	52	52	52	48
22	86.6	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
23	89.75	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
24	92.9	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	48
25	96.05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	61	55	54	--	--	--	--	--	--	52	52	52	48
		12	12	6	5	12	12	10	12	12	12	12	12	12	12	12	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		74	74	73	72	75	75	73	74	74	74	74	74	74	74	74	74	71	64	57	56	56	55	55	54	54	54	53	53	53	49
Exceedance		12			12			12		12		12		12		12		4				0			0			0			

T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	53	53	53	54	55	55	56	52	52	51	51	50
2	24.2	55	56	56	56	57	57	57	54	53	53	52	51
3	27.3	56	57	57	57	57	58	58	54	54	54	53	52
4	30.4	57	57	57	58	58	58	58	55	54	54	53	52
5	33.5	57	58	58	58	58	58	58	55	54	54	53	53
6	36.6	58	58	58	58	58	58	59	55	55	54	53	53
7	39.7	58	58	58	58	58	58	59	55	55	54	54	53
8	42.8	58	58	58	58	58	59	59	55	55	54	54	53
9	45.9	58	58	58	58	58	58	59	55	55	54	54	53
10	49	58	58	58	58	58	58	58	55	55	54	54	53
11	52.1	58	58	58	58	58	58	58	55	55	54	54	53
12	55.2	58	58	58	58	58	58	58	55	55	54	54	53
13	58.3	58	58	58	58	58	58	58	55	55	54	54	53
14	61.4	58	58	58	58	58	58	58	55	54	54	54	53
15	64.5	58	58	58	58	58	58	58	55	54	54	53	53
16	67.6	57	58	58	58	58	58	58	55	54	54	53	53
17	70.7	57	57	58	58	58	58	58	54	54	54	53	53
18	73.8	57	57	57	58	58	58	58	54	54	54	53	53
19	76.9	57	57	57	57	58	58	58	54	54	54	53	53
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	59	59	55	55	54	54	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	88
Compliance Level:	74%
Max. Noise Level:	75

Noted:
Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)
Base Case

T1																													
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	74	74	72	72	74	74	73	73	73	73	74	74	74	74	74	74	71	63	56	55	54	53	53	52	51	51	50	50	49	45
2	24.2	73	74	72	72	74	74	73	73	73	74	74	74	74	74	74	74	71	63	57	55	55	54	53	53	52	52	51	51	50	46
3	27.3	73	73	72	71	73	73	73	73	73	73	73	73	73	73	73	73	71	63	57	56	55	54	54	53	53	52	52	51	51	47
4	30.4	73	73	71	71	73	73	72	73	73	73	73	73	73	73	73	73	70	63	57	56	55	54	54	53	53	53	52	52	51	47
5	33.5	72	72	71	71	73	73	72	72	72	72	72	72	72	72	72	72	70	63	57	56	55	55	54	54	53	53	52	52	52	48
6	36.6	72	72	70	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	55	55	54	54	53	53	53	52	52	48
7	39.7	72	72	70	70	72	72	71	72	72	72	72	72	72	72	72	72	69	63	57	56	55	55	54	54	54	53	53	52	52	48
8	42.8	71	71	70	69	71	72	71	71	71	71	71	71	71	71	71	71	69	63	57	56	55	55	54	54	54	53	53	53	52	48
9	45.9	71	71	69	69	71	71	71	71	71	71	71	71	71	71	71	71	69	63	57	56	55	55	54	54	54	53	53	53	52	48
10	49	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	54	54	54	53	53	53	52	48
11	52.1	70	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	56	56	55	55	54	54	54	53	53	53	52	48
12	55.2	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	54	54	54	53	53	53	53	52	48
13	58.3	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
14	61.4	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
15	64.5	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	53	53	53	53	52	52	48
16	67.6	69	69	68	68	70	70	69	70	70	70	70	70	70	70	70	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
17	70.7	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
18	73.8	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
20	80.3	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
21	83.45	68	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	47
22	86.6	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	52	52	52	52	52	47
23	89.75	68	68	66	66	68	68	68	68	68	68	68	68	68	68	68	69	66	60	55	54	54	53	53	53	52	52	52	52	52	47
24	92.9	68	68	66	66	68	68	68	68	68	68	68	68	68	68	68	68	66	60	55	54	54	53	53	53	52	52	52	52	51	47
25	96.05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	60	55	54	--	--	--	--	--	--	52	52	52	48
		10	11	5	5	11	11	9	11	11	11	11	11	11	11	11	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		74	74	72	72	74	74	73	73	73	74	74	74	74	74	74	74	71	63	57	56	55	55	54	54	54	53	53	53	52	48
Exceedance		11			11			11		11		11		11		11		3				0			0			0			

T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	52	53	53	54	54	55	55	52	51	51	50	49
2	24.2	55	55	55	56	56	57	57	53	53	53	52	51
3	27.3	56	56	57	57	57	57	57	54	54	53	52	51
4	30.4	57	57	57	57	58	58	58	54	54	53	53	52
5	33.5	57	57	57	58	58	58	58	54	54	54	53	52
6	36.6	57	57	58	58	58	58	58	54	54	54	53	52
7	39.7	57	58	58	58	58	58	58	55	54	54	53	53
8	42.8	58	58	58	58	58	58	58	55	54	54	53	53
9	45.9	58	58	58	58	58	58	58	55	54	54	53	53
10	49	58	58	58	58	58	58	58	55	54	54	53	53
11	52.1	58	58	58	58	58	58	58	55	54	54	53	53
12	55.2	57	58	58	58	58	58	58	55	54	54	53	53
13	58.3	57	57	58	58	58	58	58	55	54	54	53	53
14	61.4	57	57	57	58	58	58	58	54	54	54	53	53
15	64.5	57	57	57	58	58	58	58	54	54	54	53	53
16	67.6	57	57	57	57	57	58	58	54	54	54	53	53
17	70.7	57	57	57	57	57	57	57	54	54	54	53	52
18	73.8	57	57	57	57	57	57	57	54	54	53	53	52
19	76.9	57	57	57	57	57	57	57	54	54	53	53	52
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	58	58	55	54	54	53	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	80
Compliance Level:	77%
Max. Noise Level:	74

Noted:
Noise level exceed stardand of 70 dB(A)

Appendix 3.4 Sound Attenuation Adjustment of EAB(BT)-(EPD-PN) & AW(BT)-(EPD-PN) Adopted in the Proposed Development

Adjustment of Sound Attenuation for Traffic Noise Impact Assessment

Reference Case

Case ID	Acoustic Window/ Door System	SAM at 100mm gap	MPA	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)
BAL	AB(BT)-EPD PN	No	No	100	≥100	14	8.0

Case ID	Acoustic Window/ Door System	SAM at 100mm gap	MPA	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)
W	AW(BT)-EPD PN	No	No	100 to 175	≥100	8	6.0

Proposed Development							Reference Case					
NSRs with Acoustic Window / Balcony (Baffle Type)	Tower	Room	Referred Case ID	Max. Noise Level, dB(A)	Required Max. Sound Attenuation, dB(A)	Room area (RA), m^2	Air Gap, mm	Overlapping length (Mullion Included), mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)	Adjustment: 10xlog(RA/RAref)	Adjusted sound attenuation, dB(A)
N1-01	T1	LIV/DIN	BAL	74	3.6	17.5	100	≥100	14	8.0	0.0	8.0
N1-02	T1	MBR	W	74	3.9	6.2	100 to 175	≥100	8	6.0	-1.1	4.9
N1-03	T1	BR	W	73	2.2	4.5	100 to 175	≥100	8	6.0	-2.5	3.5
N1-04	T1	BR	W	72	1.7	4.5	100 to 175	≥100	8	6.0	-2.5	3.5
N1-05	T1	MBR	W	75	4.1	6.2	100 to 175	≥100	8	6.0	-1.1	4.9
N1-06	T1	LIV/DIN	BAL	75	4.2	16.4	100	≥100	14	8.0	0.0	8.0
N1-07	T1	LIV/DIN	BAL	73	2.9	10.3	100	≥100	14	8.0	-1.3	6.7
N1-08	T1	MBR	W	74	3.2	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-09	T1	MBR	W	74	3.2	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-10	T1	LIV/DIN	BAL	74	3.3	10.3	100	≥100	14	8.0	-1.3	6.7
N1-11	T1	LIV/DIN	BAL	74	3.5	10.3	100	≥100	14	8.0	-1.3	6.7
N1-12	T1	MBR	W	74	3.7	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-13	T1	MBR	W	74	3.7	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-14	T1	LIV/DIN	BAL	74	3.7	10.3	100	≥100	14	8.0	-1.3	6.7
N1-15	T1	LIV/DIN	BAL	74	3.9	10.3	100	≥100	14	8.0	-1.3	6.7
N1-16	T2	MBR	W	74	3.9	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-17	T2	BR	W	71	1.0	5.4	100 to 175	≥100	8	6.0	-1.7	4.3

Appendix 3.5 Road Traffic Noise Impact Assessment Result (Mitigated Case)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs)
Mitigated Case

T1																														
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	66	69	69	69	70	67	66	68	68	67	67	70	70	67	68	70	67	63	57	55	54	54	53	53	52	51	51	50	49	45
2	24.2	66	69	69	68	69	66	67	69	69	67	67	69	69	67	67	70	67	64	57	56	55	54	54	53	53	52	52	51	51	47
3	27.3	65	69	68	68	69	66	66	69	69	67	67	69	69	67	67	69	67	64	57	56	55	55	54	54	53	53	52	52	51	47
4	30.4	65	68	68	68	68	65	66	69	69	66	66	69	69	66	66	69	66	64	57	56	56	55	54	54	53	53	53	52	52	48
5	33.5	65	68	67	67	68	65	66	68	68	66	66	68	68	66	66	68	70	63	57	56	56	55	55	54	54	53	53	53	52	48
6	36.6	64	67	67	70	68	64	65	68	68	66	66	68	68	66	66	68	70	63	57	56	56	55	55	54	54	53	53	53	52	48
7	39.7	64	67	70	70	67	64	65	68	68	65	65	68	68	65	65	68	70	63	57	56	56	55	55	54	54	54	53	53	53	49
8	42.8	64	67	70	70	67	64	65	67	67	65	65	67	67	65	65	67	70	63	57	56	56	55	55	54	54	54	53	53	53	49
9	45.9	63	66	70	69	67	64	64	67	67	65	65	67	67	65	65	67	69	63	57	56	56	55	55	54	54	54	53	53	53	49
10	49	63	66	69	69	66	63	64	67	67	64	64	67	67	64	64	67	69	63	57	56	56	55	55	54	54	54	53	53	53	49
11	52.1	63	66	69	69	66	63	70	67	66	64	64	66	66	64	64	67	69	62	57	56	55	55	55	54	54	54	53	53	53	49
12	55.2	63	66	69	69	66	63	70	66	66	64	64	66	66	64	64	66	69	62	57	56	55	55	54	54	54	53	53	53	53	48
13	58.3	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	57	56	55	55	54	54	54	53	53	53	53	48
14	61.4	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	55	54	54	54	53	53	53	53	48
15	64.5	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	53	48
16	67.6	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
17	70.7	69	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
18	73.8	69	69	68	67	69	69	69	69	69	69	69	69	69	69	69	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	53	52	52	48
20	80.3	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
21	83.45	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	53	53	53	53	52	52	52	48
22	86.6	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
23	89.75	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
24	92.9	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	48
25	96.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	61	55	54	-	-	-	-	-	-	52	52	52	48
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64	57	56	56	55	55	54	54	54	53	53	53	49
Exceedance		0			0			0		0		0		0		0		0				0			0			0			

T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	53	53	53	54	55	55	56	52	52	51	51	50
2	24.2	55	56	56	56	57	57	57	54	53	53	52	51
3	27.3	56	57	57	57	57	58	58	54	54	54	53	52
4	30.4	57	57	57	58	58	58	58	55	54	54	53	52
5	33.5	57	58	58	58	58	58	58	55	54	54	53	53
6	36.6	58	58	58	58	58	58	59	55	55	54	53	53
7	39.7	58	58	58	58	58	58	59	55	55	54	54	53
8	42.8	58	58	58	58	58	59	59	55	55	54	54	53
9	45.9	58	58	58	58	58	58	59	55	55	54	54	53
10	49	58	58	58	58	58	58	58	55	55	54	54	53
11	52.1	58	58	58	58	58	58	58	55	55	54	54	53
12	55.2	58	58	58	58	58	58	58	55	55	54	54	53
13	58.3	58	58	58	58	58	58	58	55	55	54	54	53
14	61.4	58	58	58	58	58	58	58	55	54	54	54	53
15	64.5	58	58	58	58	58	58	58	55	54	54	53	53
16	67.6	57	58	58	58	58	58	58	55	54	54	53	53
17	70.7	57	57	58	58	58	58	58	54	54	54	53	53
18	73.8	57	57	57	58	58	58	58	54	54	54	53	53
19	76.9	57	57	57	57	58	58	58	54	54	54	53	53
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	59	59	55	55	54	54	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	0
Compliance Level:	100%
Max. Noise Level:	70

Noted:

- Noise level exceed stardand of 70 dB(A)
- Enhanced Acoustic Baclony (Baffle Type)- EPD PN
- Acoustic Window (Baffle Type)- EPD PN

Confidential

Appendix 3.6 Proposed Overall Noise Mitigation Measures Schedule

Schedule of Noise Mitigation Measures

NSR	Room	Floor	Noise Mitigation Measures
N1-01	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-02	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-03	BR	1 - 6/F	Acoustic Window (Baffle Type)-EPD PN
N1-04	BR	1 - 5/F	Acoustic Window (Baffle Type)-EPD PN
N1-05	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-06	LIV/DIN	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-07	LIV/DIN	1 - 10/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-08	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-09	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-10	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-11	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-12	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-13	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-14	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-15	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-16	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-17	BR	1 - 4/F	Acoustic Window (Baffle Type)-EPD PN

Appendix 4.1 Photo Records of Site Investigation

Site Surveys and Photo Records

Source ID: QJ_1

Name	Date of Observation	Time of Observation	Photo
全記	16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	 

Site Surveys and Photo Records

Source ID: WPS_1

Name	Date of Observation	Time of Observation	Photo
Yau Tong Salt Water Pumping Station	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	   

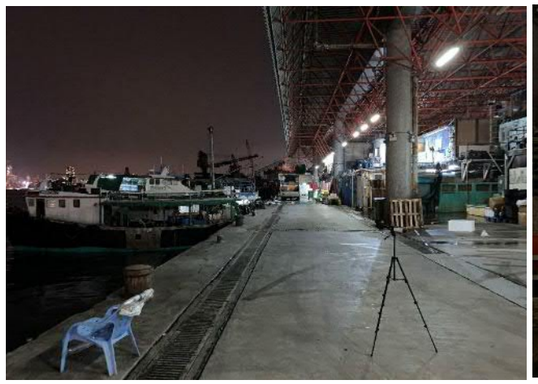
Site Surveys and Photo Records

Source ID: TLM_1

Name	Date of Observation	Time of Observation	Photo
Tung Lee Motor Service Centre	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	  

Site Surveys and Photo Records

Source ID: WFM_1-WFM_2

Name	Date of Observation	Time of Observation	Photo
Wholesale Fish Market	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	       

Site Surveys and Photo Records

Source ID: CFS_1

Name	Date of Observation	Time of Observation	Photo
Cooked Food Stall	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	     

Site Surveys and Photo Records

Source ID: CCC_1-CCC_6

Name	Date of Observation	Time of Observation	Photo
China Concrete Co. Limited	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	    

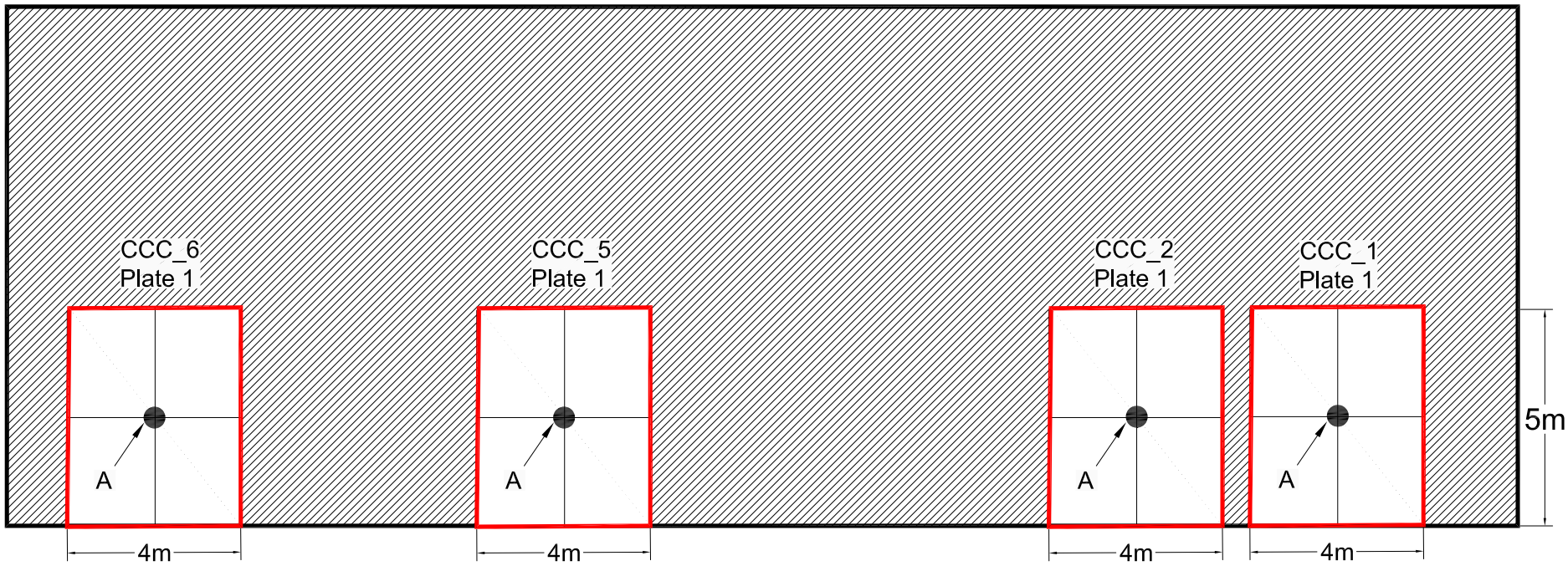
Site Surveys and Photo Records

Source ID: HKA_1 - HKA_3

Name	Date of Observation	Time of Observation	Photo
Hong Kong Concrete Co. Limited	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	    

Appendix 4.2 Detailed Measurement Locations and Data

China Concrete Company Limited

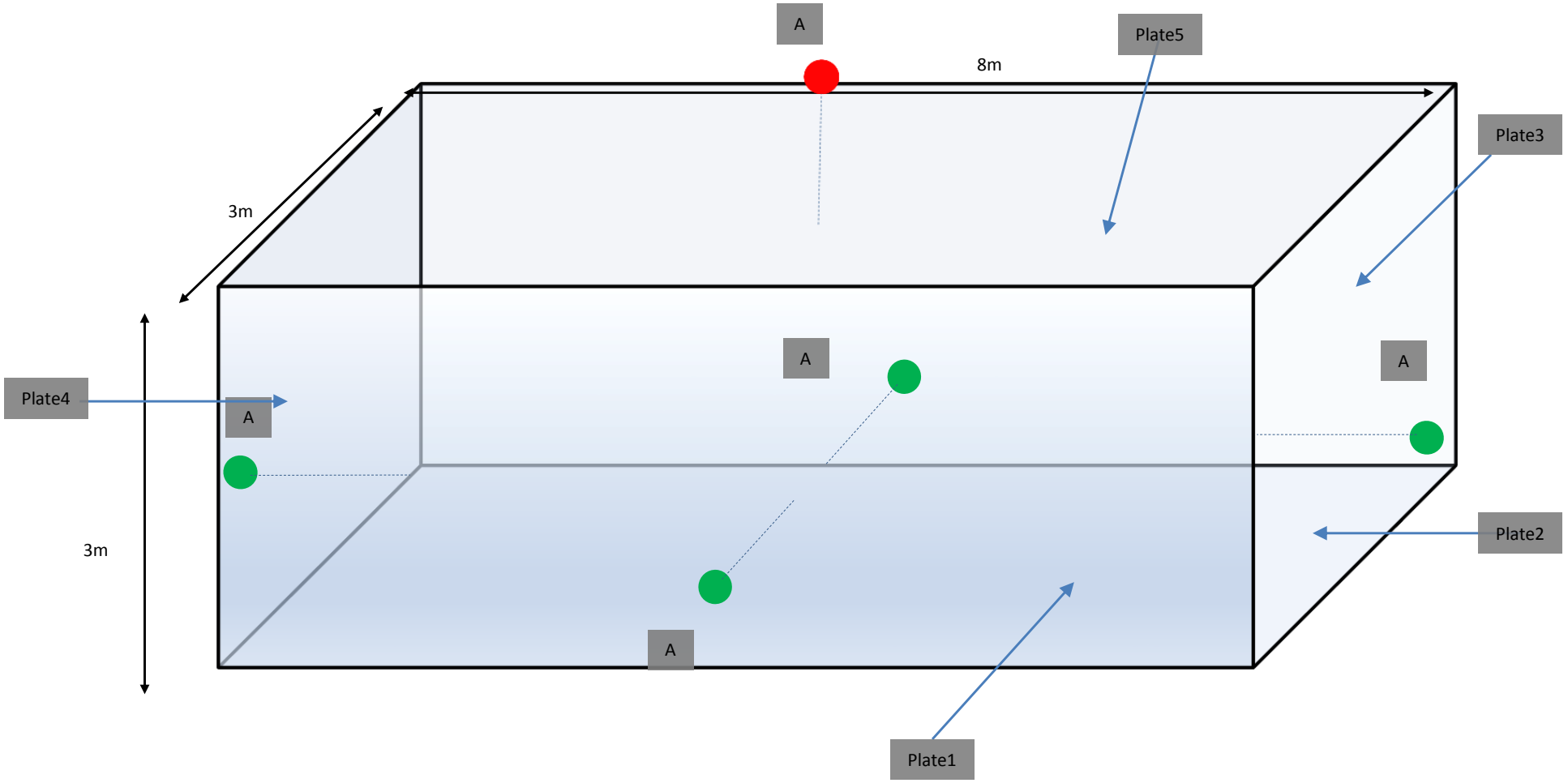


Legends:

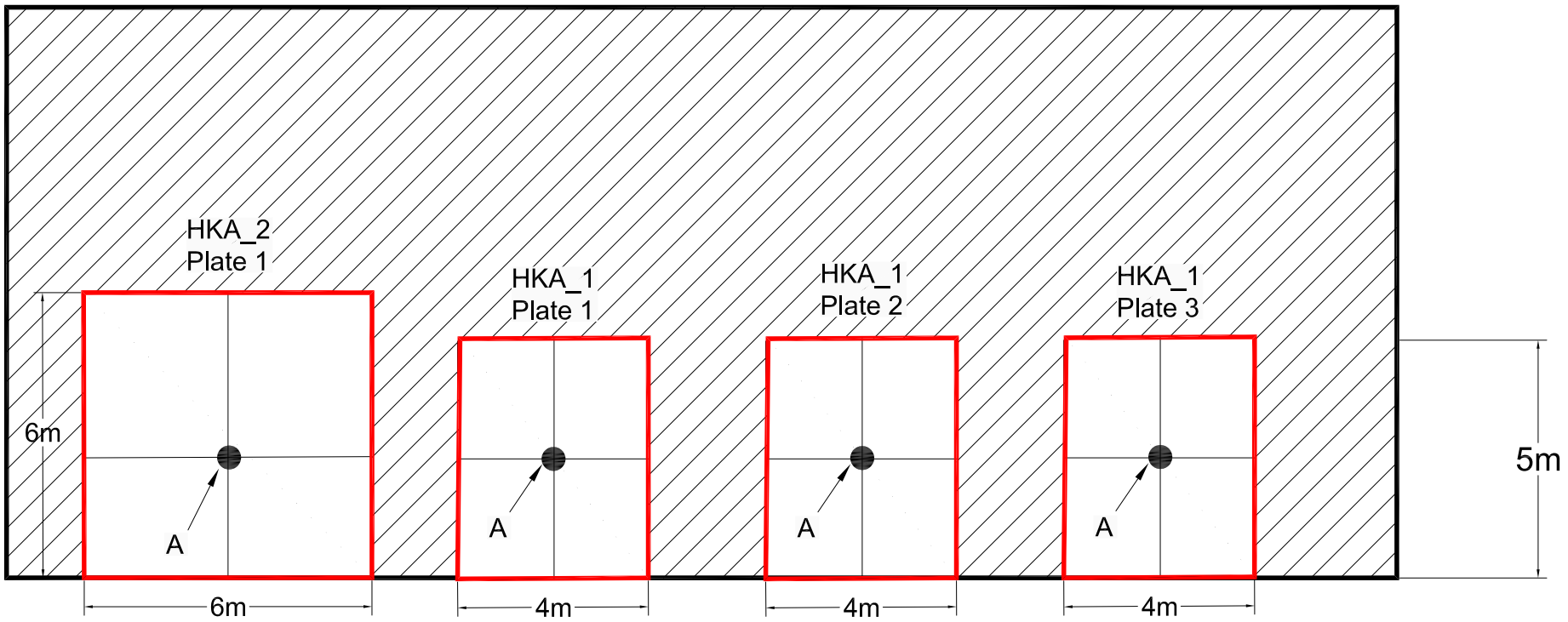
Measuring Points

Non-leakage Surface

Noise source ID: CCC_003



Hong Kong Concrete Co. Limited

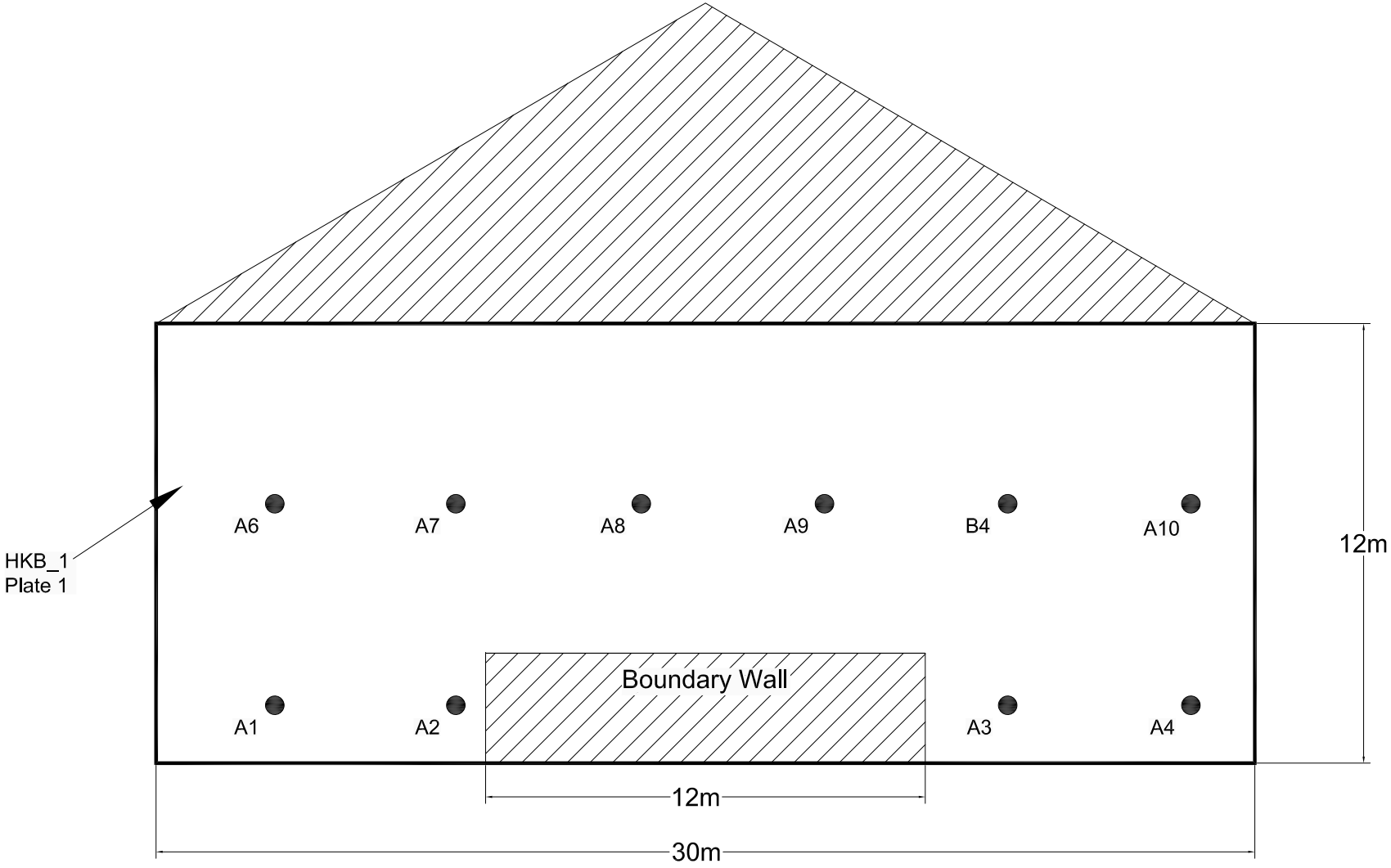


Legends:

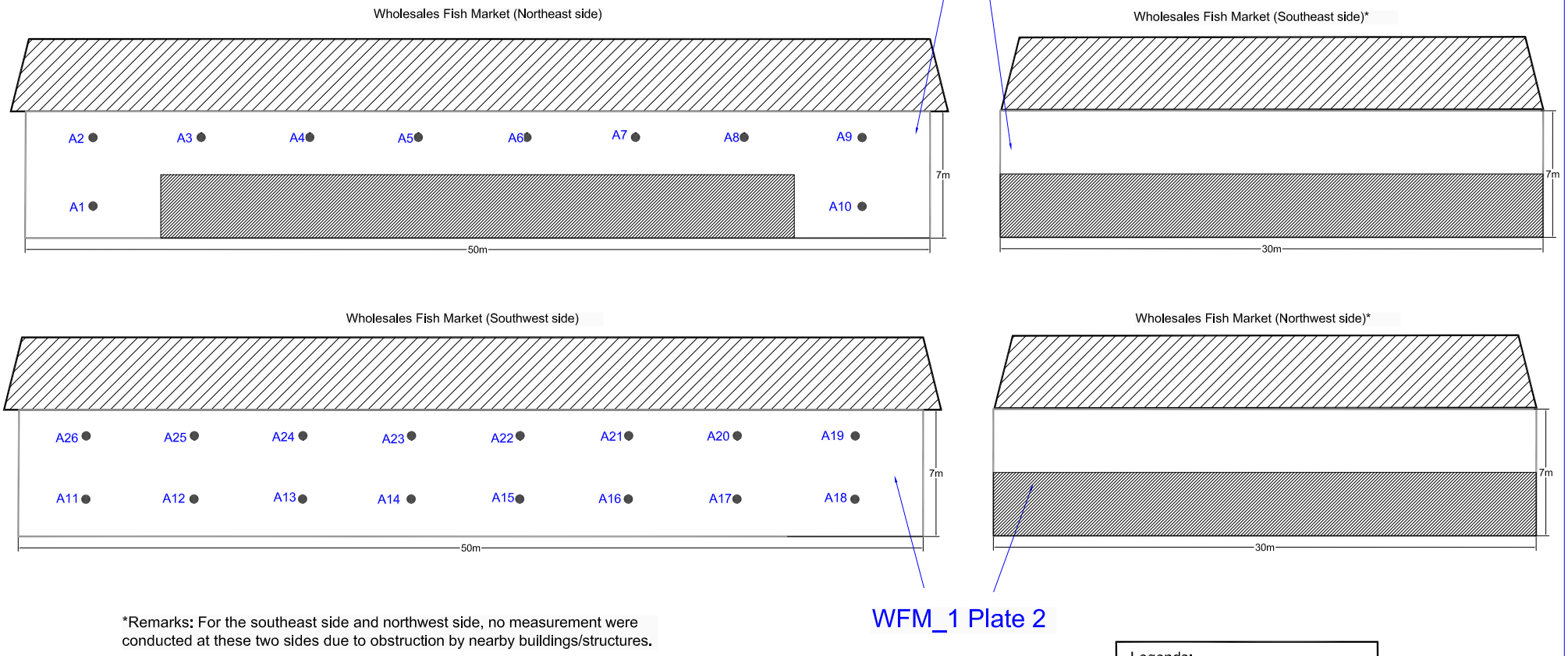
Measuring Points

Non-leakage Surface

Hong Kong Concrete Co. Limited



WFM_1 Plate 1



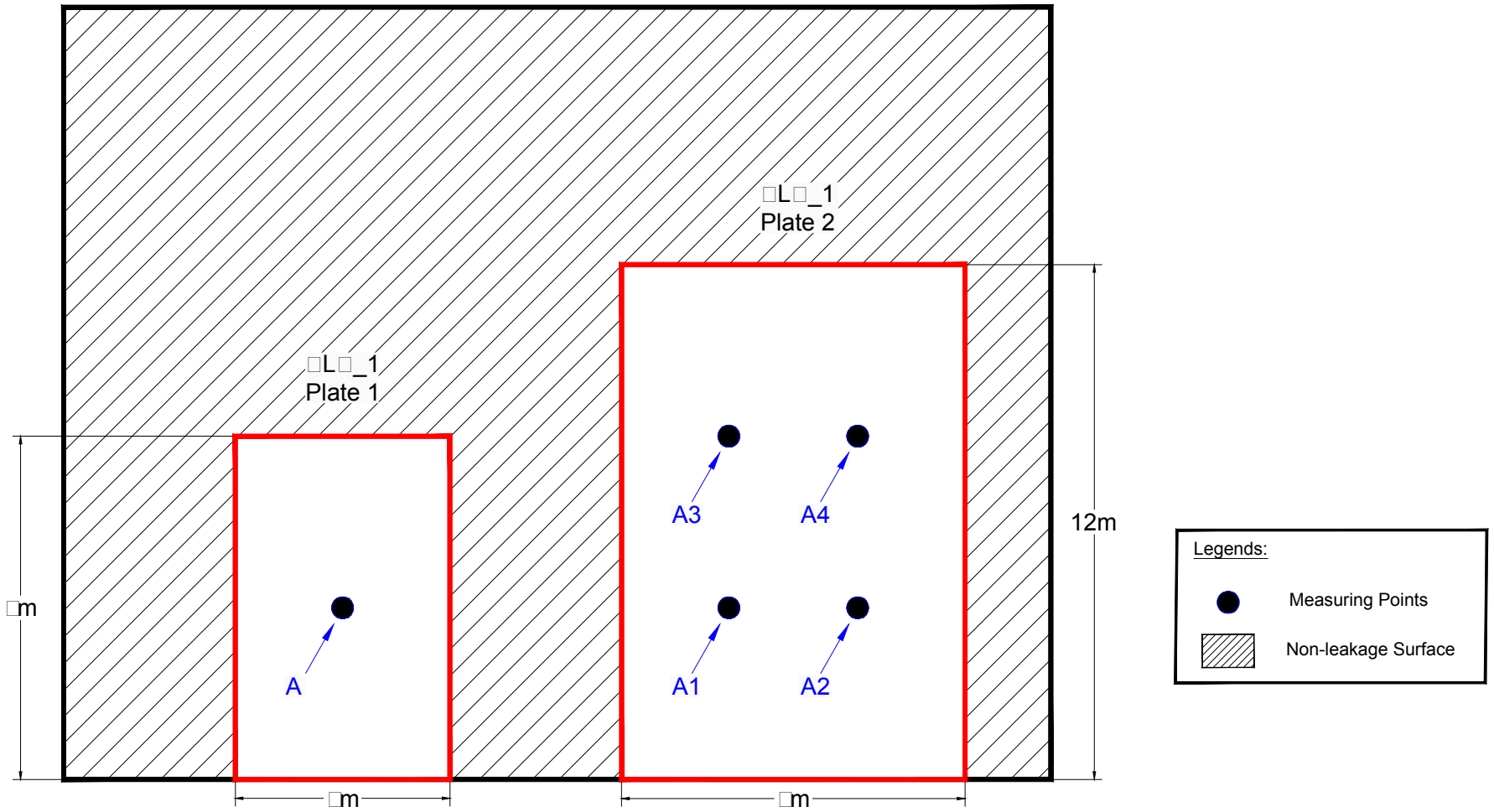
*Remarks: For the southeast side and northwest side, no measurement were conducted at these two sides due to obstruction by nearby buildings/structures.

WFM_1 Plate 2

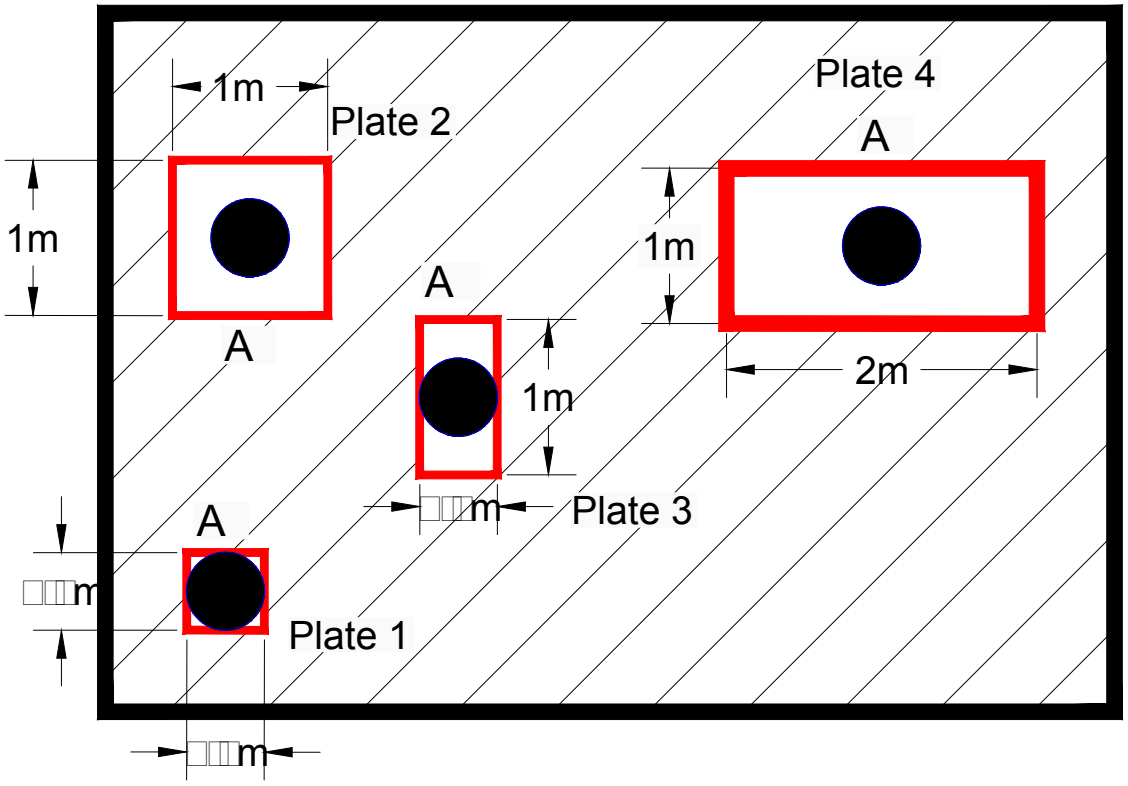
Legends:

- Measuring Points
- Non-leakage Surface

□edland □oncrete Limited



□au Tong Salt Water Pumping Station (WPS_1)

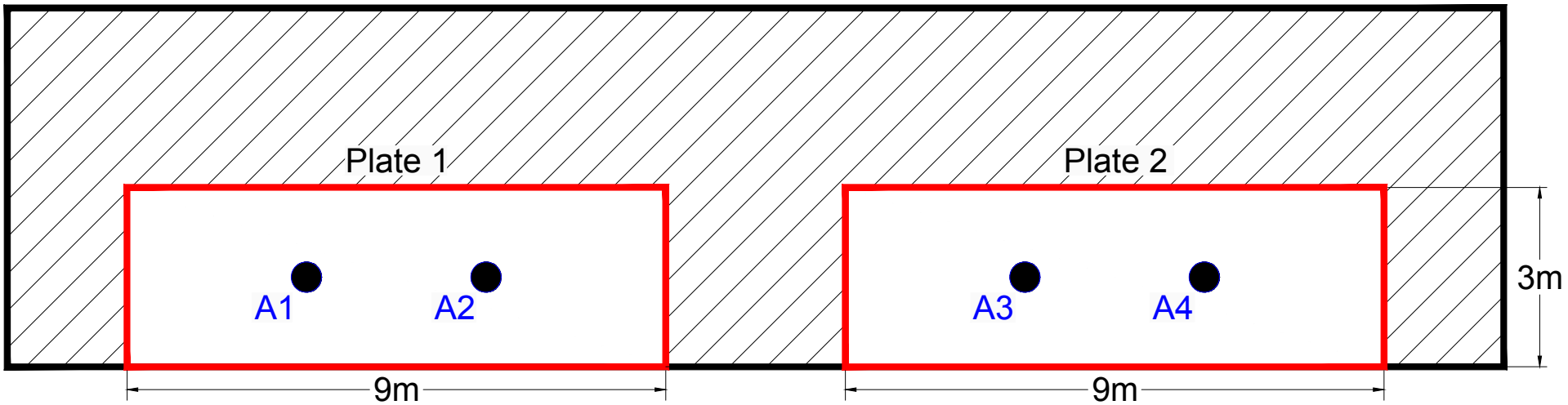


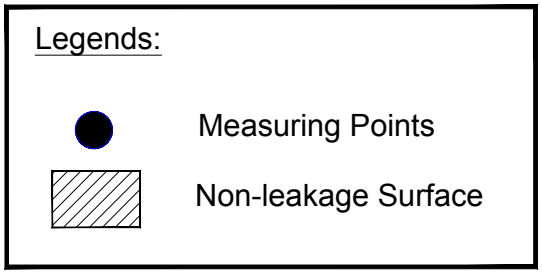
Legends:

Measuring Points

Non-leakage Surface

Tung Lee Motor Service Workshop (TLM_1)





Measurement Date: 19 Sep 2023 (Tue) 1100 – 1130 Weather Condition: Sunny Noise Source ID: QJ_1	Noise measurement was therefore carried out at 25m away of the sources, which having direct line of sight with the activities. 

Sound Level meter: Norsonic 139	Sound Calibrator: Norsonic 1256

Deduced Sound Power Level for the Chiller

Activity	SPL, dB(A)	Background Noise, dB(A)	Calculated SPL, dB(A)	Façade Correction, dB(A)	Measurement distance (D), m	Derived SWL, dB(A)*	Duration (min) / 30mins
Loading and unloading	72.0	70.7	66.2	+3	25	105.1	30

Note:

1. Only noise measurement was conducted during daytime as no operation was observed during site survey at nighttime.

Remark:

* Derived SWL = SPL + 20 x log (D) + 8 + façade correction

Frequency Analysis to determine the correction of tonality in accordance with IND-TM (Fixed Noise Source (S1) - VRV at the roof of the Police Station)

Noise Source Type(s): *operation Sound*

Freq	SPL (dB(A))	10^(SPL/10)	For 1/3 octave band								For pair of 1/3 octave band								
			Freq	1/3 octave band	(a)	(b)	Ftone	(c)	Tonal?	Corr	Freq	highest of 1/3 octave band pair	average of 1/3 octave band pair	(a)	(b)	Ftone	(c)	Tonal?	Corr
31.5	33.2	2113.0	31.5	33.2	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	31.5-40	37.8	35.5	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
40	37.8	6056.0	40	37.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	40-50	43.7	40.7	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
50	43.7	23278.0	50	43.7	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	50-63	43.8	43.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
63	43.8	24231.7	63	43.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	63-80	47.7	45.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
80	47.7	59445.9	80	47.7	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	80-100	49.1	48.4	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
100	49.1	81377.5	100	49.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	100-125	53.1	51.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
125	53.1	205185.1	125	53.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	125-160	55.3	54.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
160	55.3	336262.4	160	55.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	160-200	55.8	55.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
200	55.8	376573.7	200	55.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	200-250	57.8	56.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
250	57.8	609171.4	250	57.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	250-315	58.8	58.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
315	58.8	762587.6	315	58.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	315-400	61.0	59.9	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
400	61.0	1247223.3	400	61.0	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	400-500	61.2	61.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
500	61.2	1313870.6	500	61.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	500-630	61.8	61.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
630	61.8	1530066.6	630	61.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	630-800	62.2	62.0	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
800	62.2	1642628.5	800	62.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	800-1k	62.5	62.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
1k	62.5	1780613.7	1000	62.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	1k-1.25k	62.5	62.0	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
1.25k	61.5	1422932.0	1250	61.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	1.25k-1.6k	61.5	61.4	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
1.6k	61.3	1338248.7	1600	61.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	1.6k-2k	61.3	60.7	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
2k	60.1	1031574.9	2000	60.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	2k-2.5k	60.1	59.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
2.5k	58.9	775029.1	2500	58.9	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	2.5k-3.15k	58.9	58.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
3.15k	57.3	533103.1	3150	57.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	3.15k-4k	57.3	56.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
4k	55.2	329629.8	4000	55.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	4k-5k	55.2	54.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
5k	52.9	195934.1	5000	52.9	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	5k-6.3k	52.9	51.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
6.3k	50.1	101703.0	6300	50.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	6.3k-8k	50.1	48.7	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
8k	47.3	53673.1	8000	47.3	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	8k-10k	47.3	45.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
10k	44.2	26353.8	10000	44.2	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	10k-12.5k	44.2	42.6	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
12.5k	40.9	12386.1	12500	40.9	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	12.5k-16k	40.9	37.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
16k	34.7	2981.2	16000	34.7	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	--	--	--	--	--	--	--	--	--

Highest	62.5
Overall	72.0
Tonality Correction Adopted, dB(A)	*0*

A correction for tonality shall be applied if, between 31.5Hz and 16kHz, any one-third octave band or any pair of adjacent one-third octave bands of the A-weighted spectrum of the noise under investigation satifies all of the following conditions:

(a) the level of the one-third octave band under consideration, or, in the case of a pair of bands, the level of the highest band in that pair, is not more than 15.0 dB below the level of the highest one-third octave band;

(b) the level of the one-third octave band under consideration, or, in the case of a pair of bands, the arithmetic average of the levels of the two bands, is more than 1.0 dB higher than the level of each of the adjacent bands on either side of the band or pair of bands under consideration; and

(c) the level difference, known as the tonality factor, ftone, between the level of the one-third octave band under consideration, or, in the case of a pair of bands, the arithmetic average of the levels of the two bands, and the arithmetic average of the levels of the adjacent bands on either side of the band or pair of bands under consideration is 3.0 dB or more

f_{tone}(dB)	C_{tone}(dB(A))	
	in cases where the frequency of any band under consideration is below 250 Hz	in cases where the frequency of each band under consideration is higher than or equal to 250 Hz
greater than or equal to 3.0 and less than 6.0	0	3
greater than or equal to 6.0 and less than 9.0	3	6
greater than or equal to 9.0	6	6

Appendix 4.3 Calculations of Sound Power Level of Industrial Noise Sources

Noise Measurements Data for Determination of Sound Power Level

Noise Sources	Source Description	Noise Sources ID	Location	Avg. Measured SPL, dB(A)	Measurement Distance from Source (d), m	Surface Area (S), m2	SWL, dB(A) (SPL + 10 log (S))	SWL, dB(A) (SPL + 20 log (d)+8)	SWL adopted in Noise from Fixed Source Calculation, dB(A)	Remarks
China Concrete Co. Limited	Concrete Batching Plant(Concrete Lorry Mixer)	CCC_1	Plate 1	81	1	34	96.3	-	96.3	
	Concrete Batching Plant(Concrete Lorry Mixer)	CCC_2	Plate 1	79.9	1	34	95.2	-	95.2	
	Concrete Lorry Mixer Washing Bay	CCC_3	Plate 1	78.6	3.0	66	96.8	-	100.4	Reference is made to the Approved Planning Application No. A/K15/126
			Plate 2	77.6	3.0	66	95.8	-		
			Plate 3	78.2	3.0	36	93.8	-		
			Plate 4	71.8	3.0	36	87.4	-		
			Plate 5	71.8	3.0	90	91.3	-		
	Concrete Lorry Mixer Washing Bay	CCC_4	-	-	-	-	-	-	100.4	Reference is made to the Approved Planning Application No. A/K15/126
	Concrete Batching Plant (Tanker)	CCC_5	Plate 1	78.3	1	40	94.3	-	94.3	
	Concrete Batching Plant (Tanker)	CCC_6	Plate 1	81.9	1	40	97.9	-	97.9	
Hong Kong Concrete Co. Limited	Concrete Batching Plant(Concrete Lorry Mixer)	HKA_1	Plate 1	82.3	1	34	97.6	-	102.4	
			Plate 2	82.8	1	34	98.1	-		
			Plate 3	81.7	1	34	97.0	-		
	Concrete Batching Plant (Tanker)	HKB_2	Plate 1	76.7	1	90	96.2	-	96.2	
	Screw Pumping Barge	HKB_3	-	-	-	-	-	-	102.0	Reference is made to the Approved Environmental Impact Assessment Report (Ref: AEIAR: 073/2003)
Cooked Food Stall	Operation Noise	CFS_1	Plate 1	63.8	1	14	75.3	-	75.3	
Wholesale Fish Market - (Day-time)	Operation Noise	WFM_1	Plate 1	68.2	1	546	95.6	-	92.9	Reference is made to the Approved Planning Application No. A/K15/126
			Plate 2	64.3	1	668	92.5	-		
	Loading and Unloading by Marine Vessels	WFM_2	-	76.2	3	-	-	93.7	96.7	A correction of 10xlog(12/6) is applied to the SWL for calculation to illsutrade the worst possible scenario
Wholesale Fish Market - (Night-time)	Operation Noise	WFM_1	Plate 1	66.8	1	546	94.2	-	91.6	Reference is made to the Approved Planning Application No. A/K15/126
			Plate 2	63.3	1	668	91.5	-		
	Loading and Unloading by Marine Vessels	WFM_2	-	74.3	3	-	-	91.8	94.8	A correction of 10xlog(12/6) is applied to the SWL for calculation to illsutrade the worst possible scenario
Yau Tong Salt Water Pumping Station	Operation Noise	WPS_1	Plate 1	71.8	1	2	74.8	-	84.3	
			Plate 2	71.6	1	5	78.6	-		
			Plate 3	71.7	1	4	77.7	-		
			Plate 4	71.4	1	8	80.4	-		
Tung Lee Motor Service Centre	Operation Noise	TLM_1	Plate 1	61.7	1	42	77.9	-	80.8	
			Plate 2	61.5	1	42	77.7	-		
全記	Loading and Unloading Activities	QJ_1	Plate 1	66.2	25	-	-	105.1	105.1	
Redland Concrete Limited	Operation Noise	RLC_1	Plate 1	74.8	1	61	92.7	-	97.9	
			Plate 2	75.3	1	128	96.4	-		
	Cooling Tower	RLC_2	-	-	-	-	-	-	95.1	Reference is made to the Product Catalogue in Appendix 3.5: FT-250 for similar diameter
		RLC_3	-	-	-	-	-	-	95.1	
	Screw Pumping Barge	RLC_4	-	-	-	-	-	-	102.0	Reference is made to the Approved Environmental Impact Assessment Report (Ref: AEIAR: 073/2003)

Appendix 4.4 Industrial Noise Impact Assessment Result (Base Case)

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessmer

Daytime - Base Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136.4	817247.0	70	C	70
F1-02	842135.2	817249.4	68	C	70
F1-03	842114.5	817277.3	65	C	70
F1-04	842105.3	817272.9	65	C	70
F2-01	842096.6	817230.2	70	B	65
F2-02	842097.3	817232.3	69	B	65
F2-03	842097.9	817234.2	69	B	65
F2-04	842098.7	817236.8	68	B	65
F2-05	842099.6	817239.5	67	B	65
F2-06	842100.3	817241.9	67	B	65
F2-07	842100.9	817243.7	67	B	65

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	100.7	-48.1	0	3	60.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	295.8	-57.4	-10	3	31.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	296.5	-57.4	-10	3	30.8
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	301.1	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	301.6	-57.6	-10	3	35.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	291.9	-57.3	-10	3	30.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	294.0	-57.4	-10	3	33.6
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	246.9	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	259.7	-56.3	-10	3	33.0
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	269.7	-56.6	-10	3	38.4
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	164.9	-52.3	-10	3	15.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	112.2	-49.0	-10	3	36.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	117.7	-49.4	-10	3	24.4
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	24.6	-35.8	0	3	65.1
RLC_2		Cooling Tower	95.1	842140.879	817226.046	21.5	-34.6	0	3	63.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	18.5	-33.3	0	3	64.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.4	-44.2	-10	3	50.8
									Total	70
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	98.1	-47.8	-10	3	50.3
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	298.4	-57.5	-10	3	31.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	299.1	-57.5	-10	3	30.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	303.7	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	304.1	-57.7	-10	3	35.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	294.5	-57.4	-10	3	29.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	296.6	-57.4	-10	3	33.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	249.5	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	262.3	-56.4	-10	3	32.9
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	272.3	-56.7	-10	3	38.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	167.5	-52.5	-10	3	15.8
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	114.8	-49.2	-10	3	36.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.6	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	116.2	-49.3	-10	3	24.5
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	27.2	-36.7	0	3	64.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	24.0	-35.6	0	3	62.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	21.0	-34.4	0	3	63.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.9	-44.2	-10	3	50.8

Total	68
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	63.7	-44.1	0	3	64.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	333.2	-58.5	-10	3	30.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	333.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	338.5	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	338.9	-58.6	-10	3	34.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	329.3	-58.4	-10	3	29.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	331.3	-58.4	-10	3	32.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	284.2	-57.1	-10	3	38.3
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	297.1	-57.5	-10	3	31.8
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.5	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	202.3	-54.1	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	149.4	-51.5	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	162.4	-52.2	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	105.3	-48.5	0	3	35.3
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	61.1	-43.7	-10	3	47.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	57.7	-43.2	-10	3	44.9
RLC_3		Cooling Tower	95.1	842139.389	817228.785	54.5	-42.7	-10	3	45.4
RLC_4		Derrick Barge	102.0	842085.196	817207.946	75.3	-45.5	-10	3	49.5
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	64.5	-44.2	0	3	63.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	335.4	-58.5	-10	3	30.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	335.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	340.7	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	341.0	-58.7	-10	3	34.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	331.2	-58.4	-10	3	28.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	332.8	-58.4	-10	3	32.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	286.8	-57.2	-10	3	38.2
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	299.4	-57.5	-10	3	31.7
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.8	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	204.2	-54.2	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	150.8	-51.6	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	160.8	-52.1	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	114.9	-49.2	-10	3	24.6
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	62.3	-43.9	-10	3	47.0
RLC_2		Cooling Tower	95.1	842140.879	817226.046	58.8	-43.4	-10	3	44.7
RLC_3		Cooling Tower	95.1	842139.389	817228.785	55.8	-42.9	-10	3	45.2
RLC_4		Derrick Barge	102.0	842085.196	817207.946	68.0	-44.6	-10	3	50.4
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	105.0	-48.4	0	3	59.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	309.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	309.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	314.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	314.4	-57.9	-10	3	35.5
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	304.1	-57.7	-10	3	29.7
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	304.4	-57.7	-10	3	33.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	262.6	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	274.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	274.6	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.0	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	125.1	-49.9	-10	3	36.0
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	125.1	-49.9	-10	3	39.8
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	152.9	-51.7	-10	3	22.1
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.4	-41.0	-10	3	47.1
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.8	-40.6	-10	3	47.5
RLC_4		Derrick Barge	102.0	842085.196	817207.946	25.0	-36.0	0	3	69.0

Total	70
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	102.9	-48.3	0	3	59.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	310.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	310.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	315.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	315.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	305.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	305.6	-57.7	-10	3	33.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	263.5	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	275.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	276.1	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.9	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.0	-50.0	-10	3	35.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	126.7	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	150.8	-51.6	-10	3	22.2
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.0	-40.9	-10	3	47.2
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.2	-40.5	-10	3	47.6
RLC_4		Derrick Barge	102.0	842085.196	817207.946	27.2	-36.7	0	3	68.3

Total	69
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	101.1	-48.1	0	3	60.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	311.3	-57.9	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	311.3	-57.9	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	316.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	316.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	306.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	306.7	-57.7	-10	3	33.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	264.3	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	276.0	-56.8	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	277.3	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	180.8	-53.1	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.8	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.2	-10	3	39.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	148.9	-51.5	-10	3	22.3
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.8	-40.4	-10	3	47.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	29.2	-37.3	0	3	67.7
									Total	69
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	98.6	-47.9	0	3	60.2
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	312.5	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	312.6	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	317.9	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	317.8	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	307.6	-57.8	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	308.1	-57.8	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	265.5	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	277.2	-56.9	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	279.0	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	181.9	-53.2	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	127.9	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.0	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	146.3	-51.3	-10	3	22.5
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.1	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.4	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	31.9	-38.1	0	3	66.9
									Total	68
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	96.0	-47.6	0	3	60.5
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	313.9	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	314.1	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	319.3	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	319.2	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	309.0	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	309.7	-57.8	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	266.7	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	278.5	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	280.9	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	183.2	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	129.2	-50.2	-10	3	35.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	132.1	-50.4	-10	3	39.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	143.6	-51.1	-10	3	22.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.4	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	34.7	-38.8	0	3	66.2
									Total	67
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	93.8	-47.4	0	3	60.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	315.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	315.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	320.5	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	320.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	310.3	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	311.0	-57.9	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	267.8	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	279.7	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	282.5	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	184.3	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	130.3	-50.3	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	133.9	-50.5	-10	3	39.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	141.3	-51.0	-10	3	22.8
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	37.2	-39.4	0	3	65.6
									Total	67
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	92.1	-47.3	0	3	60.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	316.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	316.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	321.4	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	321.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	311.3	-57.9	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	312.1	-57.9	-10	3	33.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	268.6	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	280.6	-57.0	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	283.7	-57.1	-10	3	37.9
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	185.2	-53.4	-10	3	14.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	131.2	-50.4	-10	3	35.5
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	135.3	-50.6	-10	3	39.1
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	139.5	-50.9	-10	3	22.9
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.3	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	39.1	-39.8	0	3	65.2
									Total	67
									Daytime Noise Criteria	65
									Comply?	No

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessmer

Nighttime - Base Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136.4	817247.0	46	C	60
F1-02	842135.2	817249.4	41	C	60
F1-03	842114.5	817277.3	55	C	60
F1-04	842105.3	817272.9	52	C	60
F2-01	842096.6	817230.2	40	B	55
F2-02	842097.3	817232.3	40	B	55
F2-03	842097.9	817234.2	40	B	55
F2-04	842098.7	817236.8	40	B	55
F2-05	842099.6	817239.5	40	B	55
F2-06	842100.3	817241.9	40	B	55
F2-07	842100.9	817243.7	40	B	55

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	100.7	-48.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	295.8	-57.4	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	296.5	-57.4	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	301.1	-57.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	301.6	-57.6	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	291.9	-57.3	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	294.0	-57.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	330.5	-58.4	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	246.9	-55.9	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	259.7	-56.3	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	269.7	-56.6	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	164.9	-52.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	112.2	-49.0	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	128.1	-50.1	-10	3	37.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	117.7	-49.4	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	326.0	-58.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	330.1	-58.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	24.6	-35.8	0	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	21.5	-34.6	0	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	18.5	-33.3	0	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	64.4	-44.2	-10	3	0.0
									Total	46
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	98.1	-47.8	-10	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	298.4	-57.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	299.1	-57.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	303.7	-57.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	304.1	-57.7	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	294.5	-57.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	296.6	-57.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	333.2	-58.5	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	249.5	-55.9	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	262.3	-56.4	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	272.3	-56.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	167.5	-52.5	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	114.8	-49.2	-10	3	35.4
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	130.6	-50.3	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	116.2	-49.3	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	328.2	-58.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	332.3	-58.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	27.2	-36.7	0	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	24.0	-35.6	0	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	21.0	-34.4	0	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	64.9	-44.2	-10	3	0.0
									Total	41
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	63.7	-44.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	333.2	-58.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	333.9	-58.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	338.5	-58.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	338.9	-58.6	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	329.3	-58.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	331.3	-58.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	367.7	-59.3	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	284.2	-57.1	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	297.1	-57.5	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	306.5	-57.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	202.3	-54.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	149.4	-51.5	-10	3	33.1
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	162.4	-52.2	-10	3	35.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	105.3	-48.5	0	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	360.3	-59.1	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	364.4	-59.2	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	61.1	-43.7	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	57.7	-43.2	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	54.5	-42.7	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	75.3	-45.5	-10	3	0.0
									Total	55
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	64.5	-44.2	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	335.4	-58.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	335.9	-58.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	340.7	-58.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	341.0	-58.7	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	331.2	-58.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	332.8	-58.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	368.7	-59.3	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	286.8	-57.2	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	299.4	-57.5	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	306.8	-57.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	204.2	-54.2	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	150.8	-51.6	-10	3	33.0
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	160.8	-52.1	-10	3	35.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	114.9	-49.2	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	365.9	-59.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	370.0	-59.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	62.3	-43.9	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	58.8	-43.4	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	55.8	-42.9	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	68.0	-44.6	-10	3	0.0
									Total	52
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	105.0	-48.4	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	309.3	-57.8	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	309.3	-57.8	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	314.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	314.4	-57.9	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	304.1	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	304.4	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	338.2	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	262.6	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	274.1	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	274.6	-56.8	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	179.0	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	125.1	-49.9	-10	3	34.7
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	125.1	-49.9	-10	3	37.9
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	152.9	-51.7	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.2	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.2	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.7	-41.4	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	44.4	-41.0	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	42.8	-40.6	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	25.0	-36.0	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	102.9	-48.3	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	310.3	-57.8	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	310.3	-57.8	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	315.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	315.5	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	305.2	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	305.6	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	339.5	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	263.5	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	275.1	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	276.1	-56.8	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	179.9	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	126.0	-50.0	-10	3	34.6
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	126.7	-50.1	-10	3	37.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	150.8	-51.6	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.5	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.4	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.4	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	44.0	-40.9	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	42.2	-40.5	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	27.2	-36.7	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	101.1	-48.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	311.3	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	311.3	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	316.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	316.5	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	306.2	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	306.7	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	340.7	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	264.3	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	276.0	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	277.3	-56.9	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	180.8	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	126.8	-50.1	-10	3	34.5
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	128.1	-50.2	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	148.9	-51.5	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.7	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.7	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.2	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.7	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.8	-40.4	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	29.2	-37.3	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	98.6	-47.9	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	312.5	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	312.6	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	317.9	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	317.8	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	307.6	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	308.1	-57.8	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	342.3	-58.7	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	265.5	-56.5	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	277.2	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	279.0	-56.9	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	181.9	-53.2	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	127.9	-50.1	-10	3	34.5
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	130.0	-50.3	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	146.3	-51.3	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.0	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.0	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.1	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.5	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.4	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	31.9	-38.1	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	96.0	-47.6	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	313.9	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	314.1	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	319.3	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	319.2	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	309.0	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	309.7	-57.8	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	344.0	-58.7	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	266.7	-56.5	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	278.5	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	280.9	-57.0	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	183.2	-53.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	129.2	-50.2	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	132.1	-50.4	-10	3	37.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	143.6	-51.1	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.4	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.4	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.2	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.4	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.2	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	34.7	-38.8	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	93.8	-47.4	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	315.1	-58.0	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	315.3	-58.0	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	320.5	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	320.4	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	310.3	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	311.0	-57.9	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	345.5	-58.8	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	267.8	-56.6	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	279.7	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	282.5	-57.0	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	184.3	-53.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	130.3	-50.3	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	133.9	-50.5	-10	3	37.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	141.3	-51.0	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.7	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.7	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.4	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.5	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.2	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	37.2	-39.4	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	92.1	-47.3	0	3	0.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	316.1	-58.0	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	316.3	-58.0	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	321.4	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	321.4	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	311.3	-57.9	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	312.1	-57.9	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	346.7	-58.8	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	268.6	-56.6	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	280.6	-57.0	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	283.7	-57.1	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	185.2	-53.4	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	131.2	-50.4	-10	3	34.2
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	135.3	-50.6	-10	3	37.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	139.5	-50.9	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	356.0	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	360.0	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.7	-41.4	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.7	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.3	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	39.1	-39.8	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Appendix 4.5 Catalogues of Cooling Towers

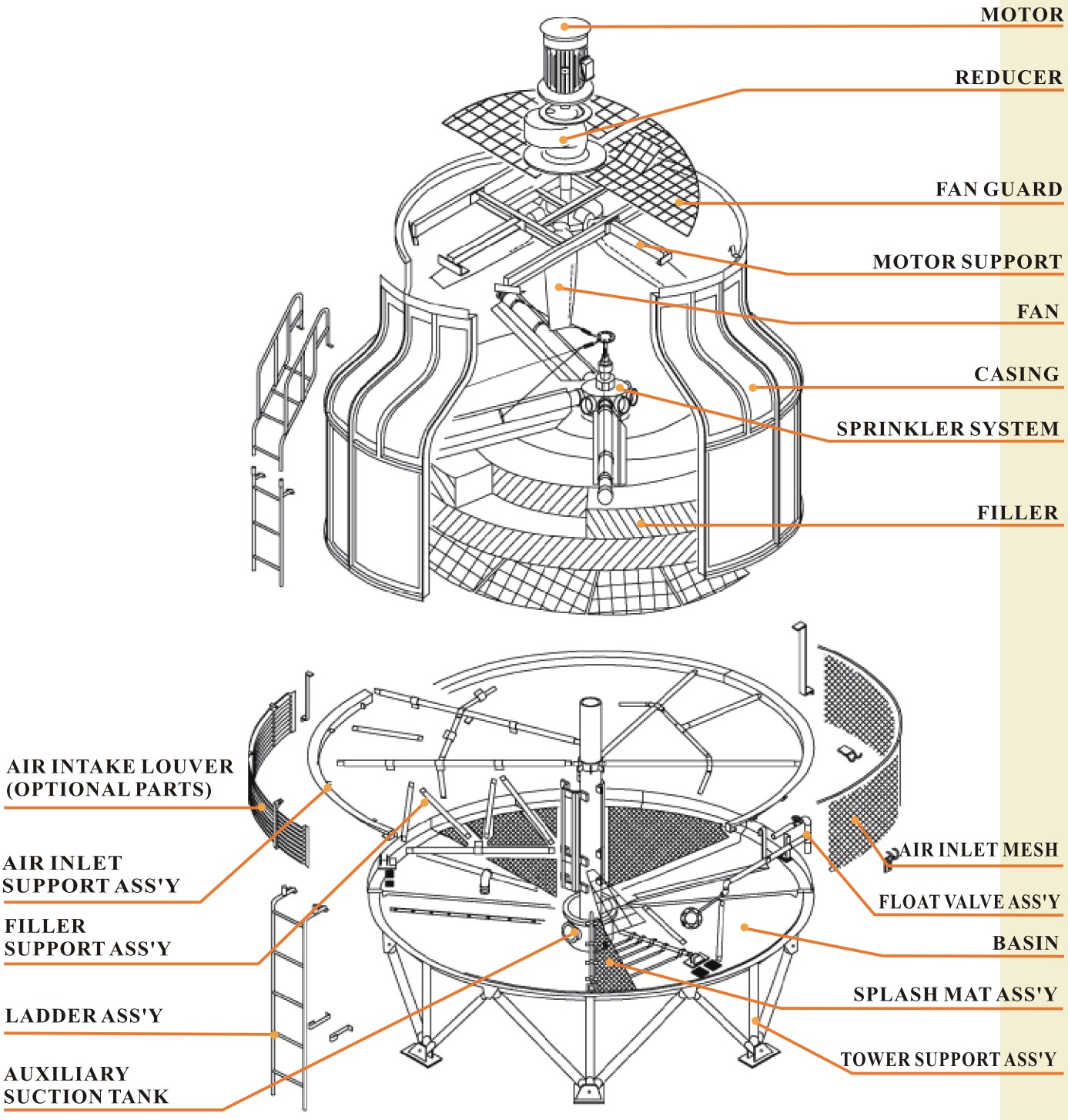
菱和
ryowo™

FRP COUNTER FLOW FT SERIES

COOLING TOWER



STRUCTURE



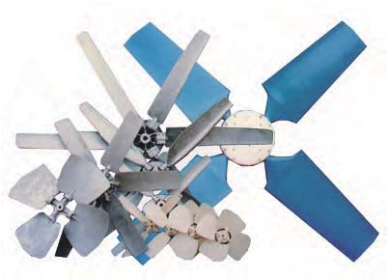
PRINCIPLE OF OPERATION

Hot water is distributed over the filler through the low velocity automatic sprinkler system and is mixed with the upward draft of ambient air causing evaporation and thus heat is removed from the water. The cooled water falls into the basin and is pumped to the heat sources for recirculation.

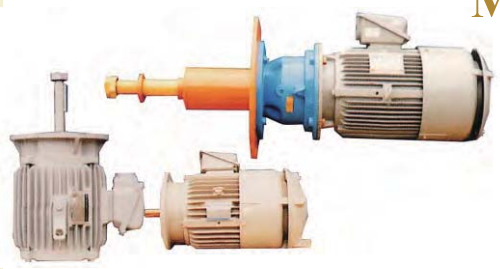
COMPONENT FUNCTION & FEATURE

AXIAL FAN

All fans are induced-draft axial type with adjustable pitch. Material chosen are non-corrosion of plastic, FRP or alu-minium alloy. The high efficiency design ensures low running cost and the lowest possible noise level . Fan blade pitches is factory set and balanced.



MOTOR



The motors, totally enclosed, fan cooled flange type, 380V/ 3ph/ 50 Hz, induction weather proof, are specially designed for RYOWO. Motors from 5.5 kw and up are Y- start and below are direct-on-line start.

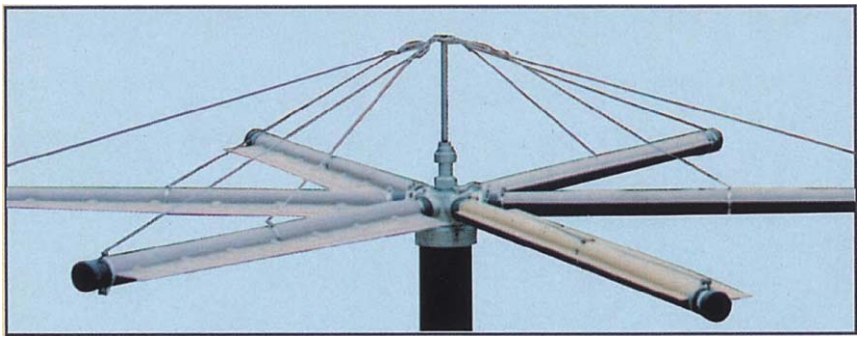
TRANSMISSION SYSTEM

The fans of small models are designed to be driven by low speed motor of 6,8,10 or 12 poles which can minimise the numbers of transmission parts used. For large models, the fans are vee-belt or gear driven with 4 poles motors so the speed of fans can be adjustable to suit various application.



SPRINKLER SYSTEM

Automatic rotary sprinkler system with rotary head and sprinkler pipe distributes the hot water over the entire face area of the filler. Sprinkler pipes are non-clogging, require low-pressure to operate, and assures uniform water flow with minimal operating pump head. The F.R.P. eliminators attached to sprinkler pipes are specifically designed for Low pre Ssure drop and minimises the drift loss of water.



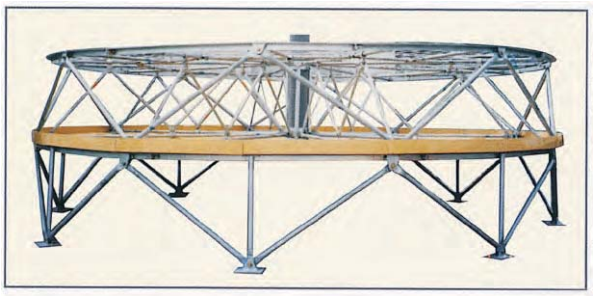
COMPONENT FUNCTION & FEATURE

CASING & BASIN

F.R.P. (fibreglass reinforced polyester) formed casings are durable, non-corrosive, weather-proof, and light weight. Cylindrical form is shaped to fully withstand wind pressure, vibration and such F.R.P. casings obliviate need for painting, reduce maintenance costs and guarantee long dependable service.

Bowl-shape basins are also made from F.R.P. with built in socket or flanged outlets for piping connections. For large models, a F.R.P. aux. suction tank is employed and fitted with piping flanges or sockets.





STEEL STRUCTURE

All supporting steel members are hot-dip galvanized to minimise rusting and corrosion ensuring long service life even in corrosive atmosphere. The stainless hardware members are also available upon request.

FILLER

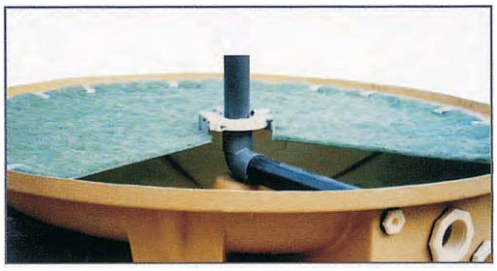
High performance RYOWO V-30 film filler is the heart of the tower. The specially formed PVC sheets maximize the air/water contact area and minimise air pressure drop to assure efficient heat transfer while keeping fan power requirement low. It is virtually immune to corrosion and decay.



Eliminator

Specially made drift eliminator consisted of 2 types of sheets forms a “v” shape path for the transmission of the cooling tower discharge air stream. The small water droplets in the stream impact the surfaces of the drift eliminator sheets and are separated from the stream such that the drift loss ratio maintain at less than 0.001% of circulating water flow rate.





SPLASH MAT (LOW NOISE MODELS)

Specially designed noise absorbing splash mat is provided for low noise models on the water basin to minimise the unpleasant water dripping noise in the basin.

SPECIFICATION FOR FT SERIES

SPECIFICATION FOR FT SERIES

ITEM	MODEL			FT-8	FT-10	FT-15	FT-20	FT-25	FT-30	FT-40	FT-50	FT-60	FT-80	FT-100	FT-125	FT-150	FT-175	FT-200	FT-225	FT-250	FT-300	FT-350	FT-400	FT-500	FT-600	FT-700	FT-800	FT-1000
Capacity	27 ºC WB	Circulating water flow rate	m^3/ hr	6.2	7.8	11.7	15.6	19.5	23.4	31.2	39.1	46.9	62.5	78.1	97.7	117.2	136.7	156.2	175.8	195.3	234.4	273.4	312.5	390.6	468.7	546.8	625.0	781.2
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.7	2.0	2.2	2.5	2.8	3.4	3.9	4.5	5.6	6.7	7.8	8.9	11.2
	28 ºC WB	Circulating water flow rate	m^3/ hr	5.6	7.4	10.6	14.4	17.8	21.5	28.7	36.3	42.5	58.8	70.6	88.2	107.5	125.0	142.5	160.0	176.2	212.5	250.0	287.5	337.5	431.2	512.4	575.0	718.7
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.3	1.5	1.8	2.0	2.3	2.5	3.0	3.6	4.1	4.8	6.2	7.3	8.2	10.3
	Air flow rate (Approx.)		m^3/ min	70	85	140	160	230	280	330	420	450	700	830	950	1150	1200	1250	1600	1750	2000	2200	2450	2700	3500	3750	5000	5400
	Hot water temperature		ºC	37																								
	Cold water temperature		ºC	32																								
Overall Dimension	Diameter (ϕ)		mm	920	920	1160	1160	1490	1660	1660	1890	2100	2100	2900	2900	2900	3310	3310	3960	3960	4360	4760	4760	5600	6600	6600	7600	7600
	Height (H)		mm	1560	1700	1585	1835	1945	1885	2035	2110	2300	2475	2910	3110	3110	3300	3450	3920	3920	3990	4195	4255	4590	5310	5510	5660	5860
	Height (w/o motor) (m)		mm	1390	1530	1395	1645	1760	1720	1785	1860	1980	2155	2590	2790	2790	2880	3030	3300	3300	3290	3495	3495	3830	4470	4670	4720	4940
Material	Air inlet mesh			PVC																								
	Basin			FRP																								
	Casing			FRP																								
	Eliminator			FRP																								
	Fan			ABS Plastic								FRP					Aluminium alloy							FRP				
	Filler			PVC																								
	Motor support			Steel (Hot-dip galvanized)																								
	Sprinkler head			ABS Plastic											Aluminium alloy													
	Sprinkler pipe			PVC pipe																								
	Stand pipe			PVC pipe																								
	Structure			Steel (Hot-dip galvanized)																								
Fan	TYPE			Axial-flow																								
	Diameter		mm	550	640		770			930		1200		1500			1800		2400				3000		3400		3700	
	Speed		rpm	970								750					600		450				375		314			
	Driven type			Direct driven															Belt driven						Gear driven			
Motor	TYPE			Totally enclosed fan cooled outdoor 3 phase induction motor																								
	Power source			380V / 3 / 50Hz																								
	Rated output		kw	0.18		0.37		0.75		1.5				2.2			3.7		5.5		7.5		11		15		22	
	No of pole		Pole	6								8					10		4									
Distribution System	TYPE			Automatic sprinkler system																								
	Inlet dia		mm	40		50		80				100		125		150			200					250			300	
	Outlet dia			15		20		40						65					75				100	75			100	
	No of outlet			4								6		4					6					8			10	
Piping	Inlet		mm	40		50		80				100		125		150			200					250			300	
	Outlet		mm	40		50		80				100		125		150			200					250			300	
	Drain		mm	25										50					80					100				
	Overflow		mm	25										50					80					100				
	Float valve		mm	15								20					25		32					50			80	
	Manual make-up		mm	15										20			25		32					50			80	
Weight	Dry weight		Kg	56	65	75	85	105	130	150	180	250	270	500	540	580	870	900	1300	1350	1550	1720	2050	2450	3950	4050	4700	4900
	Operating weight		Kg	140	150	200	210	290	370	390	550	840	860	1600	1640	1680	2170	2200	2700	2750	3350	3720	3950	6150	9350	9450	11900	12100
Noise Level	Sound pressure level		dBA	45.5	47	48	50	52	54	58	59	58	59	61	61.5	62	62	62	63	63	64	64.5	61.5	62	65	66	73	74

NOTE : Nominal cooling capacity is based on 13 ℓ / min / RT (1 RT=3,900 Kcal / hr) at 37ºC inlet water tpmperature, 32ºC outlet water temperature and 27ºC ambient wet bulb temperature.

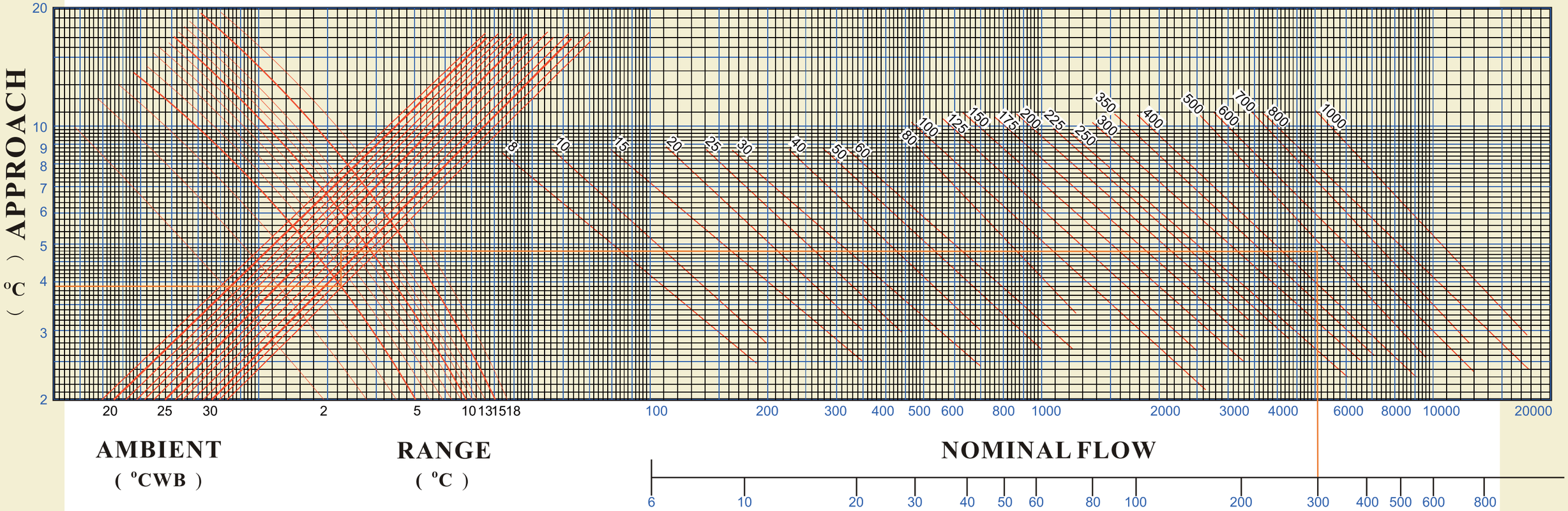
The SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level.

Pump head is obtained by adding resistance of piping/condenser and the tower height(H).

The unit dimension in this catalogue is metric. Specifications listed in this catalogue are subject to change without further noticefor technical improvement of our products.

FT OR FT/LN SERIES QUICK SELECTION TABLE

(20°CWB~30°CWB)



EXAMPLE:

RATE :300m³/hr

INLET WATER TEMP :37°C

OUTLET WATER TEMP :32°C

WET BULB TEMP :28°C

RANGE: INLET WATER TEMP-OUTLET WATER TEMP
: 37°C - 32°C = 5°C

APPROACH: OUTLET WATER TEMP -WET BULB TEMP
: 37°C - 32°C = 5°C

TOWER SELECTED: FT - 500 OR FT/LN - 500

COOLING TOWER	CT							
NOMINAL FLOW	m³/hr							
INLET WATER	HWT°C							
OUTLET WATER	CWT°C							
AMBIENT WB	WB°C							
RANGE	(HWT-CWT)°C							
APPROACH	(CWT-WB)°C							
MODEL								

SPECIFICATION FOR FT/LN(LOW NOISE TYPE)

SPECIFICATION FOR FT/LN(LOW NOISE TYPE)

ITEM	MODEL			FT/LN 8	FT/LN 10	FT/LN 15	FT/LN 20	FT/LN 25	FT/LN 30	FT/LN 40	FT/LN 50	FT/LN 60	FT/LN 80	FT/LN 100	FT/LN 125	FT/LN 150	FT/LN 175	FT/LN 200	FT/LN 225	FT/LN 250	FT/LN 300	FT/LN 350	FT/LN 400	FT/LN 500	FT/LN 600	FT/LN 700	FT/LN 800	FT/LN 1000
Capacity	27 ºC WB	Circulating water flow rate	m^3/ hr	6.2	7.8	11.7	15.6	19.5	23.4	31.2	39.1	46.9	62.5	78.1	97.7	117.2	136.7	156.2	175.8	195.3	234.4	273.4	312.5	390.6	468.7	546.8	625.0	781.2
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.7	2.0	2.2	2.5	2.8	3.4	3.9	4.5	5.6	6.7	7.8	8.9	11.2
	28 ºC WB	Circulating water flow rate	m^3/ hr	5.6	7.1	10.6	14.4	17.8	21.5	28.7	36.3	42.5	58.8	70.6	88.2	107.5	125.0	142.5	160.0	176.2	212.5	250.0	287.5	337.5	431.2	512.4	575.0	718.7
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.3	1.5	1.8	2.0	2.3	2.5	3.0	3.6	4.1	4.8	6.2	7.3	8.2	10.3
	Air flow rate (Approx.)		m^3/ min	70	85	140	160	230	280	330	420	450	700	830	950	1150	1200	1250	1600	1750	2000	2200	2450	2700	3500	3750	5000	5400
	Hot water temperature		ºC	37																								
	Cold water temperature		ºC	32																								
Overall Dimension	Diameter		mm	920	1160	1160	1490	1660	1660	1890	1890	2100	2100	2900	2900	2900	3310	3310	3960	3960	4360	4760	4760	5600	6600	6600	7600	7600
	Height （H）		mm	1755	1620	1870	1945	1885	2145	2220	2220	2340	2515	3060	3260	3260	3450	3600	3920	3920	3990	4195	4255	4590	5310	5510	5660	5860
	Height (w/o motor) (m)		mm	1530	1395	1645	1760	1720	1785	1860	1860	1980	2155	2590	2790	2790	2880	3030	3300	3300	3290	3495	3495	3830	4470	4670	4720	4940
Material	Air inlet mesh			PVC																								
	Basin			FRP																								
	Casing			FRP																								
	Eliminator			FRP																								
	Fan			ABS Plastic								Aluminium alloy													FRP			
	Filler			PVC																								
	Motor support			Steel (Hot-dip galvanized)																								
	Sprinkler head			ABS Plastic										Aluminium alloy														
	Sprinkler pipe			PVC pipe																								
	Stand pipe			PVC pipe																								
	Structure			Steel (Hot-dip galvanized)																								
	Splash mat			Nylon																								
Fan	TYPE			Axial-flow																								
	Diameter		mm	640		770			930			1200		1500			1800		2400			3000		3400		3700		
	Speed		rpm	750					600			500		440			375					314		257				
	Driven type			Direct driven										Belt driven										Gear driven				
Motor	TYPE			Totally enclosed fan cooled outdoor 3 phase induction motor																								
	Power source			380V / 3 / 50Hz																								
	Rated output		kw	0.2		0.37			1.1			1.5		3.7				5.5		7.5		11		15			22	
	No of pole		Pole	8					10			12		4														
Distribution System	TYPE			Automatic sprinkler system																								
	Inlet dia		mm	40	50			80				100		125		150			200				250			300		
	Outlet dia			15	20			40						65					75				100	75		100		
	No of outlet			4								6		4					6					8		10		
Piping	Inlet		mm	40	50			80				100		125		150			200				250			300		
	Outlet		mm	40	50			80				100		125		150			200				250			300		
	Drain		mm	25										50					80				100					
	Overflow		mm	25										50					80				100					
	Float valve		mm	15								20					25		32				50			80		
	Manual make-up		mm	15										20			25		32				50			80		
Weight	Dry weight		Kg	80	85	100	125	145	240	280	290	380	400	600	640	680	970	1000	1400	1450	1700	1920	2250	2650	4250	4350	5100	5300
	Operating weight		Kg	160	205	220	290	375	470	625	635	970	990	1700	1740	1780	2270	2300	2800	2850	3500	3920	4250	6350	9650	9750	12300	12500
Noise Level	Sound pressure level		dBA	40	41	42.5	43.5	44.5	46	47	48	48	49.5	52	52.5	53	54	54.5	55	55	56	57	58	60	62	62.5	65	66

GUARANTEE:

All components are guaranteed against defective material for a period of one (1) year.

When return to RYOWO with transportation prepaid , all parts found by factory inspection to be defective will be repaired replaced without charge , FOB HONG KONG.

No liability will be assumed for loss or damage resulting from misuse of products.

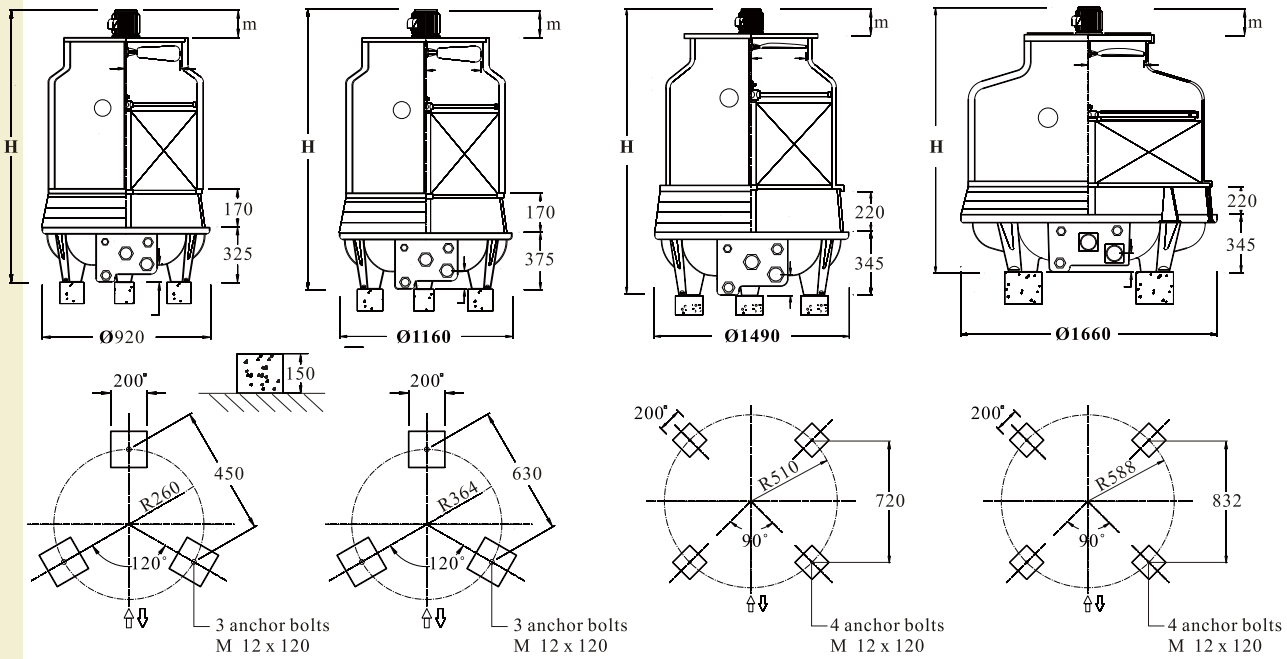
APPLICATION

For inquiry on RYOWO cooling towers , please contact local agents and specify the following conditions:

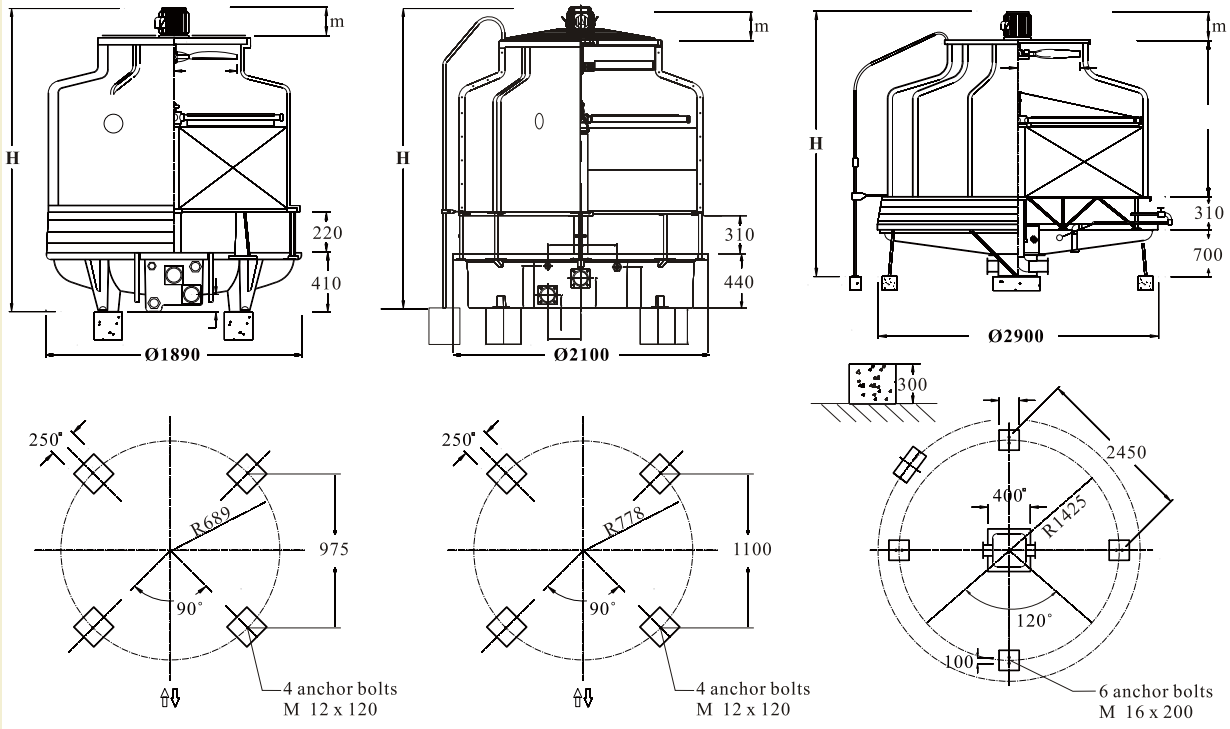
a). Circulating water flow
b). Inlet water temperature
c). outlet water temperature
d). ambient wet bulb temperature
e). power sources-voltage & frequency

TOWER FOUNDATION

FT-8 10 FT/LN-8 FT-15·20 FT/LN-10 15 FT-25 FT/LN-20 FT-30 40 FT/LN-25 30

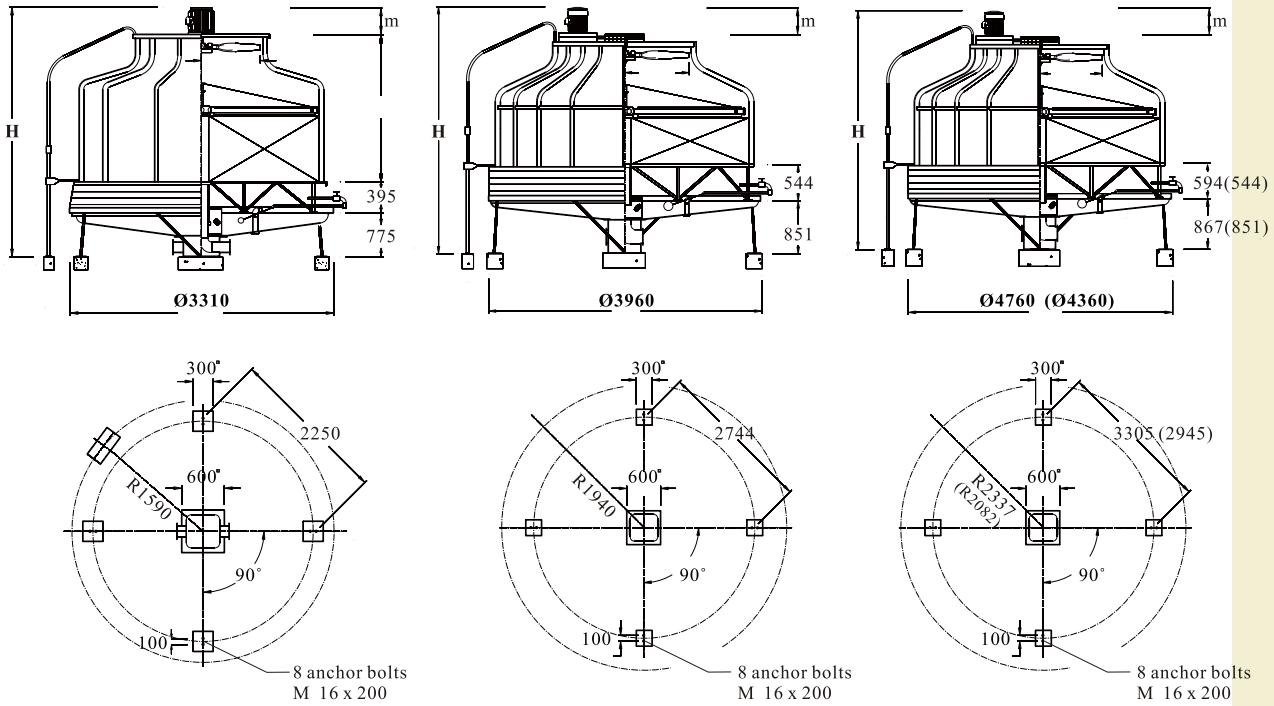


FT-50 FT/LN-40·50 FT· FT/LN-60·80 FT· FT/LN-100·125·150

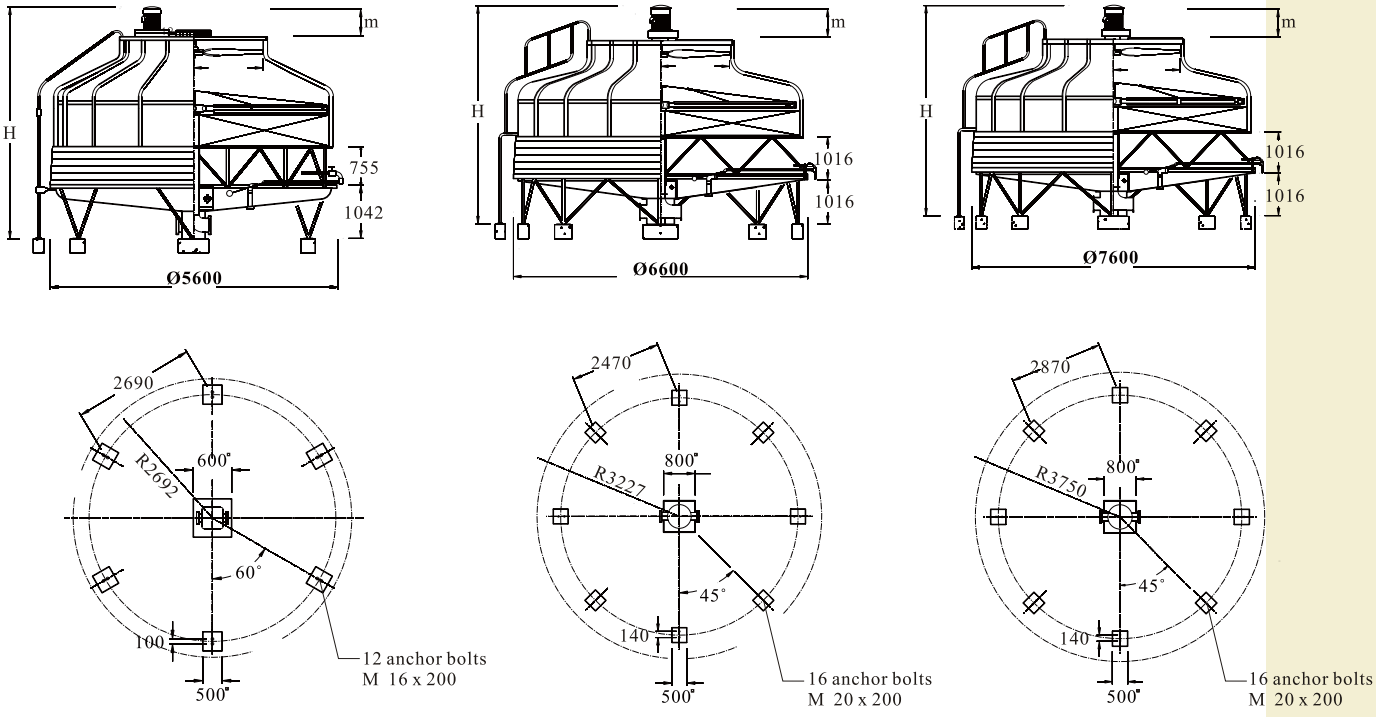


TOWER FOUNDATION

FT· FT/LN-175· 200 **FT· FT/LN-225·250** **FT· FT/LN-(300) ·350·400**



FT· FT/LN- 500 **FT· FT/LN-600 · 700** **FT· FT/LN-800 · 1000**



AVAILABLE OPTIONAL ACCESSORIES

DISCHARGE HOOD

This option is available on small models. It provides another direction of discharge air leaving the tower. It is made of F.R.P. with services door and wiring mesh on the air outlet.

HIGH TEMPERATURE FILLER

For high temperature operation such as waste water treatment , P.P. filler can withstand up to 80℃inlet water. (Special arrangement should be made for other components, please contact us for details.)

STAINLESS STEEL COMPONENTS

As an option, we can provide type 304 stainless steel major steel members, bolts and nuts.

TWO-SPEED MOTOR

As an option, two-speed motor can be provided in 4P/6P single winding configeration. A considerable reduction in noise and energy management can be achieved.

F.R.P. AIR INLET LOUVER

Inlet louver constructed of F.R.P. material can be provided, which matches the rest of tower and prevents water splashing out from the tower.

BASIN HEATERS

Electric immersion heaters with thermostat and control box are available to keep the basin water from freezing in sub-zero weather.

BODY COLOR

Cooling tower installed on the roof of building may be barely noticeable from the ground, and a colored cooling tower matching to building color will make it "good look".



JOB REFERENCES



FT-400 X 2
Bank of China, Shen Zhen

FT/LN-600 X 11
Hotel Lisboa, Macau





FT-1000 X 3
FT-500 X 10
CITIC Plaza, Guangzhou

FT/LN-300 X 6
Hong Kong University



FT-200 X 2
Miami University, U.S.A



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ryowo™

COOLING TOWER MANUFACTURER SINCE 1978

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BROCH -EN-(03)-2013

Appendix 4.6 Industrial Noise Impact Assessment Result (Mitigated Case)

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessmer

Daytime - Mitigated Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136	817247	70	C	70
F1-02	842135	817249	68	C	70
F1-03	842114	817277	65	C	70
F1-04	842105	817273	65	C	70
F2-01	842097	817230	63	B	65
F2-02	842097	817232	63	B	65
F2-03	842098	817234	63	B	65
F2-04	842099	817237	63	B	65
F2-05	842100	817240	63	B	65
F2-06	842100	817242	62	B	65
F2-07	842101	817244	63	B	65

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	100.7	-48.1	0	3	60.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	295.8	-57.4	-10	3	31.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	296.5	-57.4	-10	3	30.8
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	301.1	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	301.6	-57.6	-10	3	35.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	291.9	-57.3	-10	3	30.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	294.0	-57.4	-10	3	33.6
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	246.9	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	259.7	-56.3	-10	3	33.0
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	269.7	-56.6	-10	3	38.4
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	164.9	-52.3	-10	3	15.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	112.2	-49.0	-10	3	36.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	117.7	-49.4	-10	3	24.4
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	24.6	-35.8	0	3	65.1
RLC_2		Cooling Tower	95.1	842140.879	817226.046	21.5	-34.6	0	3	63.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	18.5	-33.3	0	3	64.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.4	-44.2	-10	3	50.8

Total	70
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	98.1	-47.8	-10	3	50.3
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	298.4	-57.5	-10	3	31.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	299.1	-57.5	-10	3	30.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	303.7	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	304.1	-57.7	-10	3	35.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	294.5	-57.4	-10	3	29.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	296.6	-57.4	-10	3	33.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	249.5	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	262.3	-56.4	-10	3	32.9
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	272.3	-56.7	-10	3	38.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	167.5	-52.5	-10	3	15.8
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	114.8	-49.2	-10	3	36.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.6	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	116.2	-49.3	-10	3	24.5
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	27.2	-36.7	0	3	64.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	24.0	-35.6	0	3	62.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	21.0	-34.4	0	3	63.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.9	-44.2	-10	3	50.8

Total	68
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	63.7	-44.1	0	3	64.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	333.2	-58.5	-10	3	30.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	333.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	338.5	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	338.9	-58.6	-10	3	34.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	329.3	-58.4	-10	3	29.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	331.3	-58.4	-10	3	32.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	284.2	-57.1	-10	3	38.3
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	297.1	-57.5	-10	3	31.8
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.5	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	202.3	-54.1	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	149.4	-51.5	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	162.4	-52.2	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	105.3	-48.5	0	3	35.3
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	61.1	-43.7	-10	3	47.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	57.7	-43.2	-10	3	44.9
RLC_3		Cooling Tower	95.1	842139.389	817228.785	54.5	-42.7	-10	3	45.4
RLC_4		Derrick Barge	102.0	842085.196	817207.946	75.3	-45.5	-10	3	49.5
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	64.5	-44.2	0	3	63.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	335.4	-58.5	-10	3	30.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	335.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	340.7	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	341.0	-58.7	-10	3	34.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	331.2	-58.4	-10	3	28.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	332.8	-58.4	-10	3	32.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	286.8	-57.2	-10	3	38.2
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	299.4	-57.5	-10	3	31.7
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.8	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	204.2	-54.2	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	150.8	-51.6	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	160.8	-52.1	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	114.9	-49.2	-10	3	24.6
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	62.3	-43.9	-10	3	47.0
RLC_2		Cooling Tower	95.1	842140.879	817226.046	58.8	-43.4	-10	3	44.7
RLC_3		Cooling Tower	95.1	842139.389	817228.785	55.8	-42.9	-10	3	45.2
RLC_4		Derrick Barge	102.0	842085.196	817207.946	68.0	-44.6	-10	3	50.4

Total	65
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	105.0	-48.4	0	3	59.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	309.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	309.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	314.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	314.4	-57.9	-10	3	35.5
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	304.1	-57.7	-10	3	29.7
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	304.4	-57.7	-10	3	33.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	262.6	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	274.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	274.6	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.0	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	125.1	-49.9	-10	3	36.0
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	125.1	-49.9	-10	3	39.8
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	152.9	-51.7	-10	3	22.1
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.4	-41.0	-10	3	47.1
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.8	-40.6	-10	3	47.5
RLC_4		Derrick Barge	102.0	842085.196	817207.946	25.0	-36.0	-10	3	59.0
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	102.9	-48.3	0	3	59.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	310.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	310.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	315.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	315.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	305.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	305.6	-57.7	-10	3	33.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	263.5	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	275.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	276.1	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.9	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.0	-50.0	-10	3	35.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	126.7	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	150.8	-51.6	-10	3	22.2
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.0	-40.9	-10	3	47.2
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.2	-40.5	-10	3	47.6
RLC_4		Derrick Barge	102.0	842085.196	817207.946	27.2	-36.7	-10	3	58.3
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	101.1	-48.1	0	3	60.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	311.3	-57.9	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	311.3	-57.9	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	316.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	316.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	306.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	306.7	-57.7	-10	3	33.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	264.3	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	276.0	-56.8	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	277.3	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	180.8	-53.1	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.8	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.2	-10	3	39.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	148.9	-51.5	-10	3	22.3
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.8	-40.4	-10	3	47.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	29.2	-37.3	-10	3	57.7
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	98.6	-47.9	0	3	60.2
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	312.5	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	312.6	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	317.9	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	317.8	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	307.6	-57.8	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	308.1	-57.8	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	265.5	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	277.2	-56.9	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	279.0	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	181.9	-53.2	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	127.9	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.0	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	146.3	-51.3	-10	3	22.5
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.1	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.4	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	31.9	-38.1	-10	3	56.9
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	96.0	-47.6	0	3	60.5
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	313.9	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	314.1	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	319.3	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	319.2	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	309.0	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	309.7	-57.8	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	266.7	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	278.5	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	280.9	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	183.2	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	129.2	-50.2	-10	3	35.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	132.1	-50.4	-10	3	39.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	143.6	-51.1	-10	3	22.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.4	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	34.7	-38.8	-10	3	56.2

Total	63
Daytime Noise Criteria	65
Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	93.8	-47.4	0	3	60.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	315.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	315.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	320.5	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	320.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	310.3	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	311.0	-57.9	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	267.8	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	279.7	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	282.5	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	184.3	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	130.3	-50.3	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	133.9	-50.5	-10	3	39.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	141.3	-51.0	-10	3	22.8
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	37.2	-39.4	-10	3	55.6
									Total	62
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	92.1	-47.3	0	3	60.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	316.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	316.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	321.4	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	321.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	311.3	-57.9	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	312.1	-57.9	-10	3	33.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	268.6	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	280.6	-57.0	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	283.7	-57.1	-10	3	37.9
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	185.2	-53.4	-10	3	14.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	131.2	-50.4	-10	3	35.5
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	135.3	-50.6	-10	3	39.1
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	139.5	-50.9	-10	3	22.9
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.3	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	39.1	-39.8	-10	3	55.2

Total	63
Daytime Noise Criteria	65
Comply?	Yes

Appendix 5.1 Drillhole Record of project “East Kowloon Sewerage Improvements and Pollution Control, Stage I”


高輝道
BH-25
BH-26
ESS
TS
2
油塘污水泵房
Yau Tong Sewage
Pumping Station
東源街
大業織造廠有限公
Gloria Weaving
& Knitting
Factory Limited
排水口
Outfall
Seawall
Application Site
Wah Tung
Godown
TS
3.9
3.8
4.0
4.4
4.3

BACHY SOLETANCHE

BACHY SOLETANCHE GROUP
SOIL & FOUNDATIONS SPECIALISTS

DRILLHOLE RECORD

W. O. PW7/2/27.131

HOLE No. BH-26

CONTRACT GC/89/03 OF C.E.S.D DATE from 14/9/90 to 15/9/90

PROJECT: EAST KOWLOON SEWERAGE IMPROVEMENTS AND POLLUTION CONTROL, STAGE I

SHEET 1 OF 1

METHOD	CO-ORDINATES	ROCK COREBIT
ROTARY	E 842113.248	T2-101
MACHINE & No.	N 817301.698	**HOLE DIA.**
LY 30		0.00m-1.48m HX
FLUSHING MEDIUM	**ORIENTATION**	**GROUND-LEVEL**
WATER	VERTICAL	+4.12mPD

Drilling Progress	Casing depth/ size	Water level/ time/ date	Water Recovery %	Total core Recovery %	Solid core Recovery %	R. Q. D.	Fracture Index. /m	Tests	Samples	Reduced Level	Depth (m)	Legend	Grade	Zone	Description
14/9/90	HX								INSPECTION PIT		0.10				CONCRETE (PEDESTRIAN)
1	1.48m HX	1.20m 19:30		100	100	97	3			2.64	1.14				Loose, yellowish grey & brownish yellow, silty SAND with gravel. (FILL)
15/9/90		1.10m 07:30		100	100	96	3				1.48				
2															
3				100	100	77	6		T2-101		2.95		II		Strong, brownish pink spotted creamy white & black, slightly decomposed fine to medium grained GRANITE with closely to medium spaced, rough, undulating, limonite & manganese stained, tight joints, DIP 10°-30°.
4											4.40				
5				100	100	100	1				5.38				Subvertical joint at 3.40m-3.70m.
6		1.80m 19:30		100	100	100	0			-2.18	6.30				End of hole at 6.30m.
7															
8															
9															
10															

- SMALL DISTURBED SAMPLE
- BULK DISTURBED SAMPLE
- S.P.T. LINER SAMPLE
- U 100 UNDISTURBED SAMPLE
- U 76 UNDISTURBED SAMPLE
- MAZIER SAMPLE (76mm)
- WATER SAMPLE
- WATER LEVEL
- STANDARD PENETRATION TEST
- PISTON SAMPLE
- PERMEABILITY TEST

LOGGED KWOK DATE 15/9/90

CHECKED S.CHU DATE 20/9/90

REMARKS

Backfilled the hole with B/C grout.


BACHY SOLETANCHE
BACHY SOLETANCHE GROUP
Chi Wo Commercial Building 3rd-4th Floor
20, Saigon Street Kowloon Hong Kong
TEL: 3-322401 (8 Lines)
CESD TERM CONTRACT GC/89/03
GROUND INVESTIGATION
WORKS ORDER No. PW 7/2/27.131
HOLE No. BH-26
BOX No. 1 OF 2
DEPTH FROM 0.00M To 4.40M
DRILLED DATE 14-9-90. To 15-9-90.
SITE LOCATION KWUN TONG AND YAU TONG
0 10 20 30 70 80 90 100
1.48M
0.00
1.14
1.48
1.89
2.95
4.40

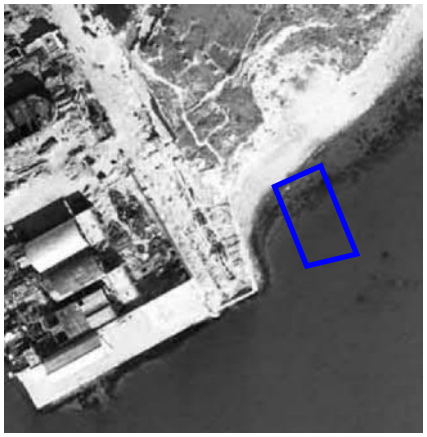

BACHY SOLETANCHE
BACHY SOLETANCHE GROUP
Chi Wo Commercial Building 3rd-4th Floor
20, Saigon Street Kowloon Hong Kong
TEL: 3-322401 (8 Lines)
CESD TERM CONTRACT GC/89/03
GROUND INVESTIGATION
WORKS ORDER No. PW 7/2/27.131
HOLE No. BH-26
BOX No. 2 OF 2
DEPTH FROM 4.40 M To 6.30 M
DRILLED DATE 14-9-90. To 15-9-90.
SITE LOCATION KWUN TONG AND YAU TONG
0 10 20 30 70 80 90 100
4.40
5.38
5.38
6.30

Appendix 6.1 The Relevant Aerial Photographs from LandsD

Historical Aerial Photo – Year 1963



Aerial photo from LandsD (Ref.: 5241), Height: 2700 ft

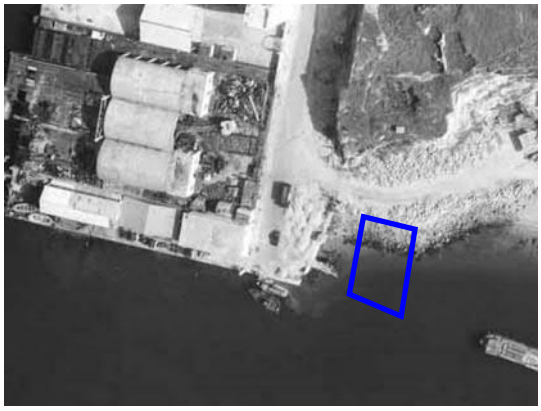
Blow up Photo of Subject Site	Year	Landuse/Description
	1963	The Application Site was a sea area

Application Site

Historical Aerial Photo – Year 1964

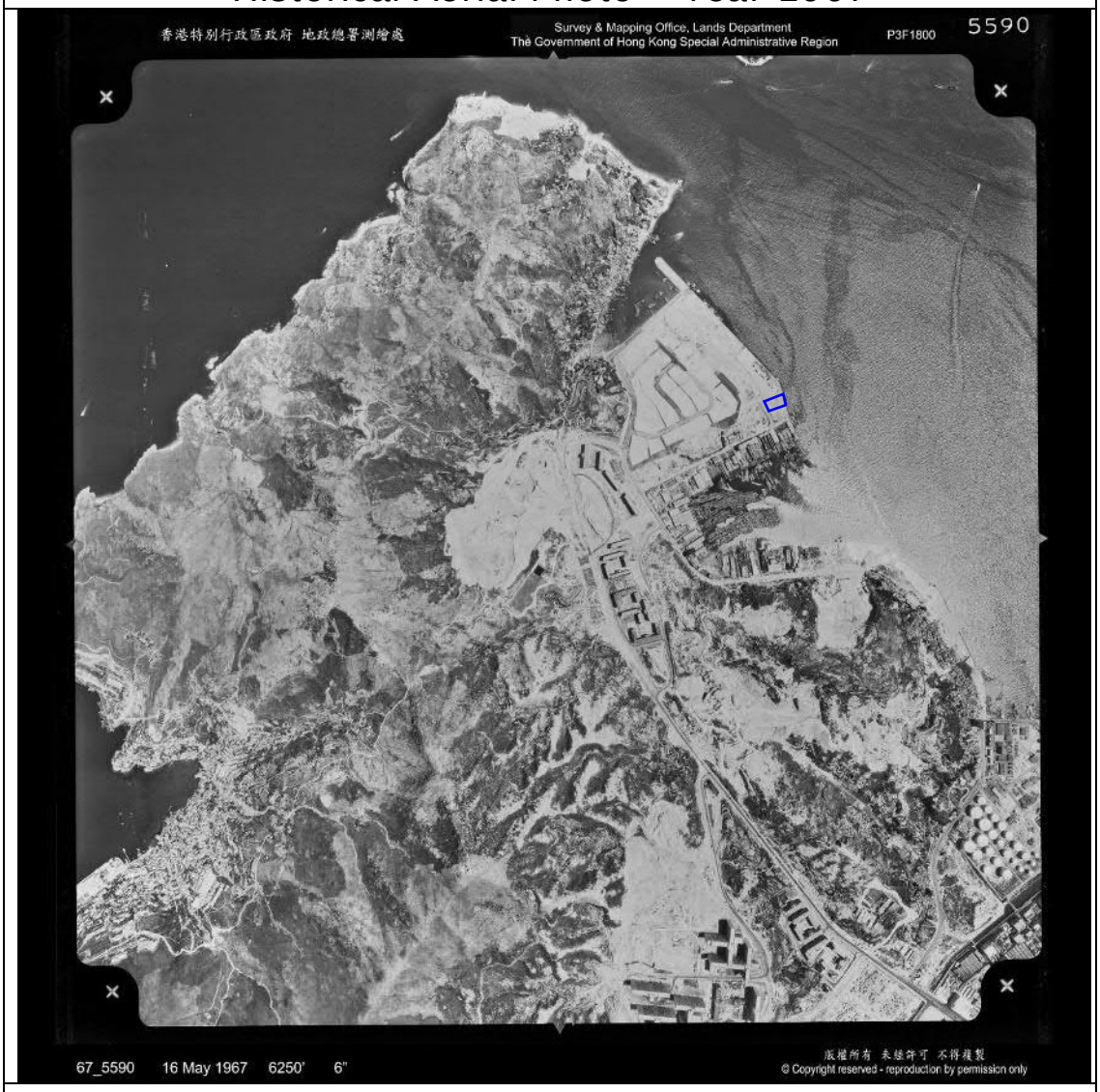


Aerial photo from LandsD (Ref.: 5367), Height: 1800 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1964	The Application Site was a sea area.

Application Site

Historical Aerial Photo – Year 1967



Aerial photo from LandsD (Ref.: 5590), Height: 6250 ft

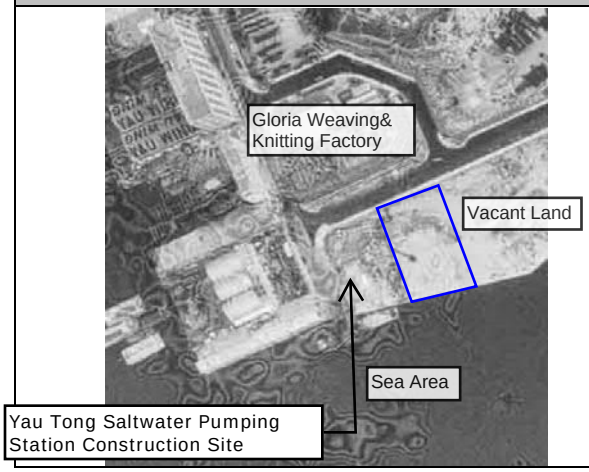
Blow up Photo of Subject Site	Year	Landuse/Description
	1967	The Application Site was being formed by reclamation and become vacant land.

Application Site

Historical Aerial Photo – Year 1972



Aerial photo from LandsD (Ref.: 00079), Height: 4000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1972	The Application Site was become vacant land.

Application Site

Historical Aerial Photo – Year 1976



Aerial photo from LandsD (Ref.: 12250), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1976	The Application Site was become vacant land.

Application Site

Historical Aerial Photo – Year 1977

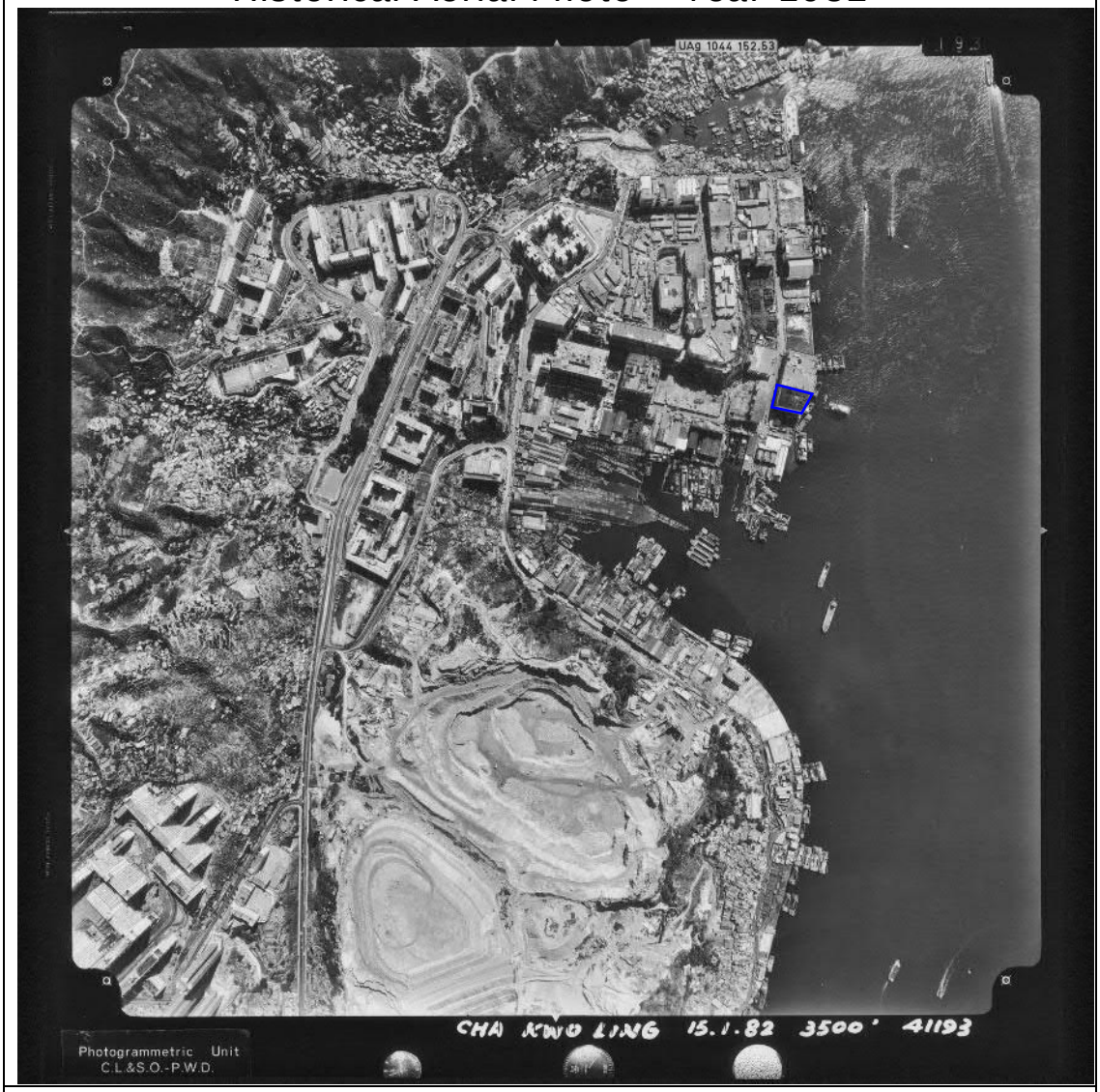


Aerial photo from LandsD (Ref.: 18753), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1977	A building (i.e., Wah Tung Godown) was constructed at Lot No. YTML 70 .

Application Site

Historical Aerial Photo – Year 1982



Aerial photo from LandsD (Ref.: 41193), Height: 3500 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1982	No landuse change for the Subject Site.

Application Site

Historical Aerial Photo – Year 1987



Aerial photo from LandsD (Ref.: A08892), Height: 2000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1987	No landuse change for the Subject Site.

Application Site

Historical Aerial Photo – Year 1992

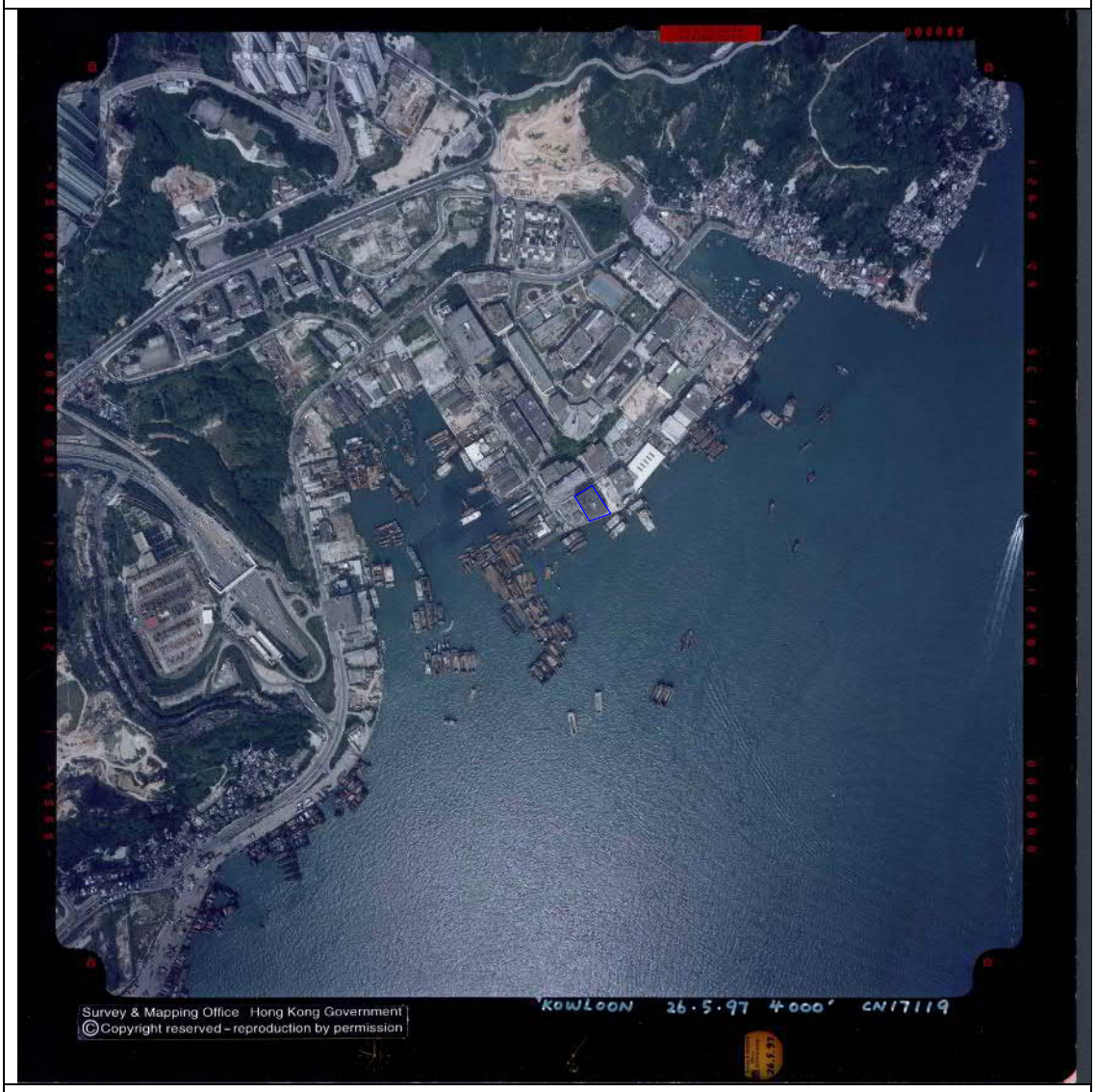


Aerial photo from LandsD (Ref.: CN3131), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1992	No landuse change for the Subject Site.

Application Site

Historical Aerial Photo – Year 1997



Aerial photo from LandsD (Ref.: CN17119), Height: 4000 ft

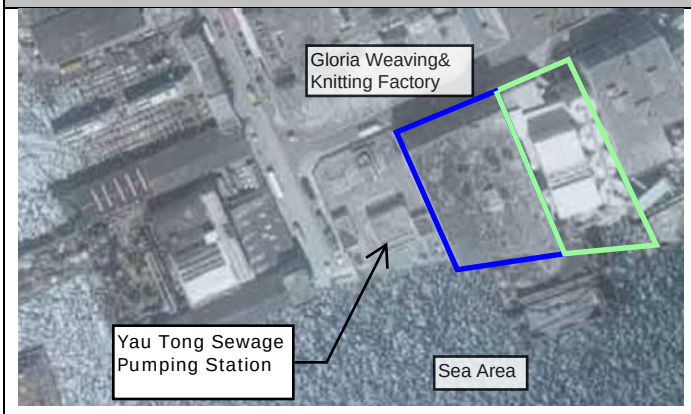
Blow up Photo of Subject Site	Year	Landuse/Description
	1997	No landuse change for the Subject Site.

Application Site

Historical Aerial Photo – Year 1998



Aerial photo from LandsD (Ref.: CN20115), Height: 3500 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1998	No landuse change for the Subject Site.

Application Site

Redland Concrete. Ltd

Historical Aerial Photo – Year 2003



Aerial photo from LandsD (Ref.: CW47662), Height: 4000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2003	No landuse change for the Application Site.

Application Site

Redland Concrete. Ltd

Historical Aerial Photo – Year 2008



Aerial photo from LandsD (Ref.: CS13379), Height: 6000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2008	No landuse change for the Application Site.

Application Site

Redland Concrete. Ltd

Historical Aerial Photo – Year 2013



Aerial photo from LandsD (Ref.: CS44647), Height: 6000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2013	No landuse change for the Application Site.

Application Site

Redland Concrete. Ltd

Historical Aerial Photo – Year 2018



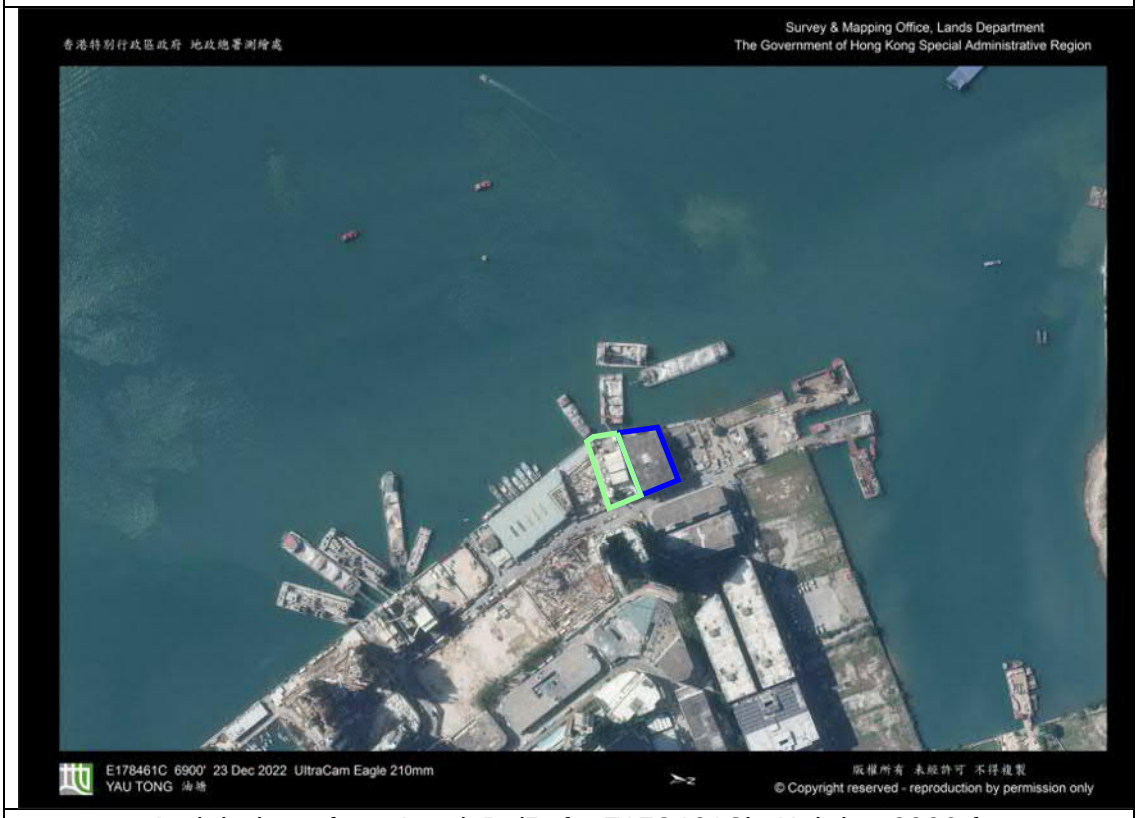
Aerial photo from LandsD (Ref.: E047102C), Height: 6900 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2018	No landuse change for the Application Site.

Application Site

Redland Concrete. Ltd

Historical Aerial Photo – Year 2022



Aerial photo from LandsD (Ref.: E178461C), Height: 6900 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2022	No landuse change for the Application Site.

Application Site

Redland Concrete. Ltd

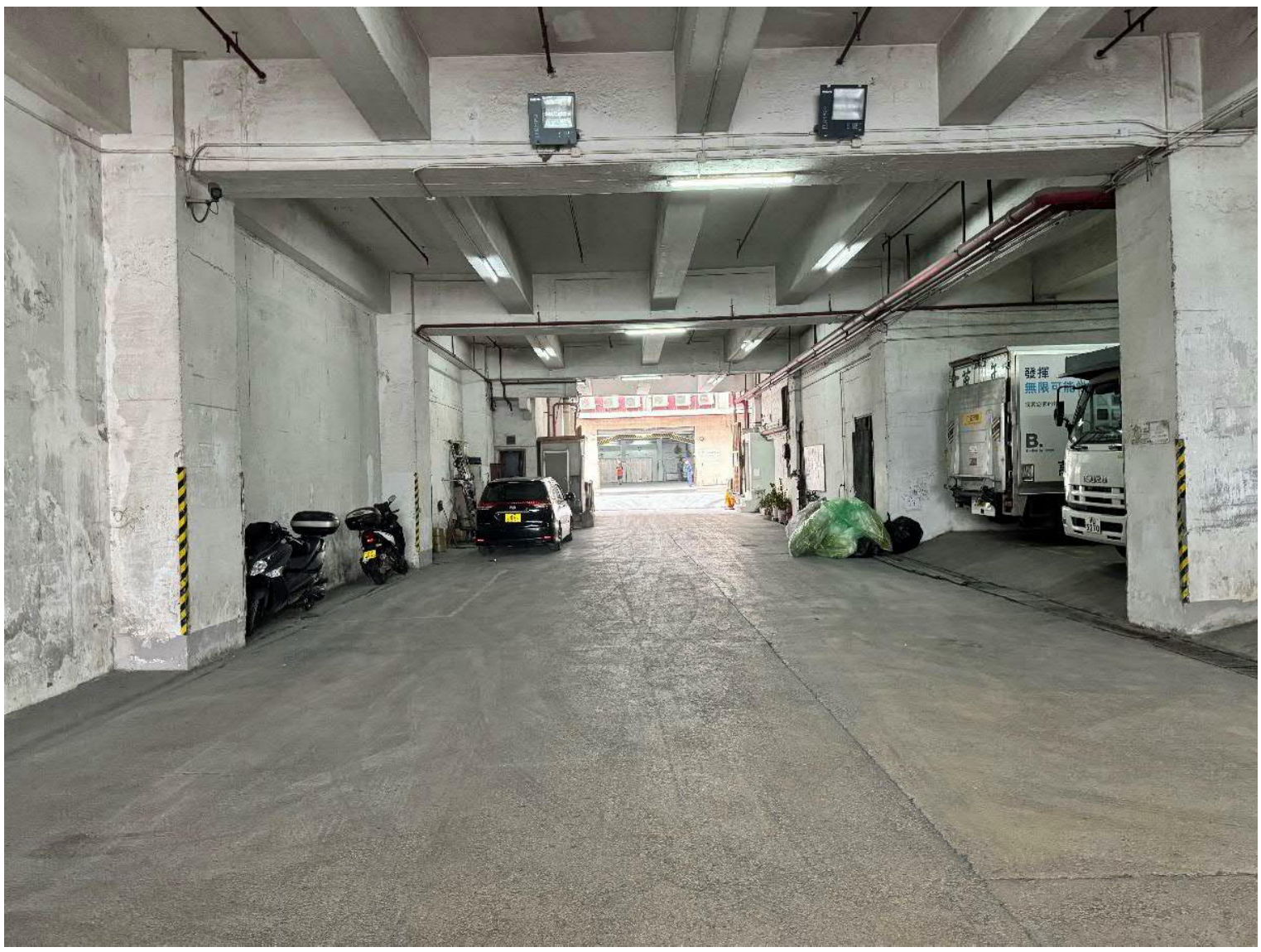
Appendix 6.2 Photo Records of Site Inspection

1. Current situation of the Application Site (Point 1)



Building entre area, paved with good condition

2. Current situation of the Application Site (Point 2)



Car park area, paved with good condition

3. Current situation of the Application Site (Point 3)



Car park area, paved with good condition

4. Current situation of the Application Site (Point 4)



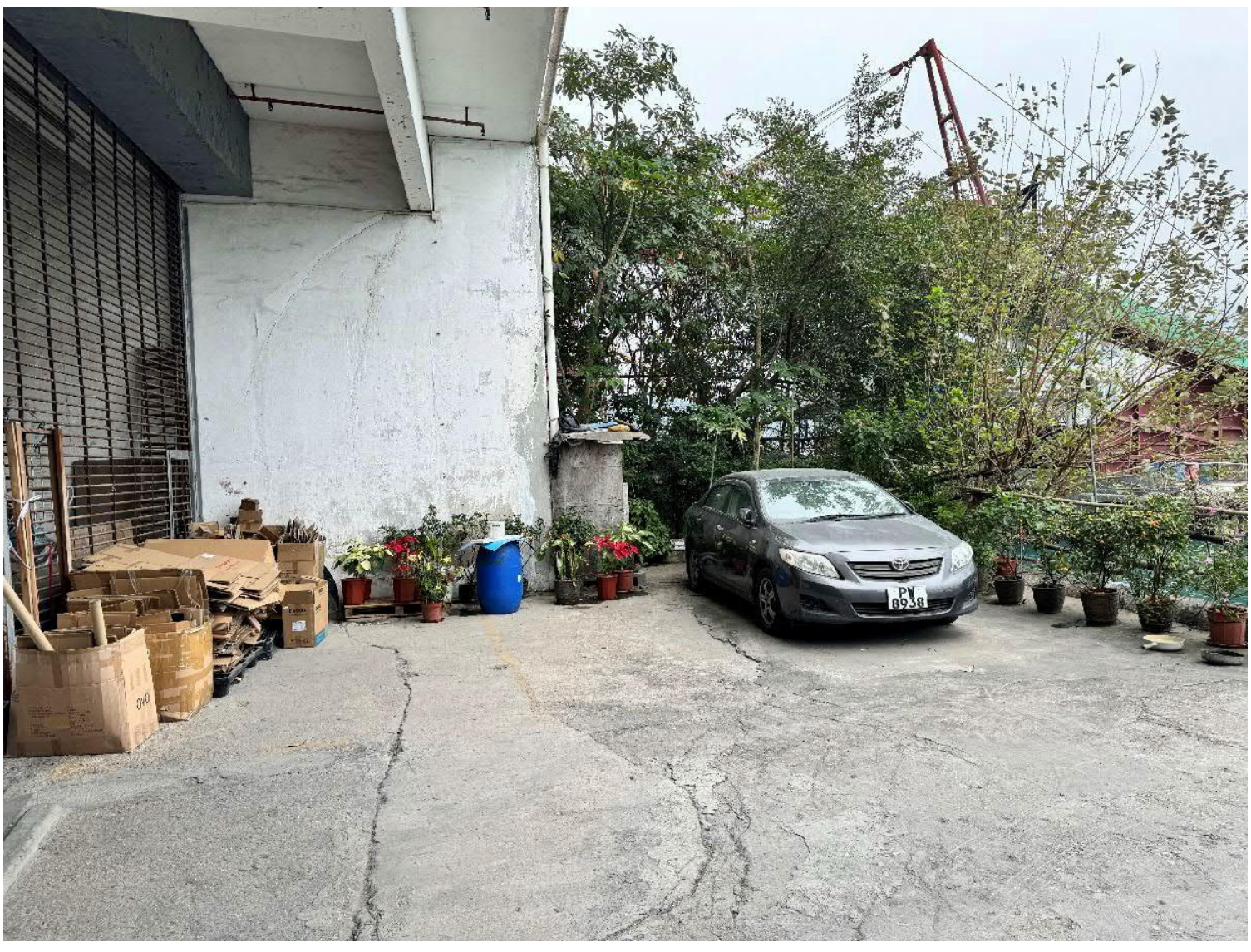
Car park area, paved with good condition

5. Current situation of the Application Site (Point 5)



Car park area, paved with good condition

6. Current situation of the Application Site (Point 6)



Car park area, paved with good condition.

7. Redland Concrete Ltd. (Point 7)



Concrete batch plant area, paved with good condition

8. Redland Concrete Ltd. (Point 8)



Due to the land use of CBP, which may have some potential polluting activities, such as storage and transfer of residues from physical conversion of earthen materials by sorting, mixing, and grinding. However, the plant is still in operation, access was not granted, and these potential polluting activities could not be observed. A peripheral inspection outside the plant was conducted instead. It is observed that the ground floor generally consists of the carpark for loading/

unloading activities, and the ground of the plant was fully paved in good condition. There was no sign of obvious / suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage within the CBP during the site inspection. Further detailed site appraisal may be required to determine whether the site is contaminated in later stage.

Annex C1

Site Walkover Checklist

Date of Site Visit: 01 November 2024

GENERAL SITE DETAILS

SITE OWNER/CLIENT: China Resources Land Ltd

PROPERTY ADDRESS: Yau Tong Marine Lot No.70, Tung Yuen Street

PERSON CONDUCTING THE QUESTIONNAIRE

NAME: Kyle Kam

POSITION: Assistant Environmental Consultant (Ramboll Hong Kong Limited)

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME: N/A

POSITION: N/A

TELEPHONE: N/A

SITE ACTIVITIES

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

Number of employees:

Full-time: N/A

Part-time: N/A

Temporary/Seasonal: N/A

Maximum no. of people on site at any time: N/A

Typical hours of operation: N/A

Number of shifts: N/A

Days per week: N/A

Weeks per year: N/A

Scheduled plant shut-down: N/A

Detail the main sources of energy at the site:

Gas	~~Yes~~/No
Electricity	~~Yes~~/No
Coal	~~Yes~~/No
Oil	~~Yes~~/No
Other	~~Yes~~/No

SITE DESCRIPTION

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

What is the total site area: About 2,149 m^2

What area of the site is covered by buildings (%): 90%

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

China Resources Land Ltd

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

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

If yes, identify those parties: N/A

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

North: Yau Tong Sewerage Pumping Station

South: Redland concrete Ltd.

East: Tung Yuen Street

West: Sea area

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

Industrial building- Wah Tung Godown Building

State the size and location of the nearest residential communities.

Southeast (about 74m from the Application Site): Peninsula East

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

No

Observations

		Yes/No	Notes
1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	No	-
2.	What are the conditions of the bund walls and floors?	Yes	Paving in good condition
3.	Are any surface water drains located near to drum storage and unloading areas?	Yes	-
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	No	-
5.	Is there a storage site for the wastes?	No	-
6.	Is there an on-site landfill?	No	-
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	No	-
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	No	-
9.	Are there any potential off-site sources of contamination?	Yes	It is observed that a Redland Concrete Batch Plant is located immediately adjacent to the south of the Application Site, which may have some potential polluting activities, such as storage and transfer of residues from physical conversion of earthen materials by sorting, mixing, and grinding. However, the plant is still in operation, access was not granted, and these potential polluting activities could not be observed. Therefore, a peripheral inspection outside the plant was conducted instead. It is observed that the ground floor generally consists of the carpark for loading/ unloading activities, and the ground of the plant was fully paved in good condition. There was no sign of obvious / suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage within the CBP during the site inspection. Further detailed site appraisal may be required to determine whether the site is contaminated in later stage.
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	No	-
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	No	-
12.	Any noticeable odours during site walkover?	No	-

13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	No	-

Appendix 6.3 The captured shown from BRAVO

Address 4 TUNG YUEN STREET
File Ref No. 2/4013/76

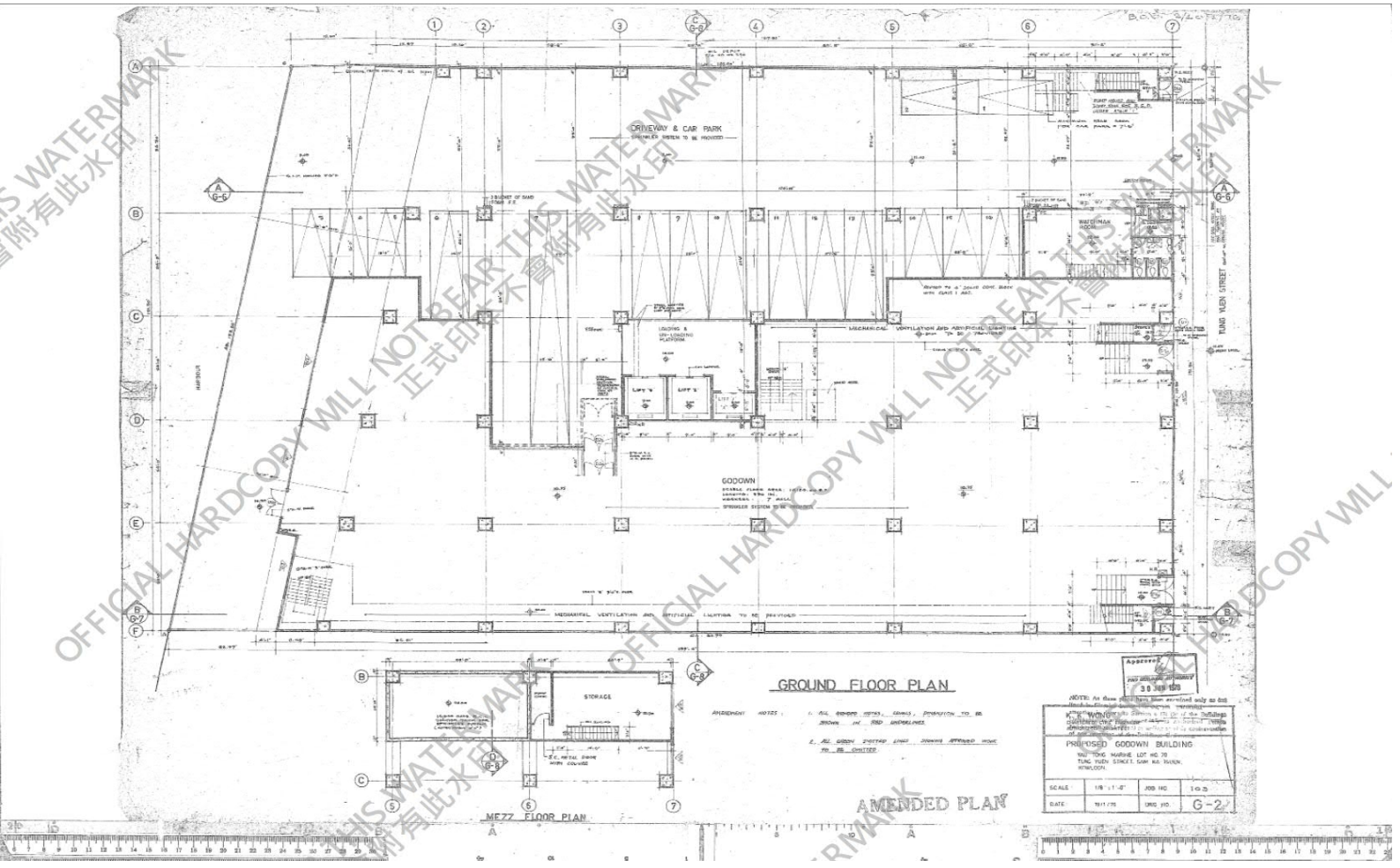
Building Name WAH TUNG GODOWN
File Type Building

Lot No. Y.T.M.L. 70
Remarks

Modification View Filter Clear Filters

Plan Type	Drawing No.	Drawing Title	Approval / Receipt Date
Approved Plan	G-1	SCHEDULE, NOTES, GROUND FL. AREA DIAGRAM, 1ST TO 6TH FL. AREA DIAGRAM CALCULATION	30/06/1978
Approved Plan	G-10	BACK ELEVATION	30/06/1978
Approved Plan	G-2	GROUND FL. PLAN, MEZZANINE FL. PLAN	30/06/1978
Approved Plan	G-3	1ST FL. PLAN & 2ND FL. PLAN	30/06/1978
Approved Plan	G-4	3RD FL. PLAN TO 6TH FL. PLAN	30/06/1978
Approved Plan	G-5	ROOF PLAN	30/06/1978
Approved Plan	G-6	SECTION A-A	30/06/1978
Approved Plan	G-7	SECTION B-B	30/06/1978
Approved Plan	G-8	SECTION C-C, PART SECTION D-D	30/06/1978
Approved Plan	G-9	FRONT ELEVATION, SHADOW AREA DIAGRAM & CALCULATION	30/06/1978
Approved Plan	-	TYPICAL SECTION OF SEA WALL	24/05/1976

Ground Floor Layout



Appendix 6.4 Correspondences from Government Departments

RAMBOLL

Ref.: CRC_4TYSEI00_0_0002L.24

04 March 2024

Environmental Protection Department
Environmental Compliance Division
Regional Office (East)
5/F, Nan Fung Commercial Centre,
19 Lam Lok Street, Kowloon Bay,
Kowloon

By Fax (2756 8588) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] (email: [redacted]) or the undersigned at [redacted] (email: [redacted]).
We thank you in anticipation of your help in the matter.

Thank you for your attention.

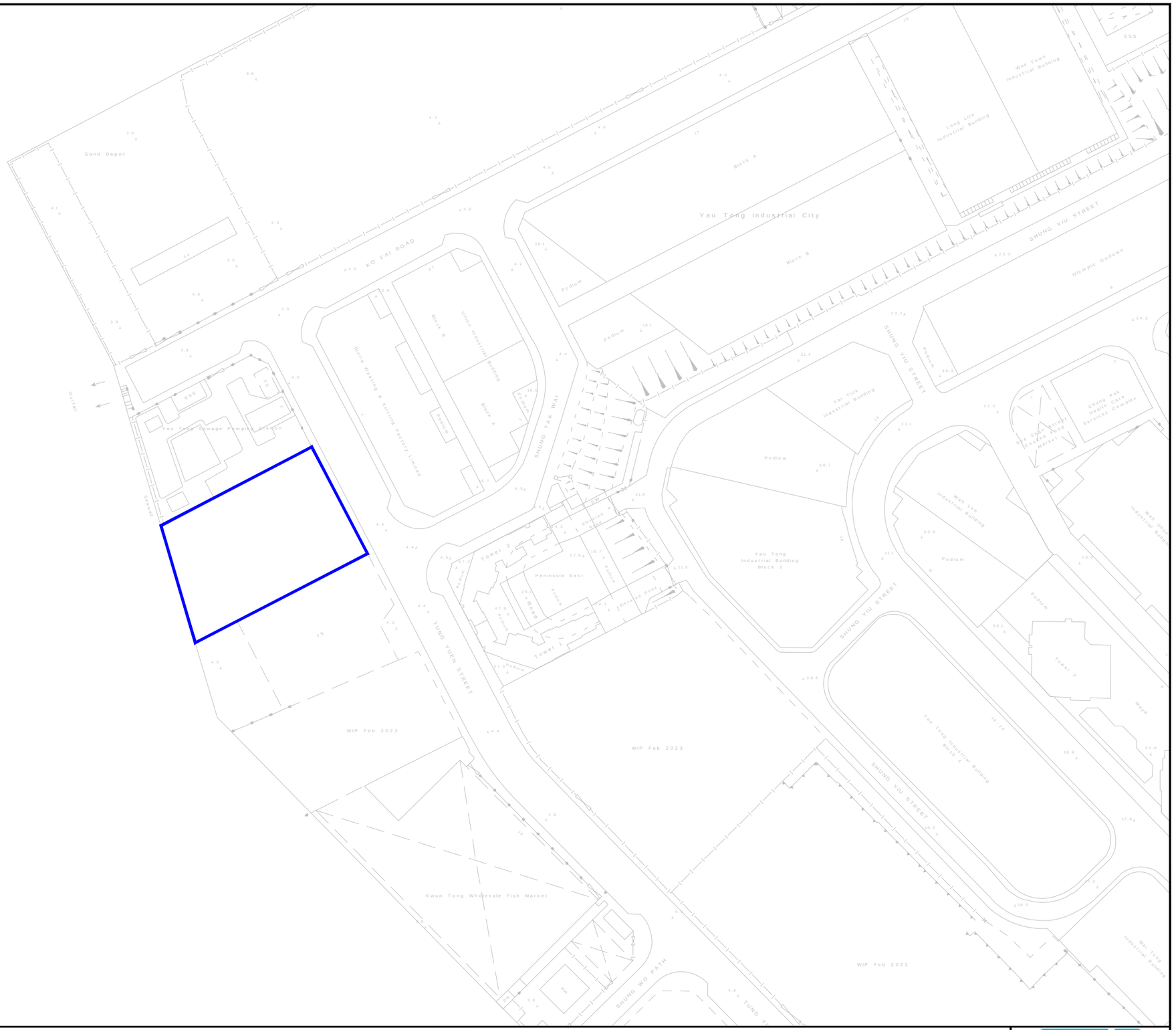
Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

Q:\Projects\CRC_4TYSEI00\02 Project Management\02 Corr\CRC_4TYSEI00_0_0002L.24.docx

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com



Legend

Application Site

Figure: 1.1	RAMBOLL
Title: The Location of the Application Site and its Environmental	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

Q:\Projects\CRC_4TYSEI00\05 Assessments\02 Noise\02 Traffic\241118\TNIA_241118_recover.dwg

Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, By Email [redacted]
Wanchai, Hong Kong

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk

华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	
[redacted]	

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted] ([redacted]) or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted] ([redacted]) on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 安環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk

华润集团旗下香港上市公司

Kyle Kam

From: Wendy Tin
Sent: Monday, March 4, 2024 5:20 PM
To: Kyle Kam
Cc: Tony Cheng
Subject: FW: Re. Enquiry on chemical spillage & Land contamination (Your ref: CRC_4TYSEI00_0_0002L.24)

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Classification: Confidential

From: herrickho@epd.gov.hk <herrickho@epd.gov.hk>
Sent: Monday, March 4, 2024 5:18 PM
To: Wendy Tin [redacted]
Cc: tommytctang@epd.gov.hk
Subject: Re. Enquiry on chemical spillage & Land contamination (Your ref: CRC_4TYSEI00_0_0002L.24)

> You don't often get email from herrickho@epd.gov.hk. Learn why this is important

Dear Wendy.

Refers to your letter dated 4 Mar 2024.

Please be informed that:
1. There are 3 chemical waste producer registrations in the concerned area; &
2. No chemical spillage & land contamination had been recorded in last 5 years.

Thanks & Regards,
Herrick HO / EPD
2117 7551

RAMBOLL

Ref.: CRC_4TYSEI00_0_0003L.24

4 March 2024

Fire Services Department
Fire Services Headquarters
Management Group (MG)
9th Floor, Fire Services Headquarters Building,
1 Hong Chong Road, Tsim Sha Tsui East, Kowloon

By Fax (2739 5879) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] (email: [redacted]) or the undersigned at [redacted] (email: [redacted]).
We thank you in anticipation of your help in the matter.

Thank you for your attention.

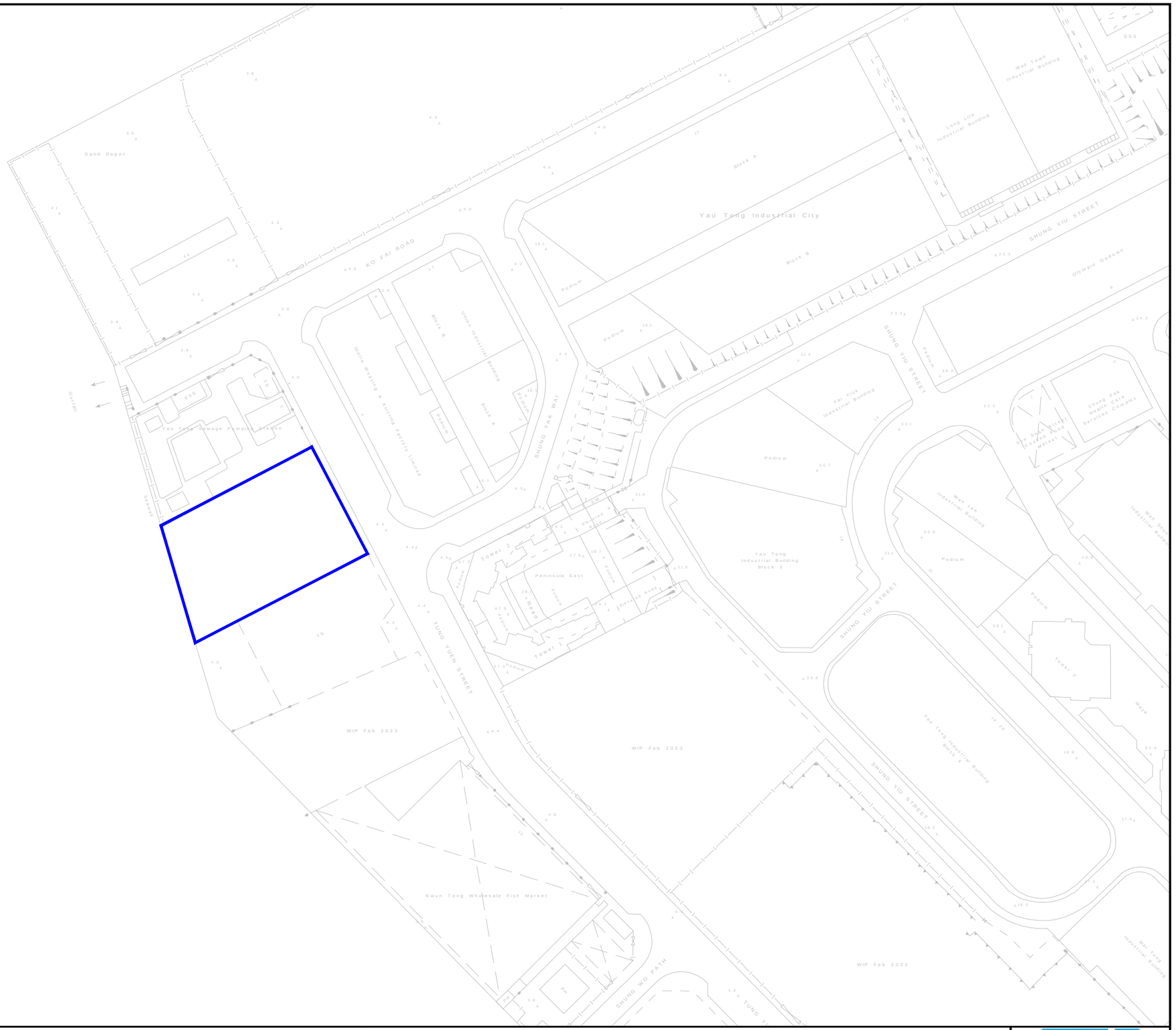
Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

Q:\Projects\CRC_4TYSEI00\02 Project Management\02 Corr\CRC_4TYSEI00_0_0003L.24.docx

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com



Legend

Application Site

Figure: 1.1	RAMBOLL
Title: The Location of the Application Site and its Environmental	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre, 56 Gloucester Road,
Wanchai, Hong Kong

By HAND ~~& By Fax~~
By Email [redacted]

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	

[redacted]

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You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted] ([redacted]) or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted] ([redacted]) on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

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Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 安環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk

华润集团旗下香港上市公司

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 OUR REF. : (32) in FSD GR 6-5/4 R Pt. 52
來函檔號 YOUR REF. : CRC_4TYSEI00_0_0003L.24
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2988 1196
電 話 TEL NO. : 2733 7570

11 March 2024

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wanchai, Hong Kong.
(Attn: Ms. Wendy TIN, Consultant)

By fax (3465 2899) only

Dear Ms. TIN,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70)
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 4.3.2024 regarding the captioned subject.

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

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

(ii) Incident Record: Past three years of fire and special services incidents.

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

Yours sincerely,

(LAI Kin-man)
for Director of Fire Services

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

RECEIVED
02 APR 2024
BY:----------

本處檔號 **OUR REF.** : (63) in FSD GR 6-5/4 R Pt. 52
來函檔號 **YOUR REF.** : CRC_4TYSEI00_0_0003L.24
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2988 1196
電 話 **TEL NO.** : 2733 7570

25 March 2024

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wanchai, Hong Kong.
(Attn: Ms. Wendy TIN, Consultant)

Dear Ms. TIN,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70)
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 4.3.2024 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

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

Ramboll Hong Kong Ltd.

Project: CRC_4TYSEI00_0_0003L.24
Maconomy no: 338001301

Circulation:		Read	Action
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KK		☐	☐
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Document Scan		☐	☐
Keep Hard Copy		☐	☐

Yours sincerely,

(LAI Kin-man)
for Director of Fire Services

RAMBOLL

Ref.: CRC_4TYSEI00_0_0004L.24

4 March 2024

Planning Department,
District Planning Branch,
Metro District Planning Division,
Kowloon District Planning Office,
14/F, North Point Government Offices,
33 Java Road,
Hong Kong

By Fax (2894 9502) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

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3. Any land contamination assessment that has conducted at the site or neighboring areas.

4. Any change on the land use.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] (email: [redacted]) or the undersigned at [redacted] (email: [redacted]).
We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
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Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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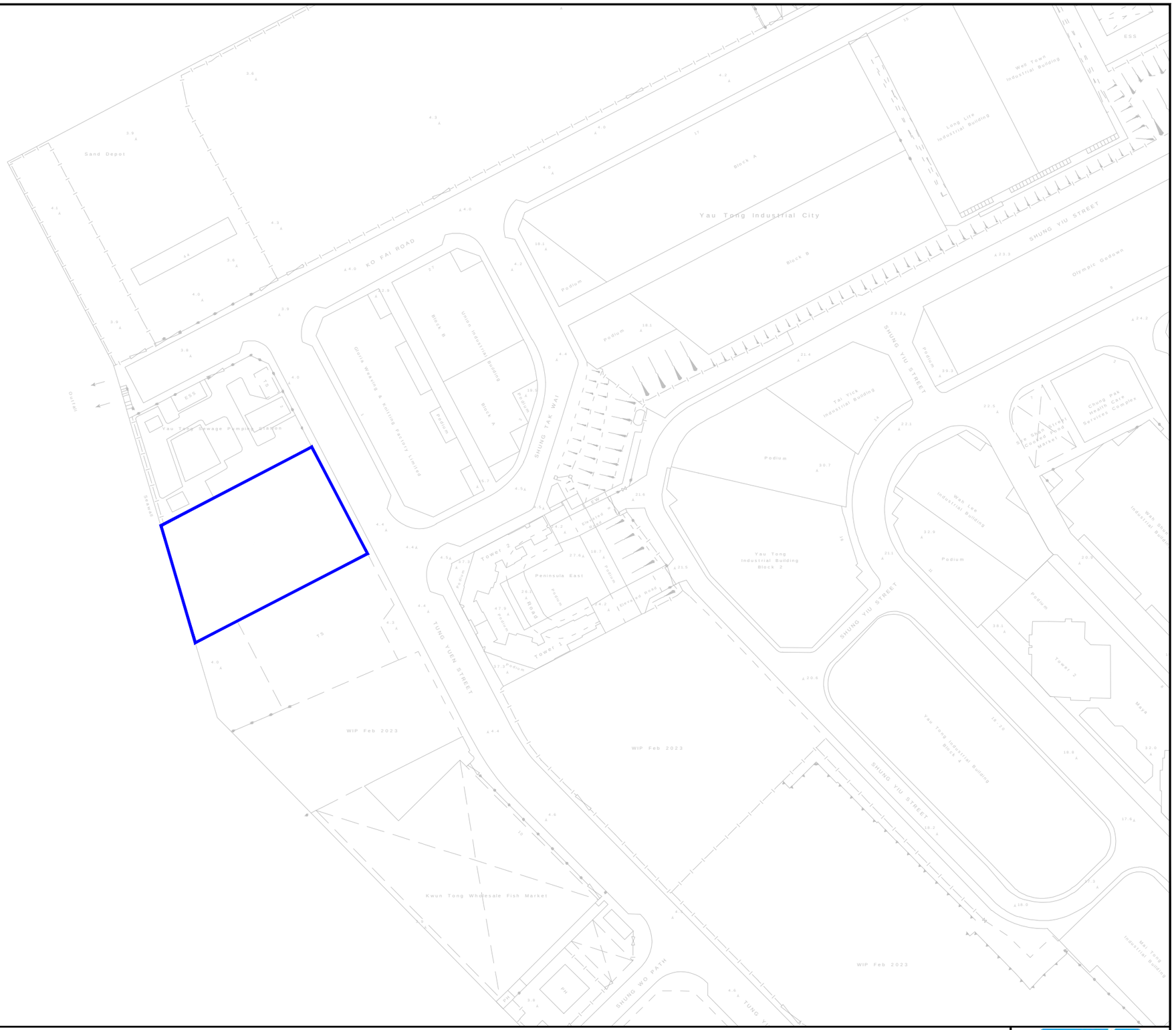
Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com



Legend

Application Site

Figure: 1.1	RAMBOLL
Title: The Location of the Application Site and its Environmental	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre, 56 Gloucester Road,
Wanchai, Hong Kong

By HAND ~~& By Fax~~
By Email [redacted]

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
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华润置地有限公司 **China Resources Land Limited**
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电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

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Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk

华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	
[redacted]	

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Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 安環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

規 劃 署

香港北角渣華道三百三十三號
北角政府合署

Planning Department

North Point Government Offices
333 Java Road, North Point,
Hong Kong

RECEIVED
22 APR 2024
BY:

來函檔號 **Your Reference** CRC_4TYSEI00_0_0004L.24
本署檔號 **Our Reference** K-15/100
電話號碼 **Tel. No.:** 2231 4968
傳真機號碼 **Fax No.:** 2894 9502

oll Hong Kong Ltd.

By Post and Fax (2894 9502)

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Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai, Hong Kong
(Attn.: Wendy Tin)

18 April 2024

Dear Wendy,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot No. YTML 68 & YTML 70) - Enquiry for Land Contamination Information

I refer to your letter dated 4.3.2024 enquiring the current and historical site information and land use changes of the site as indicated on the site map attached to your letter for land contamination investigation purposes.

2. The subject site falls within an area zoned "Residential (Group E)" ("R(E)") on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27. This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use. According to Schedule I (for non-industrial buildings) of the Notes of the OZP for "R(E)" zone, the proposed 'Flat' is a Column 2 use requiring planning permission from the Town Planning Board. The subject "R(E)" zone is restricted to a maximum domestic plot ratio (PR) of 5.0, a maximum non-domestic PR of 1.0, and a maximum building height (BH) of 80mPD.

3. Regarding the land use changes of the subject site, the current "R(E)" zoning for the site was first designated on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/11 approved in March 2000 and has remained unchanged since then. Before that, the site had been subject to land use zonings/designation on statutory town plan, including:

- "Industrial" on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. LK 15/35 exhibited on 12 March 1971.

RAMBOLL

Ref.: CRC_4TYSEI00_0_0005L.24

4 March 2024

Lands Department
Lands Administration Office
District Lands Office, Kowloon East
1/F, Tai Po Government Offices,
1 Ting Kok Road,
Tai Po, New Territories

By Fax (2782 5061) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

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Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] (email: [redacted]) or the undersigned at [redacted] (email: [redacted]).
We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
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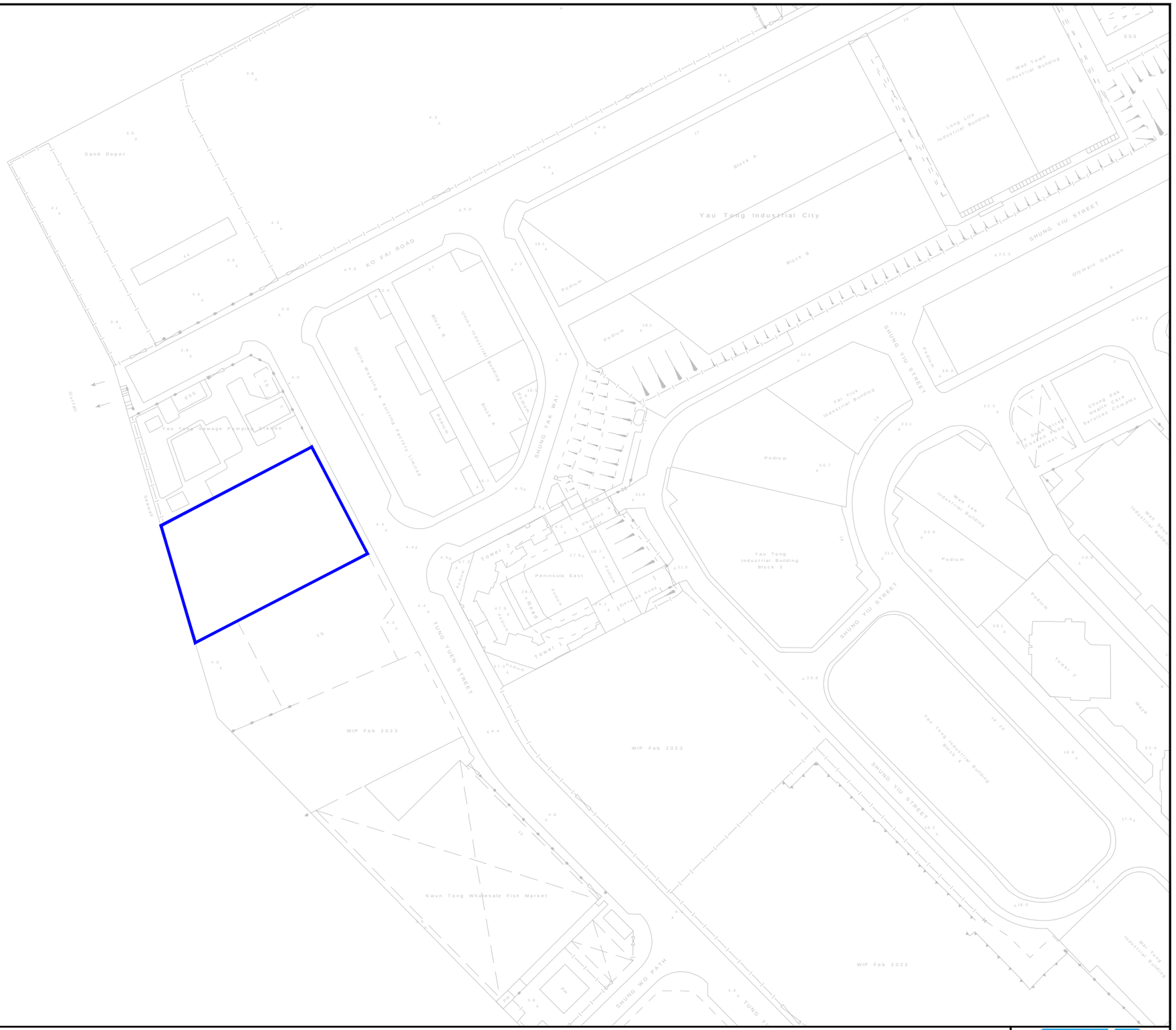

Legend

Application Site

Figure: 1.1	RAMBOLL
Title: The Location of the Application Site and its Environmental	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre, 56 Gloucester Road,
Wanchai, Hong Kong

By HAND ~~& By Fax~~
By Email [redacted]

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

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華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
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Environmental Consultancy Service – Optional Fee	%
Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	
[redacted]	

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted] ([redacted]) or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted] ([redacted]) on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 安環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

地政總署
九龍東區地政處
DISTRICT LANDS OFFICE,
KOWLOON EAST
LANDS DEPARTMENT

電　話	Tel:	3842 7616
圖文傳真	Fax:	2782 5061
電郵地址	Email:	eske1@landsd.gov.hk
本署檔號	Our Ref:	(167) in DLOKE 852/KPA/63
來函檔號	Your Ref:	CRC_4TYSEI00_0_0005L.24

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We strive to achieve excellence in land administration.

九龍海庭道 11 號西九龍政府合署南座 4 樓
4/F, SOUTH TOWER, WEST KOWLOON GOVERNMENT OFFICES, 11 HOI TING ROAD, KOWLOON

網址 Website : http://www.landsd.gov.hk

來函請註明本署檔號
Please quote our reference in your reply

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai , Hong Kong
(Attn: Wendy Tin)

By Fax (3465 2899) & By Post

8 April 2024

Dear Sirs/ Madams,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong
Yau Tong Marine Lot Nos. 68 and 70
Enquiry for Land Contamination Information

I refer to your letter dated 4 March 2024 regarding the captioned matter.

Please be advised that this office is not in a position to advise on the land contamination issues.

Should you have any enquiries, please do not hesitate to contact the undersigned.

Yours faithfully,

(Alex LAM)
for District Lands Officer/Kowloon East

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

Ref.: CRC_4TYSEI00_0_0006L.24

4 March 2024

Civil Engineering and Development Department
Geotechnical Engineering Office
Mines Division
6th floor, South Tower,
West Kowloon Government Offices,
11 Hoi Ting Road, Kowloon

By Fax (2714 0193) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] (email: [redacted]) or the undersigned at [redacted] (email: [redacted]). We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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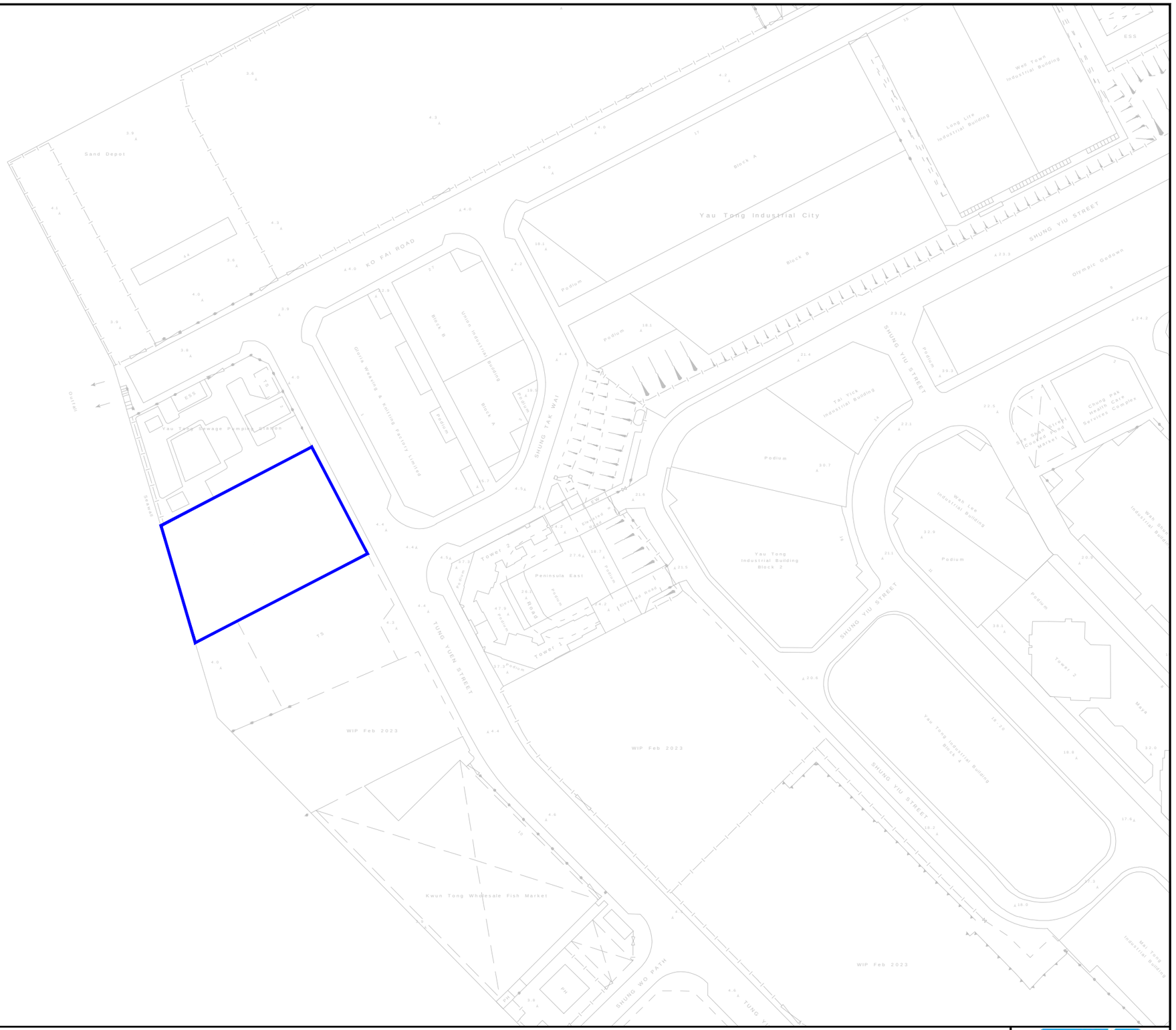

Legend

Application Site

Figure: 1.1

Title: The Location of the Application Site and its Environmental

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in Residential (Group E) Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

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Annex 2

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CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre, 56 Gloucester Road,
Wanchai, Hong Kong

By HAND ~~& By Fax~~
By Email [redacted]

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

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华润置地有限公司 **China Resources Land Limited**
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华润集团旗下香港上市公司

華潤置地
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Payment Schedule

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Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
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[redacted]	

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[redacted]

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You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted] ([redacted]) or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted] ([redacted]) on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 安環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

土木工程拓展署
CEDD Civil Engineering and Development Department

土力工程處
Geotechnical Engineering Office

Web site 網址 : http://www.cedd.gov.hk
E-mail 電子郵件 : siumingng@cedd.gov.hk
Telephone 電話 : (852) 3842 7272
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Our ref 本署檔號 : ( ) in CEDD-MIN-06-20-1
Your ref 來函檔號 : CRC_4TYSEI00_0_0006L.24

香港九龍海庭道 11 號
西九龍政府合署南座 6 樓礦務部
Mines Division
6/F, South Tower
West Kowloon Government Offices
11 Hoi Ting Road, Kowloon, Hong Kong

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road, Wan Chai, Hong Kong
(Attn: Ms. Wendy TIN)

7 March 2024

By Fax: 3465 2899

Dear Ms. TIN,

Re: Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTM70)- Enquiry for Land Contamination Information

I refer to your letter dated 4 March 2024 regarding the subject enquiry.

Based on our records, no licences were issued for the manufacture, storage, or use of explosives in the concerned area. This Office has no records indicating that any incidents related to explosives occurred in the concerned area.

If you have any further queries, please feel free to contact me at 3842 7272.

Yours sincerely,

(NG Siu-ming)
for Commissioner of Mines

THL/KCL/SMNG/smng

ARUP

Appendix F

Drainage and Sewerage Impact Assessment

SECTION 16 APPLICATION FOR PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACES WITH MINOR RELAXATION AND DOMESTIC AND NON-DOMESTIC PLOT RATIO AND BUILDING HEIGHT RESTRICTION IN "RESIDENTIAL (GROUP E)" ZONE AT NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

DRAINAGE & SEWERAGE IMPACT ASSESSMENT

Date	July 2025
Prepared by	Sally Chiu Assistant Environmental Consultant
Signed	
Approved by	Tony Cheng Senior Manager
Signed	
Project Reference	CRC_4TYSEI00
Document No.	R9291_v1.3

CHAPTERS

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   - 1.1 Background and Objectives 1-3
   - 1.2 Application Site and its Environ 1-3
   - 1.3 Proposed Residential Development 1-3
2. DRAINAGE IMPACT ASSESSMENT 2-1
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Figure 3.1 Existing Sewerage System in the Vicinity of the Application Site

Figure 3.2 Existing Sewerage System and Catchment Area in the Vicinity of the Application Site

APPENDICES AND DIAGRAMMATIC SECTION

Appendix 1.1 Key Developiment Parameters

Appendix 3.1 Detailed Sewerage Impact Assessment Calculations

Appendix 3.2 Detailed Sewerage Impact Assessment Calculations

1. INTRODUCTION

1.1 Background and Objectives

1.1.1 The Proposed Development is located at No. 4 Tung Yuen Street, Yau Tong ("Application Site"). It is zoned as "R(E)" site under OZP S/K15/27 Cha Kwo Ling, Yau Tong, Lei Yue Mun, gazetted on 18/11/2022.

1.1.2 This S16 application is submitted to the Town Planning Board for the Proposed Flat, Shop and Services, and Eating Places with Minor Relaxation of Plot Ratio and Building Height Restrictions at the Application Site.

1.1.3 Ramboll Hong Kong Limited is commissioned by the Applicants to prepare this Drainage and Sewerage Impact Assessment (DSIA) Mitigation measures will be identified if it is necessary. Development parameters of the Proposed Development are provided by project architect, P&T.

1.2 Application Site and its Environ

1.2.1 The Application Site has an area of about 2,419 m^2, which are situated in Yau Tong area. The Application Site is bounded by Yau Tong Sewage Pumping Station to the Northwest, Tung Yuen Street to the Northeast, The Coastline to the Southeast. Figure 1.1 shows the location of the Application Site and its environ.

1.3 Proposed Residential Development

1.3.1 The Proposed Development consist of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium for shop and services, eating place, and clubhouse with two level of basements for carparking and loading/ unloading spaces.

1.3.2 The tentative completion year of the Proposed Development would be Years 2032.

1.3.3 The development parameters of the Proposed Development are shown in Appendix 1.1.

2. DRAINAGE IMPACT ASSESSMENT

2.1 Existing Drainage and Condition of the Application Site

2.1.1 The Application Site is consisting with an industrial building (i.e., ground level 4.40 mPD) and is almost 100% paved under existing conditions. As confirmed by the Project Proponent, there will be no change in the gradient of the Application Site after redevelopment.

2.1.2 According to APP-152, at least 20% of greenery will be provided after development. The provision of a greenery area of approximately 484 m^2 will further increase filtration of stormwater and minimize surface runoff. The paved / unpaved ratio of the Application Site before and after the Proposed Development were reviewed and summarized in Table 2.1.

Table 2.1 Estimated Peak Flow

	Before Development	After Development
Paved Area	2,419 m^2(99%)	1,935 m^2 (80%)
Unpaved Area	36 m^2 (1%)	484 m^2 (20%)

2.1.3 As change in land use would affect the amount of surface runoff flowing into the existing drainage system. Meanwhile, there is a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. Adverse impact to the public drainage system is thus not anticipated. Upgrading works is considered not necessary.

2.2 Sea Level Rise due to Climate Change

Site Constraints

2.2.1 With reference to the Outline Zoning Plan (OZP) and confirmation from the Project Proponent, the design of the promenade within the Application Site should align directly with the design of the waterfront (i.e., at 4.40 mPD). Therefore, the current ground level of the proposed design is 4.40 mPD.

2.2.2 With reference the Table 8, and Table 29 in the *Stormwater Drainage Manual-Corrigendum No. 1/2022*. Based on the preliminary calculation, the design extreme sea level would be 4.39 mPD (i.e. 4.19+0.20 mPD) with reference the return period years 200 and the mean sea level rise in Mid-21st Century, compared with the the ground level (i.e., 4.40 mPD) of the Proposed Development, which is adequate to protect the Proposed Development from seawater inundation.

Table 8 Design Extreme Sea Levels (in mPD)

Return Period (Years)	North Point / Quarry Bay (1954- 2019)	Tai Po Kau (1962-2019)	Tsim Bei Tsui (1954-2019)	Tai O (1954-2019)
2	2.82	2.97	3.07	2.87
5	3.03	3.27	3.31	3.16
10	3.20	3.54	3.52	3.36
20	3.38	3.56	3.74	3.57
50	3.66	4.41	4.09	3.84

100	3.91	4.93	4.41	4.06
200	4.19	5.59	4.78	4.28

Note:

1. *The extreme sea levels at Tsim Bei Tsui and Tai O were based on the frequency analysis of instrumental data and correlated data from North Point/ Quarry Bay for an extended data set of 66 years (from 1954 to 2019).*
2. *For facilities which are vulnerable and sensitive to sea water level, e.g. E&M installations, where more stringent design is desirable, designers can make reference to the extreme sea levels as shown in Appendix 1. These extreme sea levels were derived with inclusion of significant storm surge events in Hong Kong before 1954.*

Table 29 Mean Sea Level Rise due to Climate Change

	Mean Sea Level Rise
Mid-21st Century	0.20 m
End of 21st Century	0.47 m

Notes:

1. *The mean sea level rise is relative to the average of 1995-2014.*
2. *Median projection values are adopted in the table.*
3. *Mid-21st century refers to period around 2050; end of 21st century refers to period around 2090.*

Mitigation Measures

2.2.3 For the Proposed Development design, the façade of the Proposed Development facing the waterfront on the ground floor primarily consists of blank walls with few entrances. Furthermore, there will be a basement for 2-story carpark and will be at about -4.6 mPD. The entrance of the basement carpark is faces to Tung Yuen Street.

2.2.4 Apart from the scheme design, demountable flood barrier would be installed manually in front of the entrances of buildings, and carparks to prevent floodwater intrusion, and in open spaces to contain floodwater within the area. This type of barrier is widely used in Hong Kong to minimize flooding impact. Therefore, with proper mitigation measures there would be no adverse flooding impact.

3. SEWERAGE IMPACT ASSESSMENT

3.1 Scope of Work

3.1.1 The aim of this SIA is to assess whether the capacity of the sewerage network serving the Application Site is sufficient to cope with the sewage flow from the proposed development.

3.2 Assessment Criteria and Methodology

3.2.1 The Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department has been used to determine the worker density for various economic activities and planned usage types.

3.2.2 Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1 (GESF) has been referred to for the purposes of estimating the quantity of the sewage generated from the Proposed Development and the existing catchment area. Sewage flow parameters and global peaking factors in this document have been adopted for this SIA.

3.2.3 According to the GESF, the overall unit flow is composed of flows due to employees and the associated activities. The following unit flow factors have been adopted in the SIA calculation in accordance with Tables T-1, T-2 and T-3 of the GESF:

- Residential housing: 0.27m^3/day (Private R2)
- Restaurant & Hotel: 1.58m^3/day (Commercial Employee and J10 – Restaurant & Hotel)
- Wholesale & Retail: 0.28m^3/day (Commercial Employee and J4 – Wholesale & Retail)
- Industrial: 1.08m^3/day (Industrial Employee and J1 – Yau Tong)
- Community, Social & Personal Services: 0.28m^3/day (Commercial Employee and J11- Community, Social & Personal Services)

3.2.4 The catchment inflow factor, PCIF of 1.1 (East Kowloon), is adopted in catchment calculations.

3.3 Existing and Future Sewerage System

3.3.1 With reference to the sewerage system shown in Geo-info Map, all the sewage generated from the proposed development will be discharged to the terminal manhole (T0) which is located at the eastern side of the proposed development. The terminal manhole TMH-01 (S0) is connected to the exciting manhole FMH4034524 (S1) outside the proposed development via a new Ø300mm polyethylene pipe. The sewer eventually discharges the collected sewage to Yau Tong Sewage Pumping Station.

3.3.2 The Yau Tong Sewage Pumping Station (YTSPS) is located at the junction of Ko Fai Road and Tung Yuen Street which is next to the Application Site. Based on the information for DSD, The YTSPS currently has a design capacity with 28,800m^3/day.

3.3.3 The existing sewers and catchment areas in the vicinity of Application Site are shown in Figure 3.1.

3.4 Wastewater Generated by the Proposed Development

3.4.1 The sewage generated by the proposed development will be mainly contributed by the residential units, club house, retail and F&B facilities. Detailed calculation of

sewage generation from the proposed development is given in Table 3.1 below and in Appendix 3.1.

Table 3.1 Estimated Peak Flow

Calculation for Sewage Generation Rate of the Proposed Development at the Application Site			
1. Proposed Residential Development			
Total number of residential units	=	342	units
Total number of residents	=	855	residents (refer to Census and Statistics Department 2021 data - average household size of 2.5 in Yau Tong West)
Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	230.9	m^3/day
2. Club House			
Assumed Area	=	735	m^2 (refer to Appendix 1.1)
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS – Community, Social & Personal Services)
Total number of employees	=	24	employees
Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
Design flow	=	200	litre/employee/day -- (refer to Table T-2 of GESF - J11 Community, Social & Personal Services)
Sewage generation rate	=	6.7	m^3/day
3. Swimming Pool			
Assumed Area of Swimming Pool	=	250	m^2
Average Depth of Water	=	1.5	m
Volume of Swimming Pool	=	375	m^3
Turnover Rate	=	6	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
Surface Loading Rate of Filter	=	50	m^3/m^2/hr
Filter Areas required	=	1.3	m^2
Backwash flow rate	=	30	m^3/m^2/hr
Design flow for Swimming Pool Backwashing	=	37.5	m^3/hr
Backwash Duration	=	7	min/day (With reference to Section B8.5.5 of General Specification for Swimming Pool Water Treatment Installation in Government Buildings of the HKSAR published by the ArchSD)
Backwash generation rate	=	3.75	m^3/day
Design flow for Swimming Pool Backwashing	=	10.4	litre/sec
4. Retail			
Assumed area	=	1306.3	m^2
Assumed floor area per employee	=	28.6	m^2 per employee – (refer to Table 8 of CIFSUS – Retail Trade)
Total number of employees	=	46	employees
Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
Design flow	=	200	litre/employee/day -- (refer to Table T-2 of GESF – J4 Wholesale & Retail)
Sewage generation rate	=	12.9	m^3/day
5. F&B			
Assumed used area	=	870.8	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	44	employees
Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
Sewage generation rate	=	69.5	m^3/day
Flow rate (without swimming pool)	=	320.0	m^3/day
Flow rate with P_{CIF} (without swimming pool)	=	352.0	m^3/day (refer to Table T-4 of GESF – East Kowloon - 1.1)
Contributing population	=	1304	people

Peaking factor	=	6	(refer to Table T-5 of GESF for a population between 1000-5000 incl. stormwater allowance)
Peak flow (without swimming pool)	=	24.4	litre/sec
Peak flow (with swimming pool)	=	34.9	litre/sec

3.5 Assessment of Sewerage Impact

3.5.1 The potential sewerage impact due to the Proposed Development has been quantitatively addressed. Total sewage generation rate from the Proposed Development is estimated to be 352.0 m^3/day (i.e. peak flow 34.9 litre/sec).

3.5.2 Based on the assessment results, it is found that the capacity of sewers FWD4036746, and FWD4036747 are not sufficient for the sewerage generated from the Proposed Development and the surrounding catchment. Therefore, sewers FWD4036746, and FWD4036747 are proposed to upgrade. The proposed upgrading works are summarized in Table 3.2 and Figure 3.2.

Table 3.2 Proposed Upgrading Works

Segment	Manhole Reference	Manhole Reference	Length (m)	Original Size (Ø)	Upgraded Size (Ø)
S1-S2	FMH4034524	FMH4034525	41.7	675	825
S2-S3	FMH4034525	FMH4034509	8.0	675	825

3.5.3 Hence, upgrading works on the public sewers FWD4036746, and FWD4036747 by the project proponent are required.

3.5.4 With reference the information from DSD, the average daily flow at YTSPS of March 2025 is 17,443 m^3/day, and the estimated sewage generated Proposed Development is about 352 m^3/day. Therefore, the estimated sewage generated Proposed Development with average daily flow at YTSPS is 17795 m^3/day, which the flow is occupied about 62% of the current capacity of YTSPS. It is unlikely that the YTSPS will be overloaded. Detailed calculation for the capacities of YTSPS is given in Appendix 3.1.

4. OVERALL CONCLUSION

4.1.1 With a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. The proposed development can be completed without aggravating the flooding conditions within, upstream, or downstream of the Application Site. Therefore, it is anticipated that there will not be any impact on the existing drainage system. As such, upgrading work on the drainage system is NOT required.

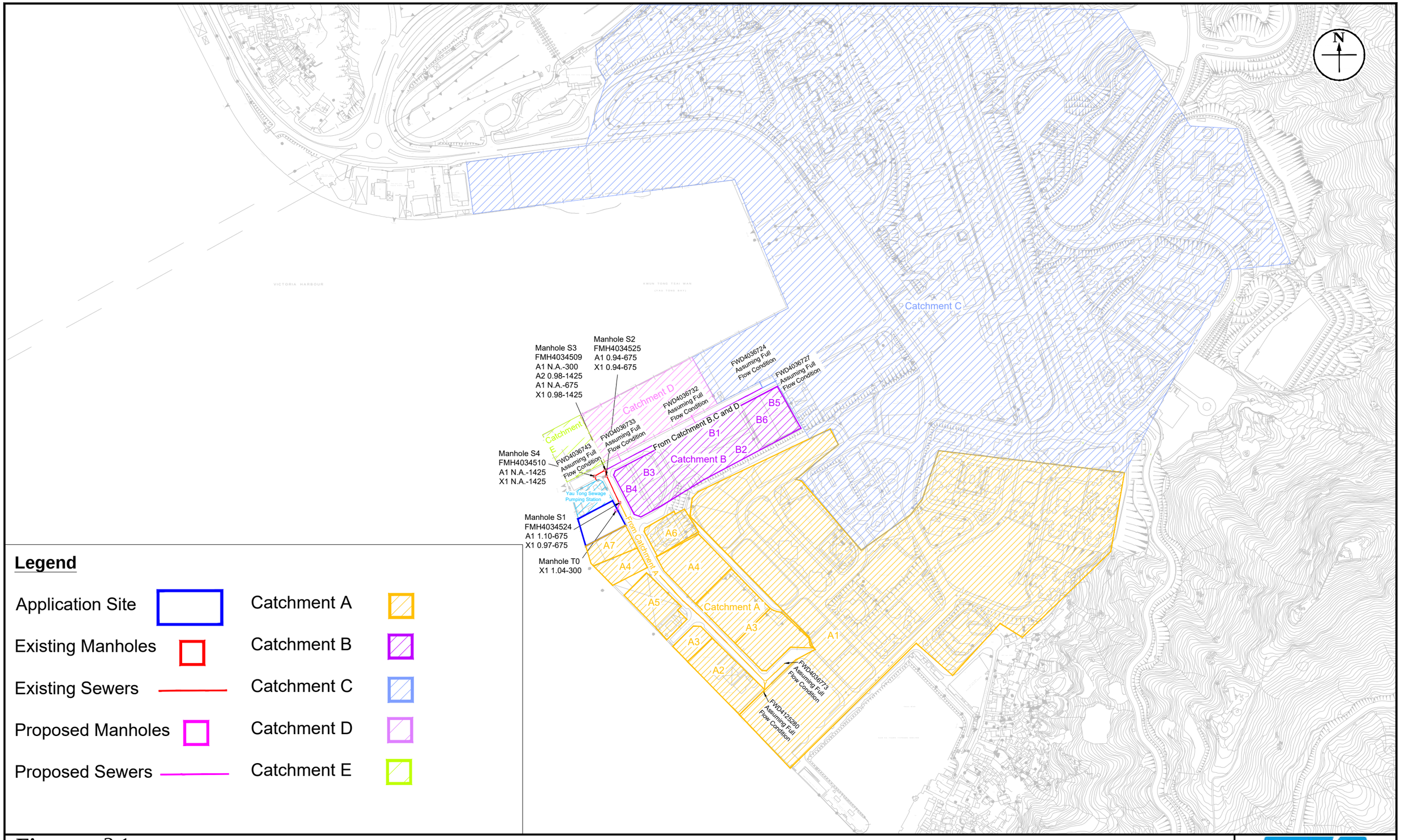
4.1.2 The potential sewerage impact arisen from the Proposed Development has been quantitatively assessed. Two of existing Ø675mm sewerage pipe (S1-S2 and S2-S3) will be upgraded to Ø825mm sewerage pipes. New Ø300mm sewerage pipes and manhole will be proposed to connect the existing pipe.

4.1.3 The TYSPS that the sewerage system would be connecting to has adequate capacity for the expected daily flows from the Proposed Development based on the assessment results.

4.1.4 With the proposed new connection and upgrading works in place, this SIA confirms the feasibility of the Proposed Development with no adverse impacts imposed to the public sewerage system.

4.1.5 This DIA and SIA confirm the feasibility of the proposed development in terms of its drainage and sewerage impact.

Figures



Legend

- Application Site
- Existing Manholes
- Existing Sewers
- Proposed Manholes
- Proposed Sewers
- Catchment A
- Catchment B
- Catchment C
- Catchment D
- Catchment E

Figure: 3.1a	RAMBOLL
Title: Sewerage System and Catchment Areas in the Vicinity of the Application Site_overall	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.3 Date: Jun 2025

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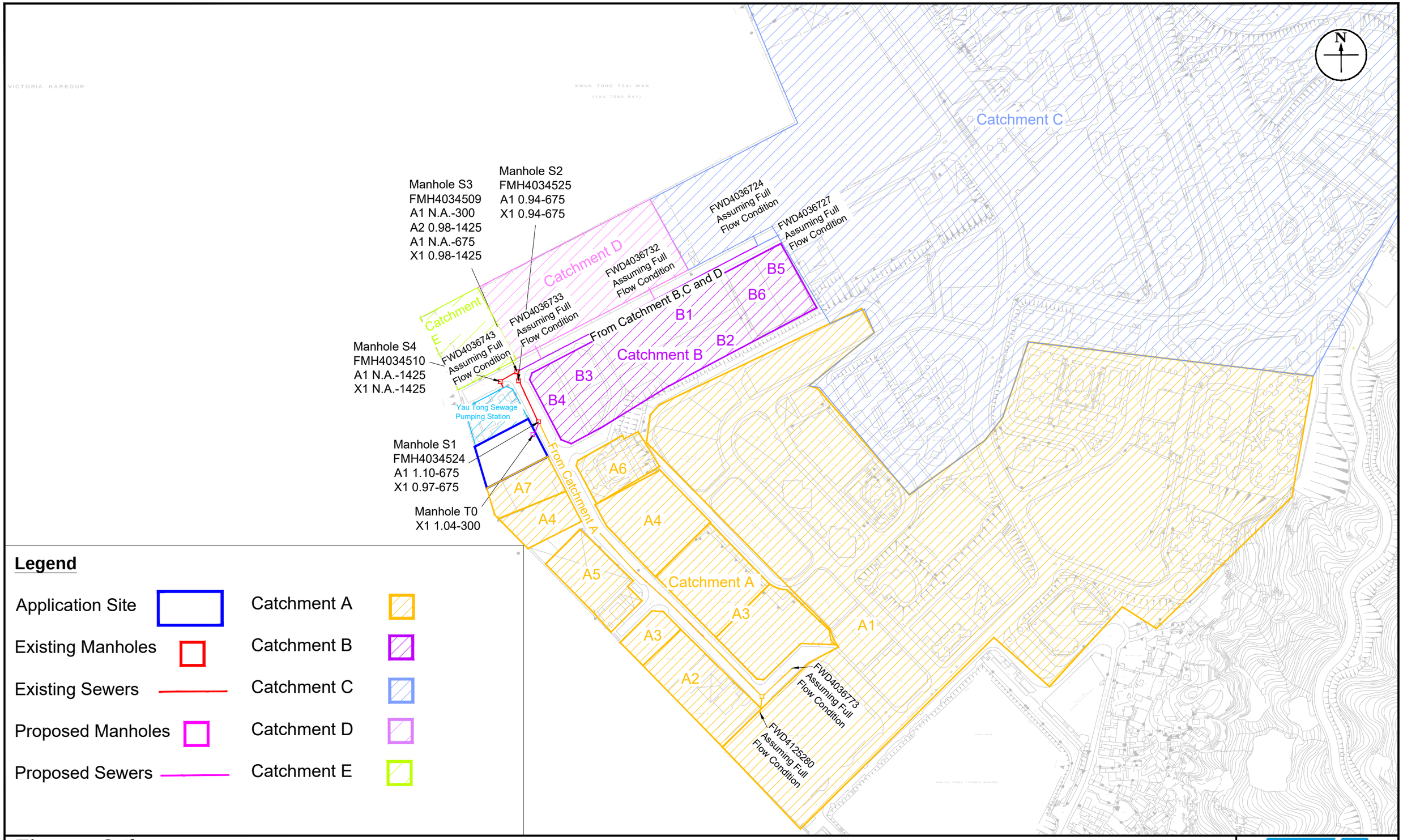

Figure: 3.1b	RAMBOLL
Title: Sewerage System and Catchment Areas in the Vicinity of the Application Site_zoom	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.3 Date: Jun 2025

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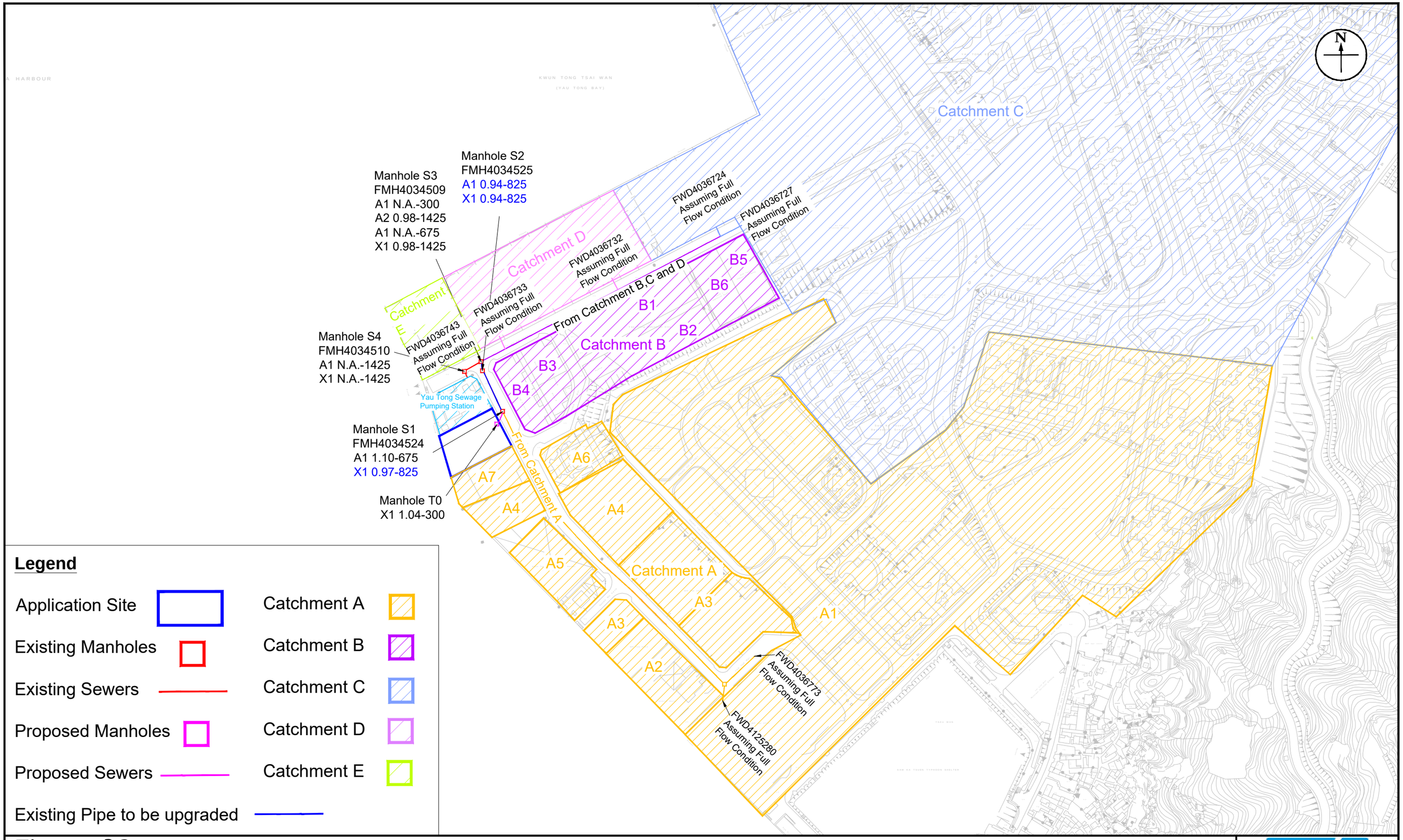

Legend

Application Site	Catchment A
Existing Manholes	Catchment B
Existing Sewers	Catchment C
Proposed Manholes	Catchment D
Proposed Sewers	Catchment E
Existing Pipe to be upgraded	

Figure: 3.2

Title: Proposed Sewerage System

Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by: SC

Checked by: TC

Rev.: 1.3

Date: Jun 2025

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Appendix

Appendix 1.1 Key Development Parameters

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	- 10%
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177m^2 [2]	- 10%
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.082 [3] (to be included in Domestic PR) (Not more than 198m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	• Not less than 855m^2 • A voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20%	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	63 (incl. 2 accessible car parking spaces)	
- Residential	N/A	50	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	4	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is considered as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of about 0.082 (equivalent to a GFA of about 198m^2) will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

東源街 TUNG YUEN STREET

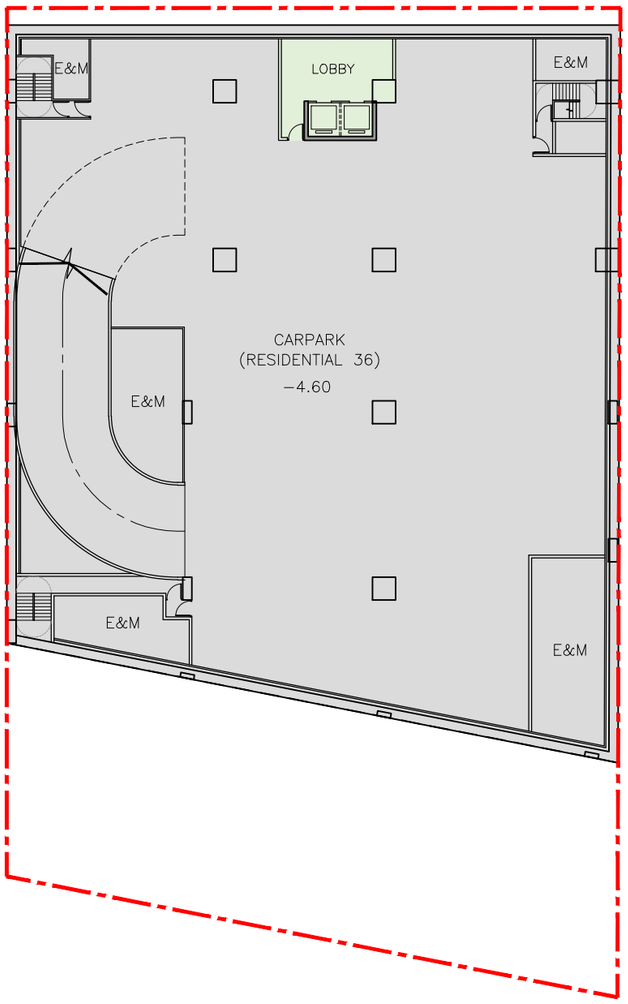
3500
Pavement Widening
1500
5000

+100.00MPD
T1
2F
+14.40
3F
+21.10
OUTDOOR POOL
+80.00MPD
YTML 68
15M PROMENADE
TS
CANOPY
WALL
OVERHANG
CONC
PLATFORM
SEAWALL
海堤 Seawall
Sewage Pumping Station
WIP Aug 2023

0 1 2 5 10 20m

A-01 Master La out Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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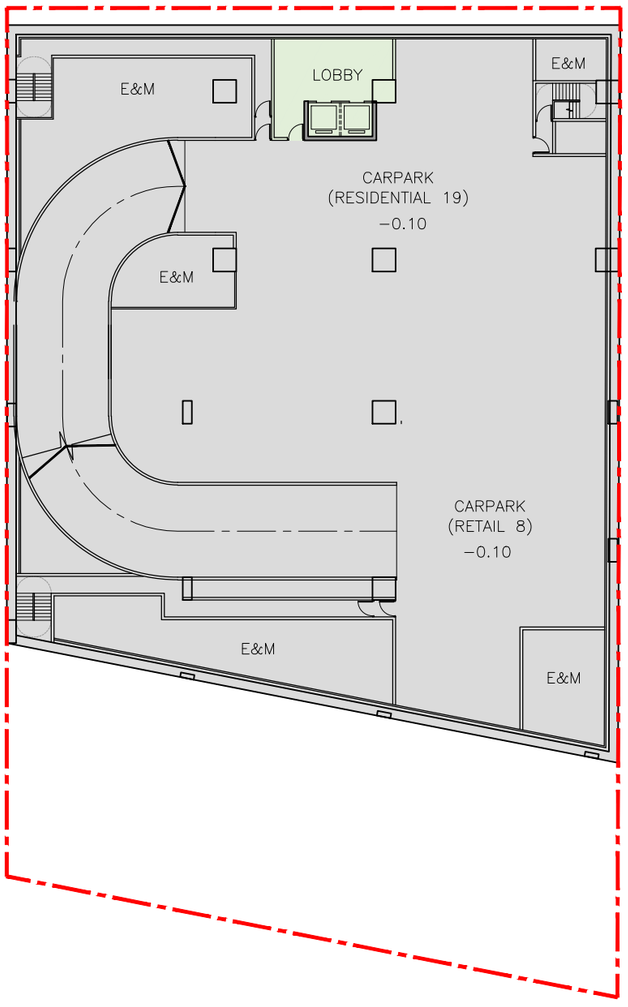
A-02 Second Basement Level B2 Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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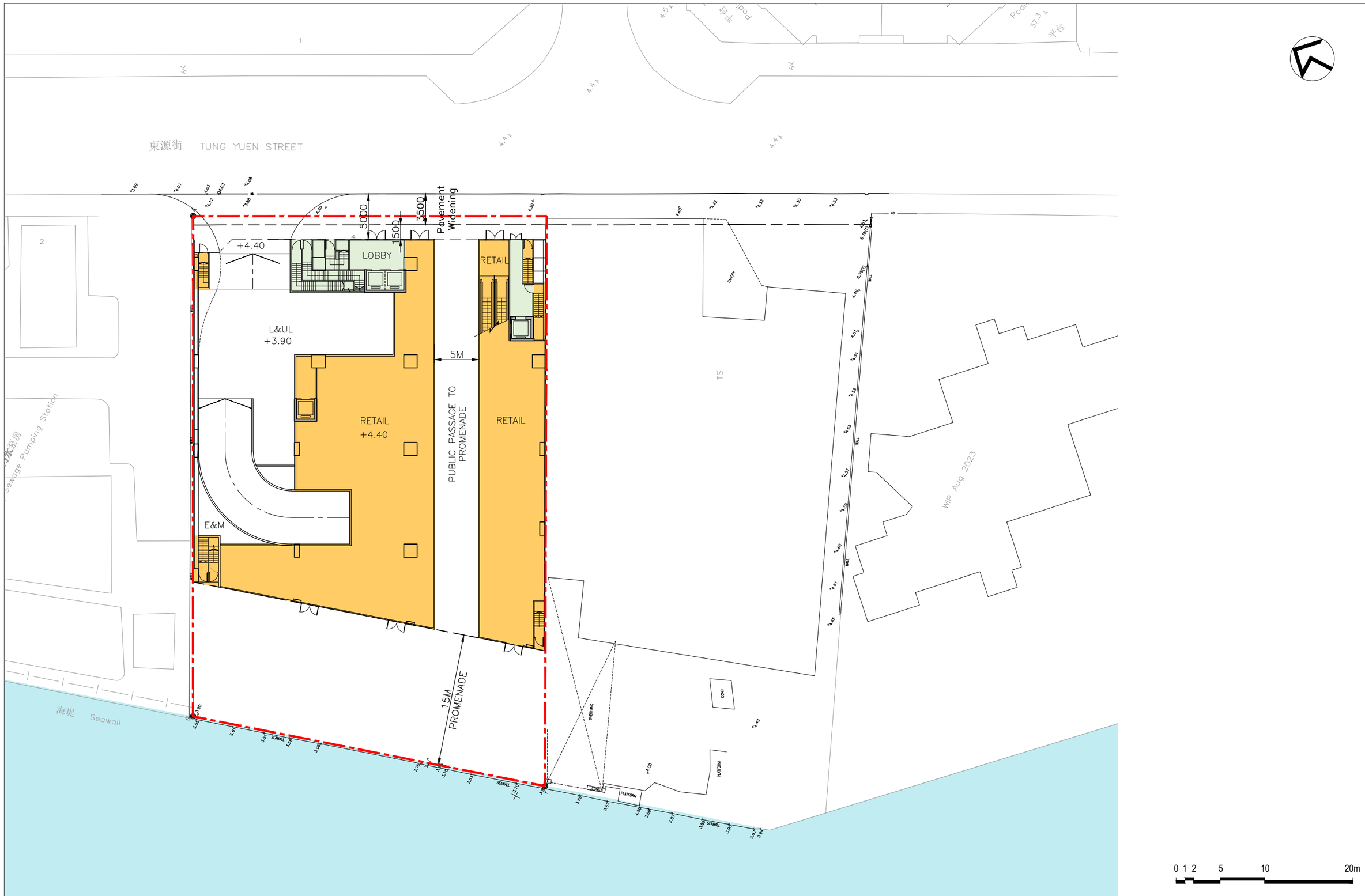
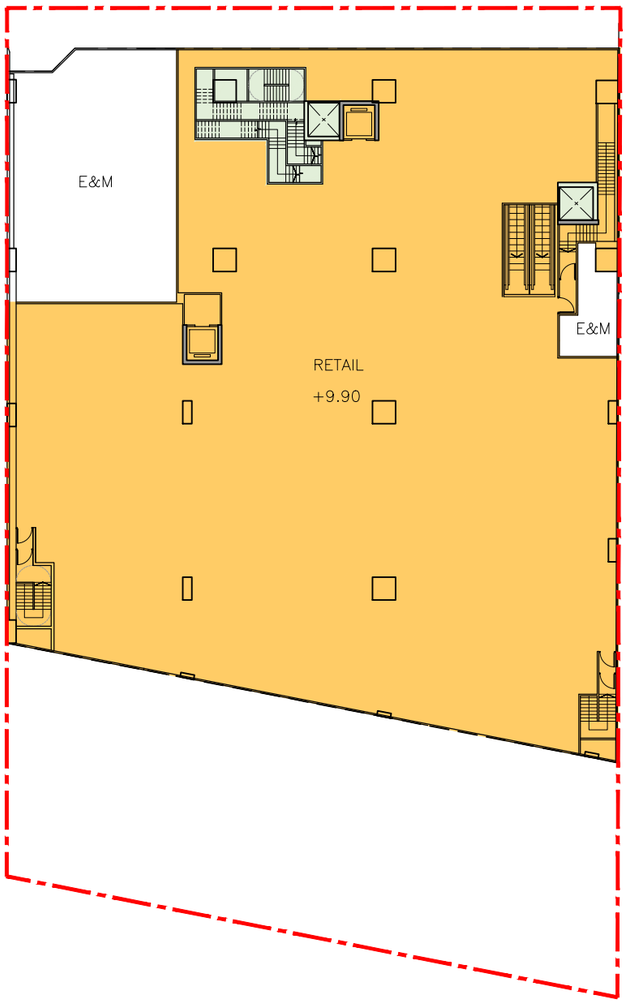
A-0 First Basement Level B1 Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level GF Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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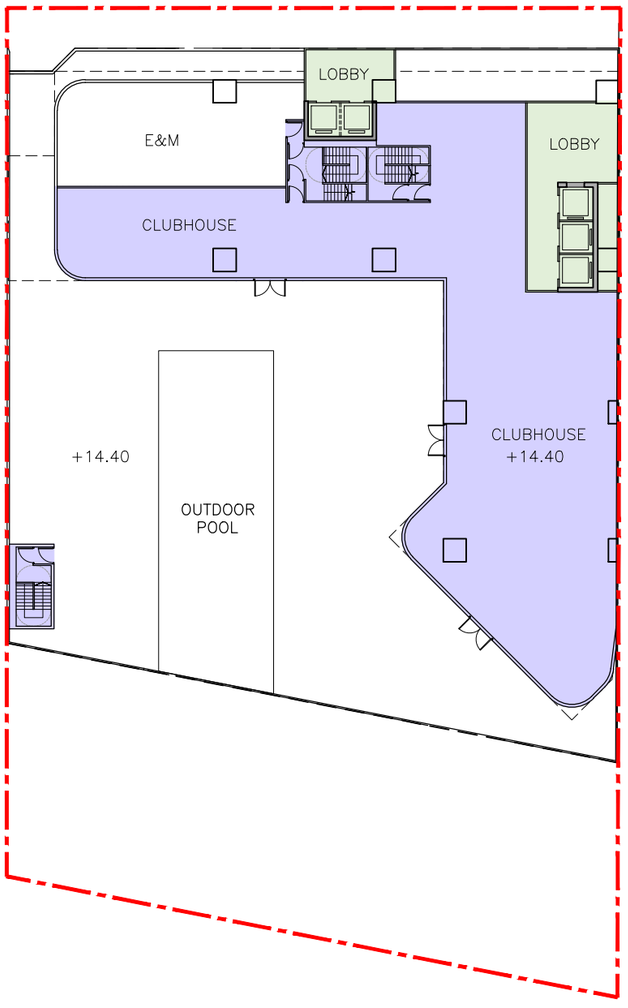
A-05 Level 1 L1 Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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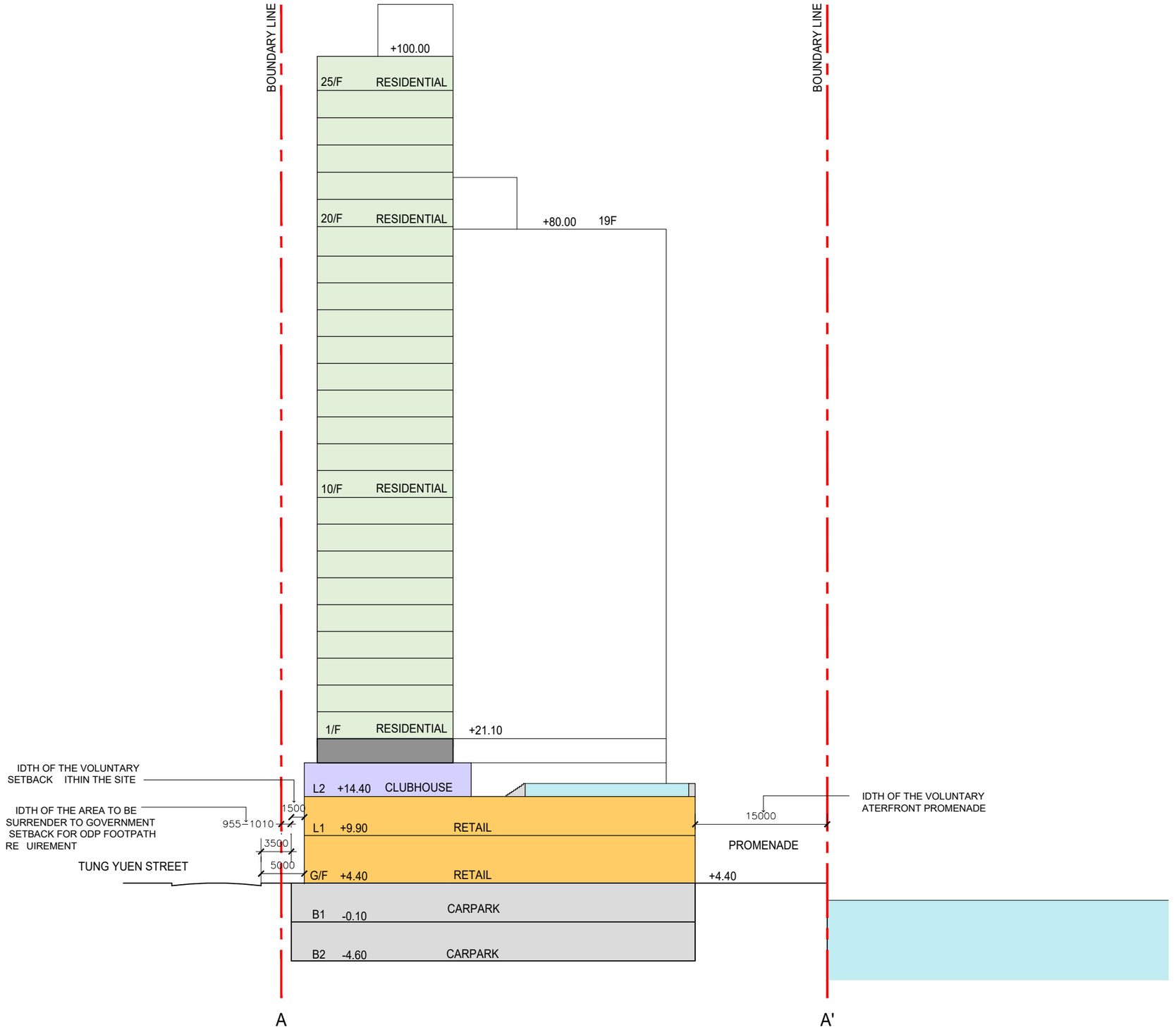
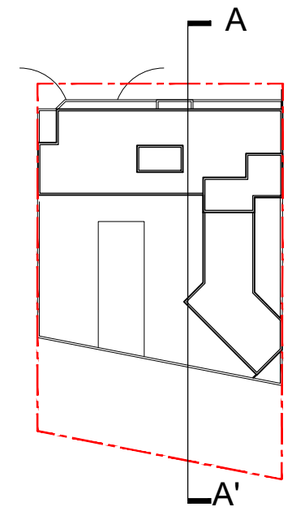
A-06 Level 2 L2 Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





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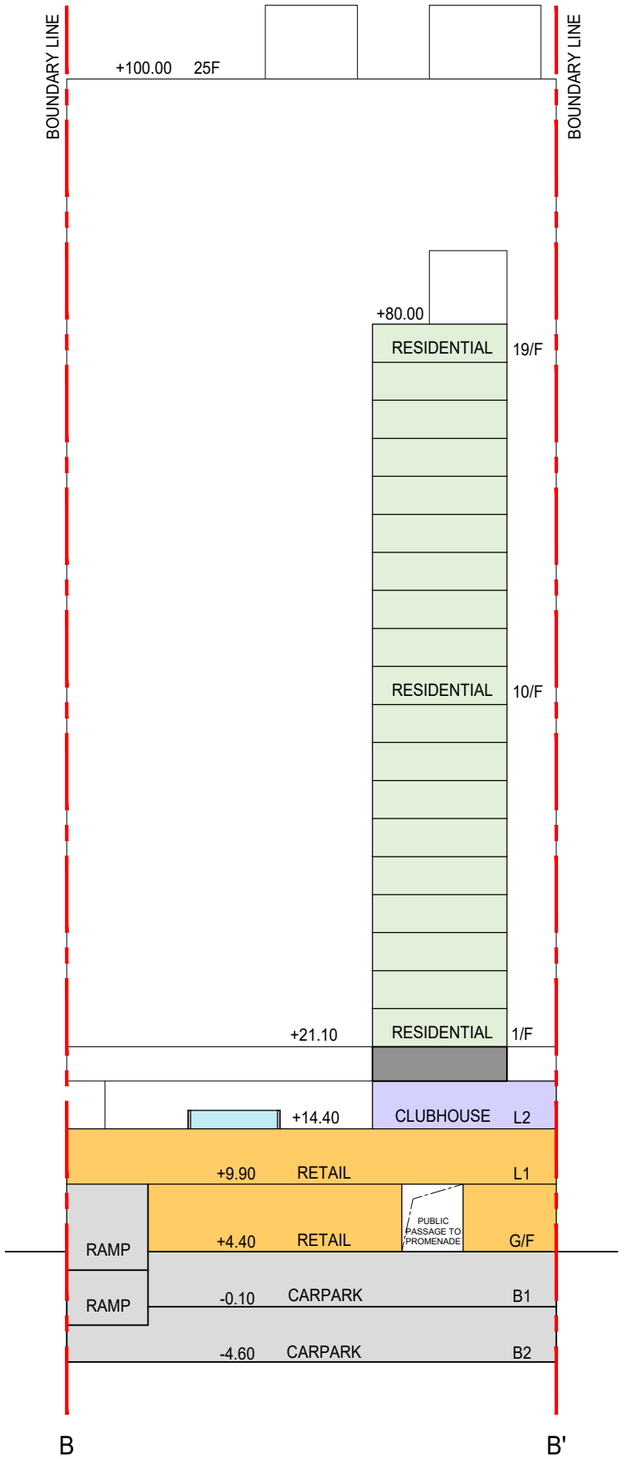
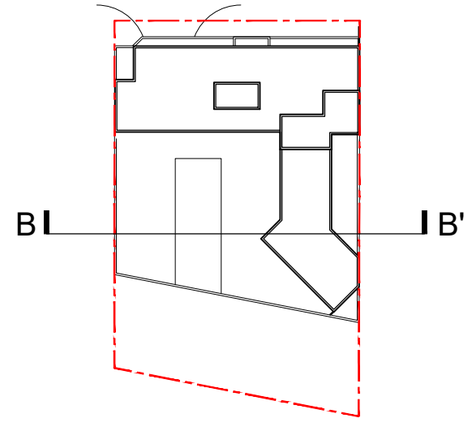
A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





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A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 3.1 Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Proposed Residential Development at the Application Site

1. Proposed Residential Development			**Remarks**
1. Residential Towers (T1-T3)			
a. Total number of units	=	342	units
b. Total number of residents	=	855	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**230.9**	m^3/day
2. Club House			
a. Assumed used area	=	725	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	24	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**6.7**	m^3/day
3. Swimming Pool			
a. Assumed Area of Swimming Pool	=	250	m2
b. Average Depth of Water	=	1.5	m
c. Volume of Swimming Pool	=	375	m3
d. Turnover Rate	=	6	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
e. Surface Loading Rate of Filter	=	50	m3/m2/hr
f. Filter Areas required	=	1.3	m2
g. Backwash flow rate	=	30	$m^3/m^2/hr$
h. Design flow for Swimming Pool Backwashing	=	37.5	m^3/hr
i. Backwash Duration	=	7	min/day
j. Backwash generation rate	=	3.75	m^3/day
k. Design flow for Swimming Pool Backwashing	=	**10.4**	litre/sec
4. Retail			
a. Assumed used area	=	1306.2	m^2
b. Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
c. Total number of employees	=	46	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J4)
f. Sewage generation rate	=	**12.9**	m^3/day
5. F&B			
a. Assumed used area	=	870.8	m^2
b. Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
c. Total number of employees	=	44	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
f. Sewage generation rate	=	**69.5**	m^3/day
Total Flow at Manhole T0			
Flow Rate (Without Swimming Pool)	=	320.0	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	352.0	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	1304	people
Peaking factor	=	6	Refer to Table T-5 of GESF for population 1,000 - 5,000 including stormwater allowance
Peak Flow (Without Swimming Pool)	=	24.4	litre/sec
Peak Flow (With Swimming Pool)	=	**34.9**	litre/sec

Table 2a Hydraulic Capacity at Sewers along Tung Yuen Street, Yau Tong

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	675	41.7	0.97	0.94	9.81	0.0060	0.001	0.000001	0.51	0.36	0.18	183
S2-S3	FMH4034525	FMH4034509	675	8.0	-	-	9.81	0.0060	0.001	0.000001	0.51	0.36	0.18	183
S3-S4	FMH4034509	FMH4034510	1425	17.6	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186
S4-S5	FMH4034510	Yau Tong Sewage Puminp Station	1425	6.4	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(3) The value of k_s = 3 mm and 6 mm are used with reference to Slimed Concrete Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)

(7) According to DSD Drainage Records, the downstream invert level of manholes FMH4034525 is missing, as a conservative approach, the slope of the upstream Segment (i.e. S1-S2) is used instead.

(8) According to DSD Drainage Records, the invert level of manholes FMH4034509 and FMH4034510 are missing, as a conservative approach, the slope 0.002 is used .

The Invert Level 1 is reference the FWD4036916 downstream 1.22mPD and the Invert Level 2 is reference the FWD4036741 downstream 0.98mPD with length

Table 3a Hydraulic Capacity of Sewers (Catchment A)

1. Full Bore of Pipes FWD4036773 and FWD4125280 (Assumption)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Upstream Invert Level	Downstream Invert Level	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
FWD4036773	FMH4034555	FMH4034556	600	38.9	1.89	1.86	9.81	0.006	0.001	0.000001	0.49	0.28	0.14	138
FWD4125280	FMH4099933	FMH4034556	225	6.1	2.15	2.10	9.81	0.006	0.008	0.000001	0.81	0.04	0.03	32
													Sub-total	**170**

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

(5) The pipe information is obtained from Geoinfo Map.

2. 18 Tung Yuen Street Application No A/K15/121

Residential (Phase 1)

a. Total number of units	=	135	units
b. Total number of residents	=	338	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**91**	m^3/day

Residential (Phase 2)

a. Total number of units	=	201	units
b. Total number of residents	=	503	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**136**	m^3/day

Total Dewerage Generate rate = **227** m^3/day

3. With reference Planning Application No. A/K15/126 (https://www.tpb.gov.hk/tc/plan_application/Attachment/20200828/s16_A_K15_126_0_gist.pdf)

Residential

a. Total number of units	=	1393	units
b. Total number of residents	=	3483	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**940.3**	m^3/day

Club House

a. Assumed used area	=	950	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	31	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**8.7**	m^3/day

Outdoor Swimming Pool

a.Assumed area	=	112.1	m^2
b. Assumed depth of water	=	1.5	m
c. Volume of water	=	168.2	m^3
d. Turnover Rate	=	6.0	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
e. Surface loading rate of filter	=	50.0	$m^3/m^2/hr$
f. Filter areas required	=	0.6	m^2
g. Backwashing flow rate	=	30.0	$m^3/m^2/hr$
h. Design flow for backwashing	=	16.8	m^3/hr
i. Backwash duration	=	7.0	min/day
j. Backwash generation rate	=	1.96	m^3/day
k. Backwash generation rate	=	**4.67**	litre/sec

4. Residential (Other Proposed Residential Development ref. YTML No. 69 & YTIL No. 4RP) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

1a. Total number of units	=	929	units
1b. Total number of residents	=	2323	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
1c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
a. Sewage Generation rate	=	**627**	m^3/day

5. Commercial (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Assumed used Area	=	4,870	m^2 (Refer to Table 5)
b. Assumed floor area per employee	=	43.5	m^2 per employee (worker densities refer to Table 8 in CIFSUS- Wholesale Trade)
c. Total number of employees	=	112	employees
d. Design flow for industrial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for industrial activities	=	1500	litre/employee/day -- (refer to Table T-2 of J4 GESF)
f. Sewage generation rate	=	**177.0**	m^3/day

6. Peninsula East (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

1a. Total number of units	=	256	units
1b. Total number of residents	=	640	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
1c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
1d. Sewage Generation rate	=	**172.8**	m^3/day

7. Industrial (Redland Concrete Limited) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

2a. Assumed used Area	=	1,098.5	m^2
2b. Assumed floor area per employee	=	43.5	m^2 per employee (worker densities refer to Table 8 in CIFSUS- Manufacturing)
2c. Total number of employees	=	25	employees
2d. Design flow for industrial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
2e. Design flow for industrial activities	=	1,000.00	litre/employee/day -- (refer to Table T-3 - Yau Tong)
2f. Sewage generation rate	=	**27.0**	m^3/day

Total Flow at Manhole S1 (FMH4034524), including Proposed Development and Catchment A

Flow Rate (Without Swimming Pool & Item 1 o	=	2499.6	m^3/day
Flow Rate with inflow factor (Without Swimmi	=	2749.5	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	10183	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	297.6	litre/sec
Peak Flow (With Swimming Pool)	=	**312.7**	litre/sec

Table 3b Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment B)

1. Yau Tong industrial City Block A			
a. Assumed used area	=	38543	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	886	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**956.9**	m^3/day
2. Yau Tong industrial City Block B			
a. Assumed used area	=	32379	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	745	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**804.6**	m^3/day
3. Union Industrial Building Blook A&B			
a. Assumed used area	=	8376	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	193	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**208.4**	m^3/day
4. Gloria Weaving & Knitting Factory Limited			
a. Assumed used area	=	9181	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	211	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**227.9**	m^3/day

Table 3b Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment B)

5. Well Town Industrial Building

a. Assumed used area	=	9298	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	214	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**231.1**	m^3/day

6. Long Lift Industrial Building

a. Assumed used area	=	9595	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	221	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**238.7**	m^3/day

Total Flow of Catchment B

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	2667.6	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	2934.4	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	10868	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	**135.9**	litre/sec

Total Flow at Manhole S3 (FMH4034509), including Catchment A and Catchment B

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	5167.2	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	5683.9	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	21051	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	433.5	litre/sec
Peak Flow (With Swimming Pool)	=	**447.9**	litre/sec

Table 3c Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment C)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia. mm	Pipe Length m	Upstream Invert Level mPD	Downstream Invert Level mPD	g m/s^2	k_s m	s	v m^2/s	V m/s	Area m^2	Q m^3/s	Estimated Capacity L/s
Catchment C (Assume Full Bore of Pipes FWD4036724 and FWD4036727)														
FWD4036724	FMH4034505	FMH4034501	300	7.9	1.74	1.15	9.81	0.0006	0.075	0.000001	4.32	0.07	0.31	305
FWD4036727	FMH4034506	FMH4034501	1125	17.1	1.17	1.15	9.81	0.006	0.001	0.000001	0.91	0.99	0.91	906
Catchment D (Assume Full Bore of Pipes FWD4036732 and FWD4036733)														
FWD4036732	FMH4034511	FMH4034512	225	37.6	2.49	1.90	9.81	0.0006	0.016	0.000001	1.64	0.04	0.07	65
FWD4036733	FMH4034513	FMH4034514	225	15.8	2.59	1.73	9.81	0.0006	0.054	0.000001	3.07	0.04	0.12	122
Catchment E (Assume Full Bore of Pipe FWD4036743)														
FWD4036743	FMH4034521	FMH4034509	300	9.1	-	-	9.81	0.0030	0.001	0.000001	0.33	0.07	0.02	23
													Sub-total	**1422**

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of k_s = 3 mm and 0.6 mm are used with reference to clay sewers (based on Table 5: Recommended roughness values in Sewerage Manual)

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used: $$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information is obtained from Geoinfo Map.

Total Flow at Manhole S3 (FMH4034524), including Proposed development, Cathment A, Catchment B, Catchment C, Catchment D, and Catchment E

Peak Flow (Without Swimming Pool) = 1855.7 litre/sec

Peak Flow (With Swimming Pool) = **1870.7** litre/sec

Table 4 Hydraulic Capacity at Sewers After Upgrading

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	825	41.7	0.97	0.94	9.81	0.0015	0.001	0.000001	0.71	0.53	0.38	379
S2-S3	FMH4034525	FMH4034509	825	8.0	-	-	9.81	0.0015	0.001	0.000001	0.71	0.53	0.38	379
S3-S4	FMH4034509	FMH4034510	1425	17.6	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186
S4-S5	FMH4034510	Yau Tong Sewage Puminp Station	1425	6.4	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186

Remarks:
(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity
(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.
(3) The value of k_s = 3 mm and 6 mm are used with reference to Slimed Concrete Sewers, poor example in Table 5 of Sewerage Manual Part 1.
(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)
(5) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)
(7) According to DSD Drainage Records, the downstream invert level of manholes FMH4034525 is missing, as a conservative approach, the slope of the upstream Segment (i.e. S1-S2) is used instead.
(8) According to DSD Drainage Records, the invert level of manholes FMH4034509 and FMH4034510 are missing, as a conservative approach, the slope 0.002 is used .
The Invert Level 1 is reference the FWD4036916 downstream 1.22mPD and the Invert Level 2 is reference the FWD4036741 downstream 0.98mPD with length

Table 4a Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	34.9	41.4%	OK	34.9	41.4%	OK	--
S1-S2	675	41.7	0.0007	183	34.9	19.1%	OK	312.7	171.4%	Spill	A
S2-S3	675	8.0	0.0007	183	34.9	19.1%	OK	312.7	171.4%	Spill	A
S3-S4	1425	17.6	0.0016	2186	34.9	1.6%	OK	1870.7	85.6%	OK	A+B+C+D+E
S4-S5	1425	6.4	0.0016	2186	34.9	1.6%	OK	1870.7	85.6%	OK	A+B+C+D+E

Table 4b Comparision of the Hydraulic Capacity of Upgrading Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	34.9	41.4%	OK	34.9	41.4%	OK	--
S1-S2	825	41.7	0.0007	379	34.9	9.2%	OK	312.7	82.5%	OK	A
S2-S3	825	8.0	0.0007	379	34.9	9.2%	OK	312.7	82.5%	OK	A
S3-S4	1425	17.6	0.0016	2186	34.9	1.6%	OK	1870.7	85.6%	OK	A+B+C+D+E
S4-S5	1425	6.4	0.0016	2186	34.9	1.6%	OK	1870.7	85.6%	OK	A+B+C+D+E

Table 5 Future Flows to Yau Tong Seage Pumping Station

Existing Designed Capacity	28800	m^3/day (DSD)
Estimated Flow from the Proposed Development - (With Catchment Inflow Factor)	352.0	m^3/day
Average Daily Flow at YTSPS (From DSD's Data of Mar 2025))	17443.0	m^3/day
Contribution	62%	(of designed capacity)

ARUP

Appendix G

Air Quality Impact Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

AIR QUALITY IMPACT ASSESSMENT

Date	**July 2025**
Prepared by	**Wendy Tin/ Tony Ling** **Senior Environmental Consultant/ Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at Yau Tong Marine Lot No. 70, Tung Yuen Street (hereinafter collectively called "Application Site"). The Application Site is zoned as "Residential (Group E)" ("R(E)") under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27. **Figure 1.1** shows the location of the Application Site.

1.1.2 Ramboll Hong Kong Limited is commissioned by the Applicants to provide environmental consultancy services and prepare the relevant submissions to demonstrate the environmental sustainability of the Proposed Development for this section 16 planning application.

1.1.3 The master layout plan (MLP) is provided by the project architect – P&T Architects Ltd. The traffic forecast for vehicular emission impact assessment and road traffic noise impact assessment is provided by the project traffic consultant – MVA Asia Ltd.

1.2 Application Site and its Environ

1.2.1 "Residential (Group E)" ("R(E)") under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP). The area of the Site is about 2,419 m^2 and currently occupied by Wah Tung Godown Building.

1.2.2 The Application Site is bounded by Tung Yuen Street to the east and Ko Fai Road to the north. The surrounding areas are currently dominated by industrial and residential uses. **Figure 1.1** shows the location of the Application Site and its environs.

1.3 Proposed Development

1.3.1 The Proposed Development consists of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium accommodating a shopping arcade, E&M rooms and clubhouse. 2 storeys of carpark and loading/ unloading area are located at the basement.

1.3.2 The residential towers have a various building height, ranging from ~ 80mPD to ~ 100 mPD, and the level of first residential floor is from 21.10 mPD.

1.3.3 Floor layout plans and sections of the Proposed Development are shown in **Appendix 1.1**.

1.3.4 **Table 1.1** shows the summary table of the key parameters for the Proposed Development.

Table 1.1 Key Development Parameters of Proposed Development

`Key Development Parameters	Proposed Scheme
No. of Storey for Residential	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark
Floor Level of lowest Residential Floor (mPD)	21.10
Building Height (mPD)	80mPD to 100mPD (for inland portion only)

`Key Development Parameters	Proposed Scheme
Ancillary Facilities	Clubhouse, shopping arcade
No. of Residential Block	1
No. of Residential Units	342
Anticipated Completion year	2032
Site Area (m^2)	About 2,419m^2

2. QUANTITATIVE AIR QUALITY IMPACT ASSESSMENT

2.1 Scope of Work

2.1.1 This assessment predicts air quality pollutant concentration at the Proposed Development, informing the provision of air quality mitigation measures to ensure future residents are not exposed to unacceptable levels of poor air. The air pollutants assessed are Nitrogen Dioxide (NO_2), Sulphur Dioxide (SO_2), Respirable Suspended Particulate (RSP) and Fine Suspended Particulate (FSP). Concentrations of these pollutants are predicted at air sensitive receivers (ASRs) within the Proposed Development through the use of quantitative computer modelling and are compared with the relevant Air Quality Objectives (AQOs).

2.1.2 The study also considers nearby odour sources within 500m radius of the Application Site and identified three potential odour sources, i.e. Yau Tong Sewage Pumping Station, Kwon Tong Wholesale Fish Market and Sam Ka Tsuen Typhoon Shelter. According to the several site visits, there are no changes to the aforementioned odour sources as compared to those mentioned in the Approved Planning Application A/K15/126 Yau Tong Inland Lots (YTMLs) 4 S.B and 9, Yau Tong Marine Lot (YTML) 57 and adjoining Government Land, Tung Yuen Street, Yau Tong, Kowloon (126 Approval Scheme). Therefore, the odour emission information used in the 126 Approval Scheme is adopted in this assessment.

2.1.3 The assessment area of 500m radius from the Application Site is shown in **Figure 2.1**.

2.1.4 Appropriate mitigation measures will be recommended if exceedances of AQOs and/or odour units are identified.

2.1.5 The air quality control measures during the construction phase of Proposed Development are also addressed in this chapter.

2.2 Relevant Legislations, Standards and Guidelines

2.2.1 The following legislation and regulations provide the standards and guidelines for evaluation of air quality impacts and the type of works that are subject to air pollution control:

- Air Pollution Control Ordinance (APCO) (Cap. 311) and the Air Quality Objectives (AQO)
- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulations
- Chapter 9 of the Hong Kong Planning Standards and Guidelines
- Recommended Pollution Control Clauses for Construction Contracts
- Control of Air Pollution in Car Parks (ProPECC PN 2/96)

Air Pollution Control Ordinance (CAP 311)

2.2.2 A set of Air Quality Objectives (AQOs) is established under the Air Pollution Control Ordinance (Cap. 311). The prevailing AQOs that came into effect on 11 April 2025 is presented in the following Table 2.1 belowError! Reference source not found..

Table 2.1 Hong Kong Air Quality Objectives (AQOs)

Pollutants	Averaging Time	Standard [i] (μg/m³)	No. of exceedances allowed per calendar year
Sulphur Dioxide (SO_2)	10-min	500	3
	24-Hour	40	3
Respirable Suspended Particulates (PM_{10}) [ii]	24-Hour	75	9
	Annual	30	NA
Fine Suspended Particulates ($PM_{2.5}$) [iii]	24-Hour	37.5	18
	Annual	15	NA
Nitrogen Dioxide (NO_2)	1-Hour	200	18
	24-Hour	120	9
	Annual	40	NA
Ozone (O_3)	8-Hour	160	9
	Peak Season	100	NA
Carbon Monoxide (CO)	1-Hour	30,000	0
	8-Hour	10,000	0
	24-Hour	4,000	0
Lead (Pb)	Annual	0.5	NA

Notes:
[i] All measurements of the concentration of gaseous air pollutants, i.e. sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
[ii] Respirable suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.
[iii] Fine suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 2.5 μm or less.

2.2.3 In accordance with the EIAO-TM, odour predicted at all ASRs should meet 5 odour units (OUs) based on an averaging time of 5 seconds.

Air Pollution Control (Construction Dust) Regulation

2.2.4 Made under Section 43 of the APCO, this Regulation defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities. The Regulation requires that any notifiable work shall give advance notice to EPD, and the Contractors shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

2.2.5 The proposed construction works for the proposed Project are both regulatory and notifiable works due to activities including material stockpiling and dusty material handling as potential sources of fugitive dust emissions as detailed under Parts I to IV of the Schedule on Dust Control Requirements.

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

2.2.6 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, which aims to control emissions from non-road mobile machinery (NRMMs) to improve air quality, became effective on 1 June 2015. NRMMs include non-road vehicles, as well as mobile machines and equipment (regulated machines) such as crawler cranes, excavators and air compressors.

2.2.7 Under the regulation, regulated machines have to comply with the Stage IIIA emission standards of the European Union (EU). It also requires all regulated machines sold or leased for use in Hong Kong to bear an approval or exemption label issued to them by

the EPD, started from 1 September 2015. It restricts specified activities and locations including construction sites, designed waste disposal facilities and specified processes to use only NRMMs that bear an approval or exemption label issued to them by the EPD, with effect from 1 December 2015.

Air Pollution Control (Fuel Restriction) Regulations

2.2.8 The Air Pollution Control (Fuel Restriction) Regulation was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO_2) emissions. The Air Pollution Control (Fuel Restriction) (Amendment) Regulation 2024 commenced on 1 April 2025. The sulphur content of liquid fuel is tightened to 0.001% by weight. The Regulation does not apply to any fuel-using equipment that is used or operated in premises used solely as a dwelling or is used or operated in or on a vessel, motor vehicle, railway locomotive or aircraft.

Hong Kong Planning Standards and Guidelines

2.2.9 Section 3 in Chapter 9 of the Hong Kong Planning Standards and Guidelines (the HKPSG) presents the principal framework of minimum buffer distance requirements for planning against potential air pollution emitters, which includes industrial processes, motor vehicles, construction and reclamation sites, odour sources, dusty uses, etc. Table 3.1 in Chapter 9 of the HKPSG (shown below as Error! Reference source not found.) recommended a number of horizontal buffer distance between kerb side of roads and various Open Space Sites for various types of road.

Table 2.2 Guidelines on Usage of Open Space Site (HKPSG Chapter 9: Environment)

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

Remarks:

a) *In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available.*

b) *The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.*

c) *The guidelines are generally applicable to major industrial areas but NOT individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments.*

d) *Amenity areas are permitted in any situation.*

ProPECC PN2/96 - Control of Air Pollution in Car Parks

2.2.10 This practice notes include air quality guidelines required for the protection of public health and factors that should be considered in the design and operation of car parks in order to achieve the required air quality. The limits for air pollutants as recommended by the practice notes are summarised in **Table 2.3**.

Table 2.3 Limits of Air Pollutant Concentrations Inside Car Parks

Air Pollutant	Average Time	Maximum Concentration (µg/m3) [i]	Parts Per Million (ppm)
Carbon Monoxide (CO)	5 minutes	115,000	100
Nitrogen Dioxide (NO_2)	5 minutes	1,800	1

Notes:

[i] All limits are expressed as at reference conditions of 298K and 101.325kPa.

2.3 Existing Air Quality in Kwun Tong District

2.3.1 The nearest air quality monitoring station (AQMS) to the Proposed Development is the Kwun Tong AQMS. The five most recent years of air quality monitoring data, 2019 to 2023, from this station are summarized in **Table 2.4**. According to the AQMS monitoring data presented in **Table 2.4**, exceedance in annual NO_2 concentrations is recorded.

Table 2.4 Air Quality Monitoring Data at Kwun Tong AQMS

Pollutant	Averaging Time	AQO	Pollutant Concentration (µg/m3)				
			2019	2020	2021	2022	2023
Respirable Suspended Particulates (RSP)	10th Highest 24-hour	75 (9)	73	67	72	49	57
	Annual	30	**38**	32	31	24	26
Fine Suspended Particulates (FSP)	19th Highest 24-hour	37.5 (18)	**40**	32	32	31	28
	Annual	15	**21**	**16**	**17**	14	**15**
Nitrogen Dioxide (NO2)	19th Highest 1-hour	200 (18)	184	153	164	145	147
	10th Highest 24-hour	120 (9)	96	81	97	83	75
	Annual	40	**45**	**43**	**49**	**45**	**41**
Sulphur Dioxide (SO2)	4th Highest 10-Min	500 (3)	41	24	24	19	29
	4th Highest 24-hour	40 (3)	11	8	7	11	10

Pollutant	Averaging Time	AQO	Pollutant Concentration (µg/m3)				
			2019	2020	2021	2022	2023
Ozone (O3)	10th Highest 8-hour	160 (9)	150	126	136	148	136
	Peak season	100	93	84	79	81	85
Carbon Monoxide (CO)	1st Highest 1-hour	30000 (0)	-	-	-	-	-
	1st Highest 8-hour	10000 (0)	-	-	-	-	-
	1st Highest 24-hour	4000 (0)	-	-	-	-	-
(a) Bolded values exceed the relevant AQO. (b) Data extracted from EPD's Smart Air Modelling Platform (SAMP v2.1).							

2.3.2 Apart from the air quality monitoring data, a set of background levels from PATH v3.0 ("Pollutants in the Atmosphere and their Transport over Hong Kong") is also reviewed. As the tentative year of the completion of the Proposed Development is 2032, the background air quality predicted by PATH v3.0 for Year 2030 in Grid 46,30; 46,31; 47,30 and 47,31 will be adopted for the quantitative assessment as it is considered conservative and closest to the opening year. The predicted Year 2030 background concentrations at these grids are summarized in **Table 2.5**. With respect to the future background air quality predicted by PATH v3.0 in **Table 2.5**, all values are below the relevant AQOs except O_3.

Table 2.5 Year 2030 Background Annual Average Concentrations of the Air Pollutants from PATH v3.0

Pollutant	Averaging Time	AQO	Data Summary	PATH v3.0 Grid in Year 2030			
				46,31	47,31	47,30	46,30
RSP	24-hour	75 (9)	10th	51	50	50	49
			Exceedance	0	0	0	0
	Annual	30	-	19	19	19	19
FSP	24-hour	37.5 (18)	19th	29	28	28	28
			Exceedance	4	2	2	2
	Annual	15	-	12	11	11	11
NO2	1-hour	200 (18)	19th	82	76	69	71
			Exceedance	0	0	0	0
	24-hour	120 (9)	10th	33	29	27	29
			Exceedance	0	0	0	0
	Annual	40	-	13	11	11	13
SO2	10-Min	500 (3)	4th	23	22	23	23
			Exceedance	0	0	0	0
	24-hour	40 (3)	4th	7	7	7	7
			Exceedance	0	0	0	0
O3	8-Hour	160 (9)	10th	171	172	172	171
			Exceedance	17	21	21	20
	Peak Season	100	-	122	124	124	123
CO	1-Hour	30000 (0)	1st	520	512	510	516
			Exceedance	0	0	0	0

Pollutant	Averaging Time	AQO	Data Summary	PATH v3.0 Grid in Year 2030			
				46,31	47,31	47,30	46,30
	8-Hour	10000 (0)	1st	486	480	482	484
			Exceedance	0	0	0	0
	24-Hour	4000 (0)	1st	458	447	448	457
			Exceedance	0	0	0	0
(a) Numbers in brackets is the number of exceedances allowed per year (b) Bolded values exceed the relevant AQO (c) Data extracted from EPD's Smart Air Modelling Platform (SAMP v2.1)							

2.4 Identification of Representative Air Sensitive Receivers (ASRs) during Construction Phase

2.4.1 There are a number of industrial buildings, residential buildings, churches, community centres, sports centres and playgrounds located within 500m of the Proposed Development. Location of representative ASRs during construction phase are shown in **Figure 2.2**. Their details are listed below:

Table 2.6 Details of Representative Air Sensitive Receivers during Construction Phase

Representative ASR ID	Description	Land Use	Assessment Height (m)	Horizontal Distance from the Application Site (m)
A01	Planned Transitional Housing	Residential	1.5 - 33.0	18
A02	Peninsula East	Residential	1.5 - 150	34
A03	Kwun Tong Wholesale Fish Market	G/IC	1.5 - 18.0	138
A04	Planned Residential Development (Application No. A/K15/122) (The Coast Line I)	Residential	1.5 - 100	37
A05	Planned Comprehensive Residential Development (Application No. A/K15/126)	Residential	1.5 - 100	203
A06	Planned Residential Development (Application No. A/K15/121)	Residential	1.5 - 75.5	222
A07	Montego Bay	Residential	1.5 - 100	351
A08	Yau Tong Industrial City Block B	Industrial	1.5 - 54.0	121
A09	Wah Lee Industrial Building	Industrial	1.5 - 53.0	177
A10	Maya by Nouvelle	Residential	1.5 - 112	224

Representative ASR ID	Description	Land Use	Assessment Height (m)	Horizontal Distance from the Application Site (m)
A11	Planned Residential Development (Application No. A/K15/129)	Residential	1.5 - 120.0	160
A12	Mai Tong Industrial Building	Industrial	1.5 - 33.0	268
A13	The Spectacle	Residential	1.5 - 150	305
A14	Canaryside at Shung Shun Street	Residential	1.5 - 120	402
A15	Ocean One at Shung Shun Street	Residential	1.5 - 120	424
A16	Ko Fai Industrial Building	Industrial	1.5 - 50.0	323
A17	Sam Ka Tsuen Recreation Ground	G/IC	1.5	308
A18	Yau Tong Centre Tower 7 at Ka Wing Street	Residential	1.5 - 18.0	443
A19	全記五金貿易有限公司	Commercial	1.5 – 18.0	75
A20	Planned Residential Development (Application No. A/K15/122) (The Coast Line II)	Residential	1.5 - 100	67
A21	Union Industrial Building	Industrial	1.5 - 33	49
A22	Yau Tong Industrial Building Block 2	Industrial	1.5 - 33	102
A23	Office at Redland CBP	Commercial	1.5	14
A24	Kwun Tong Wholesale Fish Market	Commercial	1.5-10	68

2.5 Impact arising from Proposed Development - Construction Phase

Identification of Sources

2.5.1 Major source of potential air quality impact during construction phase would be fugitive dust generated from wind erosion of the stockpiles and open sites, as well as from the following construction activities:

- Excavation resulting in exposed ground vulnerable to air erosion;
- Earth moving, loading and unloading of excavated material;
- Wind effect on material stockpiling; and
- Vehicle movements on haul roads and over the construction site.

2.5.2 There will be potential impacts from the criteria pollutants (e.g. nitrogen oxides (NO_x), sulphur dioxide (SO_2), and carbon monoxide (CO)). Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. In all circumstances, the contractor will be required to observe all relevant regulations and maintain all equipment in good condition to avoid any excessive emission. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (NRMMs) (including mobile generator, air compressor, excavator, crawler crane, bulldozer and etc.) with a proper label are allowed to be used in the construction site. Exempted NRMMs shall be avoided as far as practicable to minimize the fugitive dust and gaseous emissions. With reference to other similar scale projects, the number of on-site diesel/petroleum fuelled machinery (2-3 machineries) to be used for construction works is limited owing to the small size of the work site with an area of 2,419 m^2. In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electric non-road mobile machinery (NRMMs) and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator).

2.5.3 The Proposed Development includes excavation of basement for car parking facilities, erection of residential towers and ancillary facilities. The site topography is generally flat so that no extensive site formation work is required. The tentative excavation area is around 1,800m^2 with a depth of about 12m. As this planning application stage, there is no detailed information on the construction program; however, with reference to other similar scale projects, there is likely to be around 2 dump trucks per hour during the site formation stage of the Proposed Development. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the traveling of the dump trucks within the site. In general, excavation, pilling, and superstructure works are typical of many residential developments in Hong Kong. The effective mitigation measures for the construction activities (mentioned in **Section 2.5.7**) will be considered and implemented to minimize the air quality impacts arising from the Proposed Development during the construction periods.

Concurrent Projects in the Vicinity

2.5.4 The tentative year of the completion of the Proposed Development is 2032 and the existing/ planned concurrent projects with construction works in the vicinity are as follows:

- Proposed Comprehensive Residential Development at 5 and 8 Tung Yuen Street, and Adjoining Government Land, Yau Tong, Kowloon (Application No.: A/K15/122; Commencement date: Not Available; Completion date: Year 2025)
- Proposed Comprehensive Residential Development at Yau Tong Inland Lots 4 S.B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street, Yau Tong, Kowloon (Application No.: A/K15/126; Commencement date: Not Available; Completion date: Year 2025)
- Proposed Minor Relaxation of Plot Ratio Restriction for Flat and Permitted Shop and Services, Eating Place and Social Welfare Facility (Day Care Centre for the Elderly) at 18-20 Sze Shan Street, Yau Tong, Kowloon (Application No.: A/K15/129; Commencement date: Not Available; Completion date: Not Available)
- Proposed Comprehensive Development (including Commenced Phases 1 and 2 Developments, and Proposed Remaining Phase Development for Residential, Hotel, Commercial uses and Pier (Landing Steps)) with Minor Relaxation of Plot

Ratio Restriction at Various Lots and Adjoining Government Land at Yau Tong Bay, Yau Tong, Kowloon (Application No.: A/K15/130; Commencement date: Not Available; Completion date: Not Available)

2.5.5 Their locations shown in **Figure 2.9.** The above concerned concurrent projects have the potential to cause cumulative construction dust impact, as their planned construction periods overlap with that of this Project.

2.5.6 For each of the concerned concurrent projects, proper mitigation measures including watering frequently and good site practice will be implemented to ensure that their construction activities would not cause adverse construction dust impacts. Furthermore, close liaison with the contractors of the concurrent projects will be taken place in order to avoid dusty activities being carried out at the same time. Therefore, adverse cumulative construction dust impact arising from construction activities of the concurrent projects of concern are not anticipated.

Mitigation Measures for Dust Emission

2.5.7 Fugitive dust emission arising from the construction can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses (e.g. regular and sufficient watering, enclosure of potential dust sources, etc.), good site management, and close enforcement of the resident engineers. The contractor(s) shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation which requires notification before carrying out construction works and to adopt dust reduction measures while carrying out construction activities. A monitoring programme can be instigated to monitor the construction process in order to enforce dust controls and modify methods of works to reduce the dust emission down to acceptable levels. For example, regular site audit would be carried out to monitor the dust mitigation measures.

2.5.8 To mitigate fugitive dust impacts, all dust control measures recommended in the Air Pollution Control (Construction Dust) Regulation, where applicable, shall be implemented. Relevant dust control measures include:

- The works area for site clearance shall be sprayed with water before, during and after the operation so as to maintain the entire surface wet;
- Restricting heights from which materials are to be dropped, as far as practicable to minimize the fugitive dust arising from unloading/ loading;
- Immediately before leaving a construction site, all vehicles shall be washed to remove any dusty materials from the bodies and wheels. However, all spraying of materials and surfaces should avoid excessive water usage;
- When a vehicle leaving a construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials will not leak from the vehicle;
- Erection of hoarding of not less than 2.4 m high from ground level along the site boundary, where appropriate;
- Any stockpile of dusty materials shall be covered entirely by impervious sheeting; and/or placed in an area sheltered on the top and four sides;
- All dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation to maintain the dusty materials wet; and
- To reduce the traffic induced dust dispersion and re-suspension, the travelling speed of vehicles within the site should be controlled.

2.5.9 In addition, emission control during the construction phase shall be carried out in accordance with the requirements of the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation. The emissions of non-road mobile machinery (NRMMs) include mobile machines and vehicles powered by internal combustion engines used primarily off-road. All NRMMs operating on-site which are subject to the emissions control of the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation shall be approved/exempted (as the case may be) and affixed with the requisite approval/exemption labels.

2.5.10 The recommended dust mitigation measures for protection of nearby ASRs are described below:

Good Site Management

2.5.11 Good site management is important in reducing potential air quality impacts to an acceptable level. As a general guide, the contractor(s) shall maintain a high standard of housekeeping to prevent fugitive dust emissions. Loading, unloading, handling and storage of fuel, demolished debris and wastes or by-products should be carried out in a manner so as to minimise the release of visible dust emission.

2.5.12 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of debris should be allowed. Debris should be lowered by a hoist to the ground, preferably with an enclosed tunnel.

2.5.13 A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner that does not generate fugitive dust emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust emission.

2.5.14 Frequent mist spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed and humidity. The amount of mist spraying should be just enough to dampen the materials without over-watering, which could result in surface water runoff.

Dust Emissions from Site Traffic

2.5.15 Dust emission from construction traffic is generated predominantly from the travelling of waste removal lorries. Areas within the Application Site where there are regular vehicle movements should have a hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designated roadways within the Application Site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges. Wheel-wash troughs and hoses should be provided at exit points of the Application Site.

2.5.16 "Recommended Pollution Control Clauses for Construction Contracts" is available on the EPD website which set out the recommended air pollution control measures to be implemented by the contractor(s) during the construction stage of the Project.

2.5.17 With the adoption of good practices, it is expected that emission of construction fugitive dust can be kept to an acceptable level.

2.6 Identification of Air Sensitive Receivers (ASRs) during Operational Phase

2.6.1 Representative ASRs within the Proposed Development are selected to assess the air quality at the Proposed Development and determine the appropriate fresh air intake locations for the podium of the Proposed Development.

2.6.2 Assessment heights of each ASR are scattered from the local ground floor to the higher floors of the residential towers.

2.6.3 The locations of the representative ASRs during operational phase are shown in **Figure** 2.3 and summarized in **Table 2.7**. All the fresh air intake and openable window of facilities have been included as ASRs.

Table 2.7 Details of Representative Air Sensitive Receivers during Operational Phase

ASR ID	Local Ground mPD	Flagpole Height, mAG	Assessment Height, mPD
D01 to D14	4.4	1.5 – 92.85	5.9 – 97.25

2.7 Identification of Pollution Sources During Operational Phase

General

2.7.1 As there are numerous industrial emissions (such as concrete batching plant) and marine vessels emissions identified within the 200m assessment area from the site boundary of the Application Site which cannot satisfy the buffer distance as stipulated in Table 3.1 of HKPSG Ch.9, a quantitative air quality impact assessment is therefore conducted to assess and ensure the future air sensitive receivers of the proposed development would not be under adverse air quality impact.

2.7.2 In line with EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", all three tiers of emissions that will contribute to the total air quality impacts on ASRs within the assessment area have been identified, including:

(1) Primary Contribution: Project induced

(2) Secondary Contributions: Pollutant-emitting activities in the immediate neighbourhood

(3) Background Contributions: Pollution not accounted for by (1) and (2)

2.7.3 Primary and secondary contributions are near-field source impacts due to sources within the assessment area such as vehicular emission from existing road network and proposed roads (if any), industrial emissions and marine emissions, etc. Background contributions are far-field source impacts outside the assessment area and are predicted using the PATH v3.0. The cumulative air quality impact assessment for operation phase is a combination of all three tiers of contributions and thus has considered the near-field and far-field sources.

2.7.4 As referred to 2nd paragraph of Section 2.3 of EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", for Tier 3 – Background Contributions, a major point source located within 4km from a receptor should be evaluated to see if it can cause direct impact. According to the list of major point sources provided in the guideline, two major point sources, i.e. Kai Tak Cruise Terminal and Cape Collinson Crematorium, have been identified within the 4km radius area of the Application Site. The details of identified major point sources would be discussed in **Section 2.7.32** to **2.7.35**.

2.7.5 Several site visits were conducted on 23 August 2023, 18 & 25 September 2023, 28 February 2024 and 14 & 15 March 2025 to verify the presence of chimneys, other industrial and marine vessels activities, and potential odour sources. For the most recent site visit conducted on 15 March 2025 (between noon to 2pm) to verify the potential odour sources, the temperature and relative humidity 22.7°C and 91% respectively. **Figure 2.7** shows the inspection route.

2.7.6 As mentioned above, emissions from open roads and industrial sources (i.e. secondary contributions), and major sources (i.e. background contributions), have been considered and assessed. **Table 2.8** shows a summary of the sources and the associated air pollutants of concern. The details of the summary in **Table 2.7** are discussed in the following sections.

Table 2.8 Summary of Emission Sources

Sources	SO_2	NOx	RSP	FSP	
(i) Industrial Emissions	X	X	✓	✓	Section 2.7.6 – 2.7.15
(ii) Marine Vessels Emissions	✓	✓	✓	✓	Section 2.7.16 – 2.7.28
(iii) Other Major Emission Sources within 4km	✓	✓	✓	✓	Section 2.7.29 – 2.7.32
(iv) Vehicular Emissions					
a. Bus Terminus	-	-	-	-	Section 2.7.33
b. Open Roads	X	✓	✓	✓	Section 2.7.34

2.7.7 A summary of model input in AERMOD for sources is given in **Appendix 2.8**.

(i) Industrial Emissions

Emissions from Chimney

2.7.8 Based on several site visits and Hong Kong Environmental Database (HKED) - SP licence search, no active chimney was identified within 500m assessment area from the site boundary of the Site. Besides, there will not be any proposed air emission sources within the Site anticipated.

Emissions from Concrete Batching Plant

2.7.9 In general, the process of concrete batching plant involves mixing of aggregate, cement and other cementitious materials without combustion. Therefore, the major emission from concrete batching plant is dust emission, i.e. RSP and FSP.

2.7.10 Based on several site visits and HKED - SP licence search, one concrete batching plant, Redland Concrete Limited, is recorded within 500m radius of the Application Site (see **Figure 2.4**). Its Specified Process (SP) Licenses is shown in **Appendix 2.1**. The emissions from the concrete batching plant have been included in this assessment. It is noted that China Concrete Co. Limited and Hong Kong Concrete Co. Limited will cease all operations of the concrete batching process and related operations by early April[1] 2025. Their emissions are therefore excluded in the assessment.

2.7.11 According to Annex 2 of A Guidance Note on the Best Practicable Means for Specified Process – Cement Works (Concrete Batching Plant) BPM 3/2 (2025) issued in April 2025, the concentration limit of particulate matter should be limited to 10mg/m^3 for license renewal. Therefore, the concrete batching plants after 2032 (the commission year of the Proposed Development) has to comply with the relevant requirements.

2.7.12 Due to the confidentiality, nil or rejection replies was received from the company and site staffs for the plant emission information. Based on the latest available information, the emission information of Redland Concrete Limited is therefore referenced to the SP license (see **Appendix 2.1**).

2.7.13 Haul road emission was modelled as area source and the extent of which were based on the operation observed during the several site surveys for the concrete batching plant.

[1] https://www.info.gov.hk/gia/general/202504/07/P2025040700531.htm?fontSize=1

2.7.14 According to the site visits, raw materials stored on the barge was not fully enclosed on some occasions, wind erosion of raw materials may impose negative impact on the Proposed Development. To be conservative, wind erosion of raw materials from barges at the concrete batching plant is included as shown in **Figure 2.4** and it is assumed that the barge stay at the berths for the whole day.

2.7.15 Detailed calculations of concrete batching plant emissions are shown in **Appendix 2.2**.

Emissions from Sand Depot at Yau Tong Bay

2.7.16 A sand depot at Yau Tong Bay is identified within the 500m assessment area. The location of the sand depot is presented in **Figure 2.4**. Detailed calculations of sand depot are presented in **Appendix 2.3**.

(ii) Marine Vessels Emissions

2.7.17 **Figure 2.5** shows the identified the marine vessels emissions within the 500m radius assessment area. The detailed calculation of marine vessels emissions are shown in **Appendix 2.1**. The identified sources are as follows:

- Ferry service between Sam Ka Tsuen and Sai Wan Ho provided by Coral Sea Ferry Service;
- Ferry service between Sam Ka Tsuen and Tung Lung Island provided by Coral Sea Ferry Service;
- Ferry service - Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen) provided by Coral Sea Ferry Service;
- Barge serving Redland Concrete Limited
- Barge serving Architectural Salvage Store (全記五金貿易有限公司);
- Barge serving Sand Depot (YTML 25 &Ext);
- Barge serving Architectural Salvage Store (YTML 26 &Ext);
- Speedboats and sampans at Sam Ka Tsuen Typhoon Shelter;
- Fishing Vessels at the Kwun Tong Wholesale Fish Market; and
- Planned local vessels at Lei Yue Mun Waterfront

2.7.18 With reference to "Study on Marine Vessels Emission Inventory – Final Report" by HKUST in February 2012, the total emissions from vessels can be calculated using the following equations:

$$\text{Total Emission}_{(\text{pollutant})} = \Sigma \text{ Emission (pollutant, activity mode, equipment)}$$

$$\text{Emission}_{(\text{pollutant, activity mode, equipment})} = P \times FL \times T \times EF$$

where P is the installed power of equipment;

FL is fractional load of equipment in a specific mode;

T is operation time-in-mode; and

EF is fractional load emission factor of equipment.

2.7.19 Emissions from ferries and barges during sailing have been modelled as evenly distributed point sources representing the segment they travel to and from the berths within the 500m assessment area. The individual routes are shown in **Figure 2.5**.

Ferry services between Sam Ka Tsuen - Sai Wan Ho, Sam Ka Tsuen - Tung Lung Island and Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen) provided by Coral Sea Ferry Service

2.7.20 No information can be obtained from operators. The information of passenger ferries including release height, exit temperature, exit velocity and internal diameter of its chimney extracted from Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) are therefore adopted.

2.7.21 According to the current ferry schedule on the operator's website[2] ,the visiting frequencies of different modes at each hour are studied and presented in **Appendix 2.4**.

Barge serving Concrete batching Plant (Redland Concrete Limited)

2.7.22 Based on the site visits, both main engine and auxiliary engine of the barge will be switched off during the berth. The auxiliary engine will operate intermittently during sand refilling of silos only. As a conservative approach, it is assumed that the auxiliary engine of the barge will be in operation during sand refilling process for the entire working hours. In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barge in operation at any time would be one. Since the barge will berth at the CBP for several days, it is assumed that there would be one arrival/ departure per hour of barge at the loading/ unloading point during operation hours for the worst-case scenario.

2.7.23 Detailed calculations of barge emission is shown in **Appendix 2.2**.

Barge serving Architectural Salvage Store (全記五金貿易有限公司)

2.7.24 Information barge serving Architectural Salvage Store was not provided by the operator. Based on the site visits, both main engine and auxiliary engine of the barge will be switched off during the berth. The auxiliary engine will operate intermittently during loading/ unloading activities only. As a conservative approach, it is assumed that the auxiliary engine of the barge will be in operation during loading/ unloading activities for the entire working hours. In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barge in operation at any time would be one. Given that the long duration of stay and infrequent sailing schedule of the barge, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.

Barge serving Sand Depot (YTML 25 &Ext)

2.7.25 Information barge serving Sand Depot (YTML 25 &Ext) was not provided by the operator. Based on the site visits, both main engine and auxiliary engine of the barge will be switched off during the berth. The auxiliary engine will operate intermittently during loading/ unloading activities only. As a conservative approach, it is assumed that the auxiliary engine of the barge will be in operation during loading/ unloading activities for the entire working hours. In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barge in operation at any time would be one. Given that the long duration of stay and infrequent sailing schedule of the barge, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.

[2] https://www.coralseaferryservice.com.hk/timetable

Barge serving Architectural Salvage Store (YTML 26 &Ext)

2.7.26 Information barge serving Architectural Salvage Store (YTML 26 &Ext) was not provided by the operator. Based on the site visits, both main engine and auxiliary engine of the barge will be switched off during the berth. The auxiliary engine will operate intermittently during loading/ unloading activities only. As a conservative approach, it is assumed that the auxiliary engine of the barge will be in operation during loading/ unloading activities for the entire working hours. In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barge in operation at any time would be one. Given that the long duration of stay and infrequent sailing schedule of the barge, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.

Fishing Vessels at Kwun Tong Wholesale Fish Market

2.7.27 Information for the fishing vessels at Kwun Tong Wholesale Fish Market was not provided by the operator, referenced is therefore made to the Appendix 3.7 of approved S16 application for Proposed Residential Development in "Comprehensive Development Area (4)" Zone and "Road" at No. 18 Tung Yuen Street, Cha Kwo Ling Yau Tong, Kowloon (A/K15/121). As stated in Appendix 3.7 of A/K15/121, the activities at Kwun Tong Whole Sale Fish Market include delivery and collection of fish by fishing vessels during the morning (i.e. 05:00 to 12:00) and night (i.e. 00:00 to 02:00) periods. The maximum number of fishing vessels berthing can be up to 16 at 07:00 to 12:00 as advised by AFCD. For assessment purposes, it is assumed that there would be 16 fishing vessels and 2 night-time fishing vessels (i.e. 2 vessels for night-berthing as there would be 2 arriving / departing according to AFCD) berthing at the market during the morning and night periods, respectively. The auxiliary engines of fishing vessels will be in continuous operation for the entire period for conservative approach.

2.7.28 In view of the operation of the whole sale fish market is similar as before, the assumed frequency from the referenced report (i.e. A/K15/121) is still valid. Detailed calculations of fishing vessels emissions and the visiting frequency (extracted from Appendix 3.7 of A/K15/121) are shown in **Appendix 2.5**.

Planned Ferry to/from Lei Yue Mun New Landing Facility

2.7.29 There will be additional marine traffic to/from Lei Yue Mun New Landing Facility, and tentatively scheduled for completion in the fourth quarter of 2024[3]. The emissions from the additional marine traffic to/from Lei Yue Mun New Landing Facility is included in this assessment.

2.7.30 Due to lack of information, the emission parameters for the planning local vessels are referenced to the Appendix 3.7 of approved planning application A/K15/121 and presented in **Appendix 2.6**.

Speedboats and sampans at Sam Ka Tsuen Typhoon Shelter

2.7.31 Several site visits were conducted in November 2023, December 2023, February 2024 and September 2024 to observe the speedboats and sampans activities at Sam Ka Tsuen Typhoon Shelter. Less than 5 speedboats and sampans were sailing within the shelter in every hour based on observation. In addition, the operators turned off the engine after berthing. The impact is considered insignificant and therefore would not be included in the assessment.

[3] LC Paper No. CB(4)390/19-20(03) (https://www.legco.gov.hk/yr19-20/english/panels/edev/papers/edevcb4-390-3-e.pdf)

(iii) Other Major Point Sources within 4km

2.7.32 As referred to 2nd paragraph of Section 2.3 of EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", for Tier 3 – Background Contributions, a major point source located within 4km from a receptor should be evaluated to see if it can cause direct impact. According to the list of major point sources provided in the guideline, two major point sources, i.e. Kai Tak Cruise Terminal and Cape Collinson Crematorium, have been identified within the 4km radius area of the Application Site. Location of identified major point sources is shown in **Figure 2.6**.

Kai Tak Cruise Terminal

2.7.33 According to the list of major point sources provided in the guideline, the cruise emission in hotelling mode at Kai Tak Cruise Terminal was identified as a major point source about 2.4km from the site boundary of the Application Site. According to the latest cruise schedule from 2025 to 2027, the highest number of scheduled cruise liners visiting Hong Kong will be in the Year 2025 and, hence, the cruise liner type in 2025 has been reviewed. As presented in **Appendix 2.7**, Costa Serena has the highest engine power among all cruise ships in Year 2025. Given there are two berthing spaces at the Cruise Terminal, another cruise ships with the second-highest engine power have been identified, including Anthem of the Seas, Celebrity Solstice, Ovation of the Seas and Spectrum of the Seas which have the same engine power. However, in view of the frequency of visit to Hong Kong of these four cruises, Spectrum of the Seas has therefore been selected as the second cruise ship for hotelling at Kai Tak Cruise Terminal at the same time for every hour of a day as "Costa Serena" for a conservative approach.

2.7.34 The details of model inputs and the detailed information of the emission rates of these cruise vessels are shown in **Appendix 2.7**.

Cape Collinson Crematorium

2.7.35 Cape Collinson Crematorium has been identified as a major point source located about 3.9km from the site boundary of the Application Site. However, the emission from Cape Collinson Crematorium would not have a direct impact to the representative ASRs of the Application Site due to screening by natural terrain. The potential impact from the emission of Cape Collinson Crematorium is considered sufficiently represented by the PATH v3.0 model (i.e. Tier 3 contribution) and thus not separately modelled by local dispersion model.

(iv) Vehicular Emission

a. Bus Terminus & On-site Street Parking Spaces

2.7.36 Two bus terminuses, namely Yau Tong (Shung Tak Wai) Bus Terminus and Yau Tong Bus Terminus, are found to be located within the 500m air assessment area. Since the Yau Tong Bus Terminus is far away from the Application Site (over 470m), it is considered that the start emission generated by this bus terminus is insignificant to the Proposed Development. An on-street bus terminus "Yau Tong (Shung Tak Wai) Bus Terminus" is located at northeast of the Application Site which is being served for one bus route only. In view of this terminus scale is relatively small, the start emission generated by the bus terminus is minimal. Nevertheless, start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the bus terminus.

2.7.37 In addition to bus terminuses, on-site street parking spaces were also identified based on the information from SAMP. In general, no starting emission will be applied if the roads with double yellow line and the road classified as District Distributor, Primary

Distributor, Trunk Road & Expressway. In view of the on-site street parking spaces within 500m assessment area, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road, all roads are considered as with starting emission. Similar with bus terminus abovementioned, start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the on-site street parking spaces.

b. Open Roads Emissions

2.7.38 Air pollutant concentration at the Application Site due to the emission from the nearby road networks (vehicular tailpipe emissions) was assessed. The emission rate of each road within 500m from the Application Site is calculated from with latest EMFAC-HK issued by EPD. Based on the emission rate of each road, the air pollutant concentration at the Application Site was modelled with AERMOD.

2.8 Dispersion Modelling and Modelling Approach for Emission Sources

Computer Modelling

2.8.1 The dispersion of NO_X, RSP, FSP and SO_2 were modelled using AERMOD software released by Lakes Environmental Software. The model is based on the principle of Gaussian dispersion and is widely accepted by EPD and is used in this assessment to predict both concentration and deposition of pollutants from line, point and area sources. As discussed in **Section 2.7.3**, PATH v3.0 was adopted to provide the background pollutant concentrations in assessing the total air quality impact on the representative ASRs. In addition, met data including temperature and relative humidity extracted from the SAMP v2.1 were also adopted for modelling.

2.8.2 The Application Site and its 500m assessment area fall within the PATH grids (46,30), (46,31), (47,30) and (47,31). The predicted meteorological data for the relevant PATH grids from PATH v3.0 obtained from EPD's website were used for model input. The WRF meteorological data, including wind data, temperature, relative humidity, pressure, cloud cover, mixing height and Pasquill stability classes, for Year 2019 extracted from the PATH v3.0 released by EPD in January 2024 at the relevant grids have been adopted as on-site data into AERMET.

2.8.3 Land use types surrounding the Proposed Development, the albedo, Bowen ratio for the 10km x 10 km area, surface roughness for the 1km area, and the Surface File and Profile File to be used as input in AERMOD are downloaded and extracted from the AERMET tool in the SAMP v2.1. The relevant information is provided in **Appendix 2.9**.

2.8.4 Model input parameters and assumptions for the operation phase are summarised in **Table 2.9**.

Table 2.9 Model Input Parameters and Assumptions for Operation Phase

Input Parameters & Assumptions	Descriptions
Type of Sources	• Emissions from concrete batching plants: Point and Area sources • Emissions from marine vessels and major point source: Point sources • Vehicular Emissions: Line sources
Assessment Parameters	• Hourly and annual NOx/ NO/ NO_2 • Daily and annual RSP • Daily and annual FSP

Input Parameters & Assumptions	Descriptions
	• 10-min and daily SO_2
Meteorological data	• Year 2019 WRF data from PATH v3.0 • PATH grids: (46,30) • Mixing height values recorded by HKO in 2019 were in the range of 119m to 2009m. Mixing heights from WRF data which are lower than 119 or higher than 2009 were adjusted to 119m and 2009m, respectively • Wind speed <0.5m/s adjusted to 0.5m/s • Anemometer height of WRF data: 8.5m

EMFAC-HK (embedded in SAMP v2.1)

2.8.5 2032 is chosen as the Model Year for EMFAC-HK year in the SAMP v2.1 to represent the worst-case scenario emission.

2.8.6 In accordance with a Guideline of Use of Temperature and Relative Humidity Data for Vehicular Emission Factor Prediction published by EPD in March 2021, the monthly minimum temperature and relative humidity (RH) (i.e. ranging from 11°C – 26°C and 25% to 61%) were applied for both short-term (i.e. hourly) and long-term (i.e. annual average) air quality impact of NO_2 while annual minimum temperature and RH (i.e. 11°C and 25%) were applied for both short-term (i.e. daily average) and long-term (i.e. annual average) air quality impact of RSP and FSP. The RH and temperature are extracted from SAMP v2.1. Summary of met data is shown in **Appendix 2.10**.

Traffic Data

2.8.7 Project specific hourly traffic data for 2047 having the maximum traffic data of the concerned roadway network within 15 years from the assumed completion year of the developments was adopted in combination with emission factors based on the EMFAC-HK Model (with calendar year set as 2032) to estimate the highest vehicular emission rate for each roadway. The traffic data predicted by the project traffic consultant includes hourly traffic flows with a composition of 18 vehicle classes according to "Guideline on Modelling Vehicle Emissions". Traffic forecast, based on the traffic count including vehicles from all concrete batching plants within the vicinity, is included in **Appendix 2.11**, which shows the hourly Vehicle Kilometer Travelled (VKT), the number of trips travelled, and the hourly averaged speed of road carriageways respectively, with 24-hour speed limits of 50 kilometers per hour (kph).

2.8.8 The estimated 18-class distribution as defined in EMFAC-HK was derived by sectoring the relevant classes in the Transport Department's Annual Traffic Census record or vehicle distribution obtained from manual traffic count surveys, in proportion to the recorded distribution in EPD document: "2018 Licensed Vehicle by Age and Technology Group Fractions".

2.8.9 The roadway network within the 500m study area consists of 74 distinct roadway links.

2.8.10 The established road traffic data, including traffic flow, 24-hour vehicle mix and speed limits (with the latter assumed to be the same under the same road groups) will be confirmed by the Project Traffic Consultant. Relevant correspondence of the endorsement and the confirmation letter from traffic consultant on the validity of the traffic data are provided in **Appendix 2.11**.

Calculation of Vehicular Emissions

2.8.11 The road segments within 500m assessment area and their corresponding predicted traffic flow were imported into SAMP v2.1. Setting of the road width and centerline XY for all roads within 500m assessment area are followed the "Modelling Open Road Emissions using AERMOD" published by EPD. Zero emission vehicle scenario was adopted in the assessment. The total composite emission rate calculated by SAMP contains the running emissions and start emissions by broad-brush approach. For calculations of start emissions by the broad-brush approach, start emissions for each vehicle class are assumed directly proportional to Trips per Vehicle-kilometer-travelled ratio (Trip/VKT) with consideration of the proportion of local and rural roads within Hong Kong based on the Annual Traffic Census (ATC) prepared by the TD. For SAMP v2.1, default trip and VKT values from EMFAC-HK model v4.3 are used in the calculations. In this assessment, the estimated % of VKT for local and rural roads with possible starting emission is ~21.7988% of total VKT, which is calculated by raw data of 2023 provided by TD and the estimated % of VKT for local and rural roads is agreed with EPD (see **Appendix 2.19**).

Noise Barrier

2.8.12 No vertical or cantilevered noise barriers are found within 500m from the Site.

Road Elevation

2.8.13 The base elevation is the elevation of the ground surface underneath the road link in meter above Principal Datum (mPD). The height of the road surface above ground (in mAG) should be added to the release height.

2.9 Post-processing of Modelling Results and Background Pollutant Contribution

2.9.1 Pollutant dispersion from vehicular, industrial and marine emissions have been simulated using the AERMOD model. Dispersion results and background pollutant contributions have been combined and post-processed for the different averaging periods required for comparison with the relevant AQOs.

Ozone Limiting Method for Short-term Cumulative NO_2 Assessment

2.9.2 The conversion of NO_x to NO_2 is a result of a series of complex photochemical reactions and determines the prediction of near field impact of NO_x emissions. To determine vehicular emission impacts, the emission factors of NO_2 are extracted from the results of the EMFAC-HK Model version 4.3 and the emission factors of NO are calculated from the emission factors of NO_x and NO_2 for all motor vehicle types. For the industrial emissions, initial NO_2 to NO_x ratio for chimneys is assumed as 10% with reference to the Heathrow Airport EIA report.

2.9.3 For NO_x in particularly, an algorithm has been built-in to convert a portion of NO_x predicted at ASRs into NO_2 using the Ozone Limiting Method (OLM) when they mix with the ambient O_3. The OLM assumes a conversion process that is stoichiometrically limited by the ambient O_3 levels, and hence the latter can be used to predict the maximum convertible NO_2 from NO_x for superimposing onto the initial "out-of-tailpipe / in-stack" NO_2 levels as the base level. OLM has been applied for the sum of the vehicular, industrial and marine sources to compare with the available ozone for conversion to NO_2.

$$[NO_2]_{Predicted} = [NO_2]_{initial} + Min([NO]_{Predicted} \; or \; \frac{46}{48}[O_3]_{PATH})$$

where

$[NO_2]_{Predicted}$	is the predicted NO_2 Concentration;
$[NO_2]_{initial}$	is the initial NO_2 Concentration;
Min	means the minimum of the two values within the bracket;
$[O_3]_{PATH}$	is the representative O_3 PATH Concentration (from other contribution;
$\frac{46}{48}$	is the molecular weight of NO_2 divided by the molecular weight of O_3.

Jenkin Method for Long-term Cumulative NO_2 Assessment

2.9.4 For the long-term cumulative NO_2 assessment (i.e. predictions of annual average NO_2 concentration), Jenkin Method was adopted for the conversion of cumulative annual average NOx to cumulative annual average NO_2. The details of Jenkin Method for this assessment extracted from the SAMP v2.0 are shown in **Appendix 2.12**.

Background Pollutant Contribution

2.9.5 The latest Pollutants in the Atmosphere and their Transport over Hong Kong model (PATH v3.0) released by EPD is used to estimate the background air quality. Since Year 2032 has been selected as the assessment year, PATH v3.0 for Year 2030 of Grid 46,30 has been adopted as the background concentration.

2.10 Assessment Results

2.10.1 The predicted air quality concentrations from surrounding vehicular, industrial and marine emissions have been quantitatively assessed separately for SO_2, NO_2, RSP and FSP. The predicted results of SO_2, NO_2, RSP and FSP at all predetermined ASRs are summarized in **Appendix 2.13**. The range of the assessment results of all the pollutants are summarized below.

Table 2.10 Range of Assessment Results of All Pollutants

ASR ID	NO_2			RSP		FSP		SO_2	
	19th Highest Hourly (μg/m³)	10th Highest Daily (μg/m³)	Annual Average (μg/m³)	10th Highest Daily (μg/m³)	Annual Average (μg/m³)	19th Highest Daily (μg/m³)	Annual Average (μg/m³)	4th Highest 10-min (μg/m³)	4th Highest Daily (μg/m³)
D01	85.8-97.9	34.8-44.3	14-24.5	49.4-50.3	18.7-19.9	28.5-28.9	11.1-11.6	22.7-22.8	6.8-6.9
D02	86.1-97.4	34.7-44.1	14-24.6	49.4-50.4	18.6-20.3	28.5-28.9	11.1-11.7	22.7-22.8	6.8-6.9
D03	86.5-97.9	34.7-44.1	14-24.8	49.4-50.4	18.6-20.9	28.5-28.9	11.1-11.8	22.7-22.8	6.8-6.9
D04	86.5-98.5	34.7-43.3	14-24.7	49.4-51.6	18.6-21.1	28.5-28.9	11.1-11.9	22.7-22.8	6.8-6.9
D05	87.7-94.3	34.6-39.9	14.1-20.1	49.4-59.9	18.6-26.2	28.5-29.9	11.1-13.4	22.6-22.8	6.8-6.9
D06	88.5-96.3	34.6-42.4	14.1-19.1	49.4-**89.2**	18.6-**40.7**	28.5-35.7	11.1-**17.7**	22.6-22.8	6.8-6.9

ASR ID	NO_2			RSP		FSP		SO_2	
	19th Highest Hourly ($\mu g/m^3$)	10th Highest Daily ($\mu g/m^3$)	Annual Average ($\mu g/m^3$)	10th Highest Daily ($\mu g/m^3$)	Annual Average ($\mu g/m^3$)	19th Highest Daily ($\mu g/m^3$)	Annual Average ($\mu g/m^3$)	4th Highest 10-min ($\mu g/m^3$)	4th Highest Daily ($\mu g/m^3$)
D07	89.2-104.4	34.5-47.6	14.1-21	49.4-68.1	18.6-28.5	28.5-32.9	11.1-14.2	22.6-22.9	6.8-6.9
D08	89.4-145.2	34.4-58.1	14.1-25.6	49.4-58.1	18.7-24.6	28.5-30.3	11.1-13	22.6-23	6.8-6.9
D09	89.4-111.8	34.4-48.3	14.1-21.2	49.4-56.7	18.7-23.4	28.5-29.9	11.1-12.7	22.7-22.9	6.8-6.9
D10	89.4-100.1	34.5-42.8	14.1-19	49.4-54	18.7-22.2	28.5-29.6	11.1-12.3	22.7-22.8	6.8-6.9
D11	89-96.5	34.5-38.8	14.1-17.9	49.4-52.2	18.7-21.2	28.5-29	11.1-12	22.7-22.8	6.8-6.9
D12	88.1-94.5	34.6-37.1	14.1-18.3	49.4-51.1	18.7-20.8	28.5-28.8	11.1-11.8	22.7-22.8	6.8-6.9
D13	87.8-93.2	34.6-37.2	14-19	49.4-50.9	18.7-20.3	28.5-28.9	11.1-11.7	22.7-22.8	6.8-6.9
D14	86.6-91.1	34.7-37.8	14-20.4	49.4-50.3	18.7-20.1	28.5-28.8	11.1-11.6	22.7-22.8	6.8-6.9
AQO ($\mu g/m^3$)	200	120	40	75	30	37.5	15	500	40

Note:

1. *Bolded values exceed the relevant AQO.*

SO_2

2.10.2 The predicted results of the 4th highest 10-minute average and daily average SO_2 concentration at ASR levels are summarized in **Appendix 2.13**. The results indicate that SO_2 concentrations at the Proposed Development comply with the relevant AQOs.

NO_2

2.10.3 The predicted results of the 19th highest 1-hour average and annual average NO_2 concentration at all selected ASR levels are summarized in **Appendix 2.13**. The results indicate that NO_2 concentrations at all locations of the Proposed Development comply with the relevant AQOs.

RSP

2.10.4 The predicted results of the 10th highest 24-hours and annual average RSP concentrations at all ASR levels are summarized in **Appendix 2.13**. The results indicate that RSP concentrations at all locations of the Proposed Development comply with the relevant prevailing AQOs except ASR D06 of 10th highest daily average and annual average at 4/F (27.5mAG|31.9mPD) and annual average at 5/F (30.6mAG|35.0mPD) at the south portion of the proposed Development. The predicted RSP concentration at these levels exceed the prevailing AQOs which is enacted in April 2025.

FSP

2.10.5 The predicted results of the 36th highest 24-hours and annual average FSP concentration for all selected ASRs at all levels are summarized in **Appendix 2.13**. The results indicate that FSP concentration at all locations of the Proposed Development comply with the relevant AQOs except ASR D06 of annual average at 4/F (27.5mAG|31.9mPD) and 5/F (30.6mAG|35.0mPD) at the south portion of the proposed Development. The predicted RSP concentration at these levels exceed the prevailing AQOs which is enacted in April 2025.

2.10.6 The contour plots of SO_2, NO_2, RSP and FSP at their worst hit level are shown in **Appendix 2.14**. The contour plots show that there is no exceedance within the Application Site at their worst hit level of SO_2 and NO_2.

2.10.7 For the RSP and FSP, there are some portions of the Proposed Development at 4/F (27.5mAG|31.9mPD) and 5/F (30.6mAG|35.0mPD) of the residential tower fall within the exceedance zone. However, there is no air sensitive uses, openable windows and fresh air intakes located within the exceedance zone. From the assessment results, the rest of the residential towers would comply with the relevant AQOs. Therefore, the occupants at the residential tower would not be subject to adverse air quality impact.

2.10.8 The predicted air quality concentration at non-domestic portion including podium comply with the prevailing AQOs. the fresh air intake for the non-domestic use of the Proposed Development is recommended to be located at or above 1.5mAG except the exceedance zone, thus, it is anticipated that the Proposed Development will not be subject to any adverse air quality impact.

2.11 Odour Impact Assessment

Introduction

2.11.1 For the most recent site visit conducted on 15 March 2025 (between noon to 2pm) to verify the potential odour sources, the temperature and relative humidity 22.7°C and 91% respectively. **Figure 2.7** shows the inspection route. The odour source of the area is same as that assessed in the approved planning application of the 126 Approval Scheme, i.e. three identified odour sources are Yau Tong Sewage Pumping Station, Kwun Tong Wholesale Fish Market and Sam Ka Tsuen Typhoon Shelter as shown in **Figure 2.7**. Also, there is no change in their operation. Therefore, the odour impact assessment used in the previous assessment for A/K15/126 is adopted in this assessment.

Identified Odour Sources

a. Yau Tong Sewage Pumping Station

2.11.2 Yau Tong Sewage Pumping Station (YTSPS) is located at the junction of Ko Fai Road and Tung Yuen Street which is next to the Application Site. The pumping station has three sewage pumps that operate in a 2 duty and 1 standby mode with each pump having a design capacity of 0.5m^3/s. Therefore, the ultimate design capacity for YTSPS is 1.0m^3/s according to the approved EIA Study for Yau Tong Bay Development – Engineering Feasibility Study for the Comprehensive Development at Yau Tong Bay (AEIAR-054/2002).

2.11.3 Upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. In addition, according to the reply from EPD's regional office (see **Appendix 2.18**), there is no odour complaint in the concerned area such as Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market.

2.11.4 Based on the latest information from Drainage Services Department (DSD), enhancement work would be carried out at YTSPS and the tentative completion of the enhancement project is 2032. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical sewage pumping station subject to funding and detailed design. Correspondence with DSD is provided in **Appendix 2.21**. Furthermore, a separate odour impact assessment for YTSPS with proposed enhancement work would be prepared for relevant departments (EPD & DSD)' approval and the occupation date of the Proposed Development would not be earlier than the completion date of YTSPS enhancement works. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.

b. Kwun Tong Wholesale Fish Market

2.11.5 Kwun Tong Wholesale Fish Market, which is located at the junction of Shung Wo Path and Tung Yuen Street, is at about 100m from the Application Site. The peak operating hour of the market would be from 7:00am to 12:00 noon. The market activities include the delivery by fishing vessels and immediate collection, after transaction, by lorry of boxed fresh marine fish. The live fish are delivered in containers which are transferred to shore, alive, and are placed in aquariums inside the market or transported directly to waiting lorries which are equipped with aquariums inside. Since fish market office building and Tung Yuen Street Cooked Food Market are situated at the northern and southern sides of the fish market respectively and the fish market is covered by a roof, odour can only be emitted at the sides facing the sea and Tung Yuen Street.

2.11.6 Upon the visits, it is observed that some fish stores were not in operation and floor was dry at some area. In addition, polyfoam boxes were collected at a designated area inside the fish market and disposed of by dump trucks regularly. However, in this odour assessment, to be conservative, apart from carpark, indoor storage area and administrative building, all other area are regarded as different types of odour sources (see **Figure 2.8**). Impact from these area sources is modelled by AERMOD. Emission parameters for the Kwun Tong Wholesale Fish Market are referenced to the approved planning application A/K15/126 and are presented in **Appendix 2.15**.

c. Sam Ka Tsuen Typhoon Shelter

2.11.7 Sam Ka Tsuen Typhoon Shelter is located to the southeast of the Application Site. The proposed residential buildings are more than 400m away from the Typhoon Shelter. In the south-eastern side of the typhoon shelter, many seafood restaurants and shops exist to serve the public and tourists visiting the area.

2.11.8 The area is predominantly impacted by sewage outfalls of the seafood restaurant, shops and low-rise village houses in the vicinity. In order to resolve the odour problem arising from the sewage outfalls, in-situ bioremediation works for facilitating decomposition of organic pollutants in sediments were carried out in the typhoon shelter in 2004 [Ref-4]. Several studies [Ref-5,6,7&8] documented its successful application to treat odorous sediments at Sam Ka Tsuen Typhoon Shelter where over 95% of

[Ref-4] LCQ3: Tackling odour problem of waterfront tourist attractions (2012), http://www.info.gov.hk/gia/general/201202/01/P201202010276.htm[Ref-4] LCQ3: Tackling odour problem of waterfront tourist attractions (2012), http://www.info.gov.hk/gia/general/201202/01/P201202010276.htm

[Ref-5] United States Patent US 8,647,566 B2 (2014), Deodorant for treating sediment in-situ and the associated facilities and method (https://www.google.com/patents/US8647566?utm_source=gb-gplus-sharePatent)

[Ref-6] Estes T.J. and McGrath C.J. (2014) Economical Treatment of Dredged Material to Facilitate

[Ref-7] Agreement No. CE 35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and Construction - Annex A Report on KTAC and KTTS studies

[Ref-8] Kai Tak Development Environmental Improvement to Kai Tak Approach Channel CB(1)1375/08-09(01) https://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0331cb1-1375-1-e.pdf

odorous acid volatile sulphides were removed. Referring to the meeting minute of the Legislative Council on 1 February 2012 [Ref-4], no complaint regarding odour of Sam Ka Tsuen Typhoon Shelter was recorded in Year 2009 to 2011 (i.e. 5 to 7 years after the bioremediation works).

2.11.9 Moreover, Drainage Services Department (DSD) is carrying out a study "Lei Yue Mun Village Sewerage – Investigation, Design and Construction (4398DS)" to improve the water quality at Sam Ka Tsuen Typhoon Shelter and the hygiene conditions of the unsewered areas at Lei Yue Mun by providing sewerage system which was completed in Year 2023[Ref-9]. In light of this, it is expected that Sam Ka Tsuen Typhoon Shelter therefore will no longer be impacted by sewage outfalls of the unsewered areas during heavy rainfall.

2.11.10 Odour patrol on 28 February 2024 and 14 March 2025 were conducted at the boundary of Sam Ka Tsuen Typhoon Shelter. A slightly detectable odour was noticed at the Sam Ka Tsuen Typhoon Shelter. However, no odour was noticeable at around 20m away from the Sam Ka Tsuen Typhoon Shelter. Since the boundary Application Site is around 180m away from the Sam Ka Tsuen Typhoon Shelter, it is anticipated that the associated odour impact is not anticipated.

Odour Impact Appraisal and Assessment Result

2.11.11 Nevertheless, a quantitative odour assessment was conducted in an environmental study supporting a S16 town planning application of a neighbouring planned residential site under Application No. A/K15/126 (Feb 2022). The report also identified that Yau Tong Sewage Pumping Station, Kwun Tong Fish Market and Sam Ka Tsuen Typhoon Shelter as existing odour sources in the vicinity of their Application Site. Similar to the findings in this EAS, odour impact for Yau Tong Sewage Pumping Station and Sam Ka Tsuen Typhoon Shelter was not anticipated at the planned residential site. Therefore, a quantitative odour impact assessment was carried out under the environmental study of Application No. A/K15/126 for the Kwun Tong Wholesale Fish Market only, which is considered relevant and applicable for this EAS. The range of the assessment results of odour is summarized below.

Table 2.11 Range of Assessment Results of Odour

ASR ID	Odour
	Highest 5-s average (OU)
D01	0.016-0.305
D02	0.015-0.345
D03	0.014-0.385
D04	0.014-0.432
D05	0.017-0.438
D06	0.017-0.421
D07	0.017-0.329
D08	0.016-0.27
D09	0.015-0.242
D10	0.013-0.214
D11	0.012-0.212

Ref-9 PWP No, 4398DS Sewerage to Lei Yue Mun Village, https://www.dsd.gov.hk/TC/Our_Projects/All_Projects/4398DS.html

ASR ID	Odour
	Highest 5-s average (OU)
D12	0.012-0.271
D13	0.012-0.309
D14	0.013-0.308
Criteria (OU)	5

2.11.12 The predicted result of odour impact for all selected ASRs at all levels are summarized in **Appendix 2.16**. The contour plot of odour at the worst hit level (i.e. G/F, 1.5m above ground) is shown in **Appendix 2.17**. The contour plot shows that there is no exceedance within the Application Site at the worst hit level. It reveals that odour at all locations of the Proposed Development comply with the criterion (i.e. <5OUs). The future occupant will not be subject to adverse odour impact.

2.12 Review on Impact from Proposed Carpark

2.12.1 Basement carpark has been proposed for the Proposed Development. The air quality inside the basement carpark should satisfy the air pollutant standards as recommended by the ProPECC PN 2/96 Control of Air Pollution in Car Parks. Therefore, the mechanical ventilation system and layout the basement carpark should be properly designed. Furthermore, the exhaust outlet of the mechanical ventilation system of the basement carpark should also be designed by facing away from the nearest air sensitive uses as practicable as possible to ensure not to cause a nuisance to the occupants/ residents of the air sensitive uses including the surrounding developments and the Proposed Development. As the Project is still under initial design stage, the location of the exhaust outlet of the mechanical ventilation system is yet available.

3. CONCLUSION

3.1.1 Adequate dust suppression mitigation measures will be implemented during construction phase of the Project so that adverse air quality impact is not anticipated

3.1.2 Based on the air quality impact and odour assessment results, the Proposed Development will not be subject to any unacceptable air quality or odour impact provided that the air pollutant concentrations and odour at the fresh air intake locations for the Proposed Development comply with the AQOs and odour criteria.

3.1.3 There are some portions of the Proposed Development at 4/F (27.5mAG|31.9mPD) and 5/F (30.6mAG|35.0mPD) of the residential tower fall within the exceedance zone. However, air sensitive uses, openable windows and fresh air intakes will not be located within the exceedance zone. From the assessment results, the rest of the residential towers would comply with the relevant AQOs. Therefore, the occupants at the residential tower would not be subject to adverse air quality impact. **Appendix 2.20** indicates the exceedance zone and its concerned fresh air intake level.

3.1.4 The predicted air quality concentration at non-domestic portion including podium comply with the prevailing AQOs. The fresh air intake for the non-domestic use of the Proposed Development is recommended to be located at or above 1.5mAG except the exceedance zone, thus, it is anticipated that the Proposed Development will not be subject to any adverse air quality impact.

3.1.5 Upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. In addition, according to the reply from EPD's regional office, there is no odour complaint in the concerned area such as Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market.

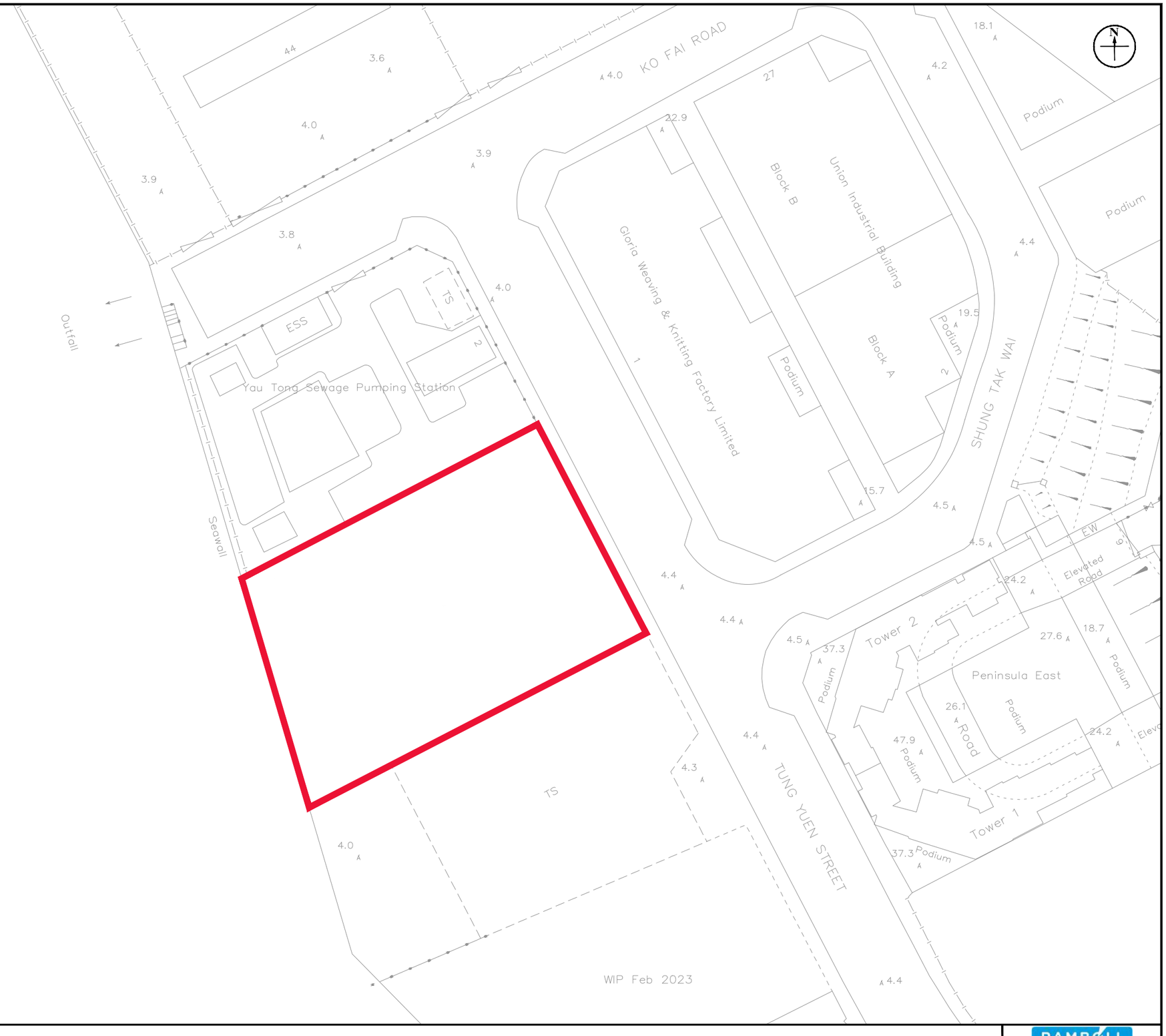
3.1.6 Based on the latest information from Drainage Services Department (DSD), enhancement work would be carried out at YTSPS and the tentative completion of the enhancement project is 2032. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical sewage pumping station subject to funding and detailed design. Furthermore, a separate odour impact assessment for YTSPS with proposed enhancement work would be prepared for relevant departments (EPD & DSD)' approval and the occupation date of the Proposed Development would not be earlier than the completion date of YTSPS enhancement works. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.

3.1.7 Based on above conclusion, it confirms the feasibility and acceptability of the Proposed Redevelopment from an environmental perspective.

Figures

Legend

Application Site



0m 10m 25m 50m

Figure: 1.1	RAMBOLL
Title: Location of Application Site and its Environs	Drawn by: T
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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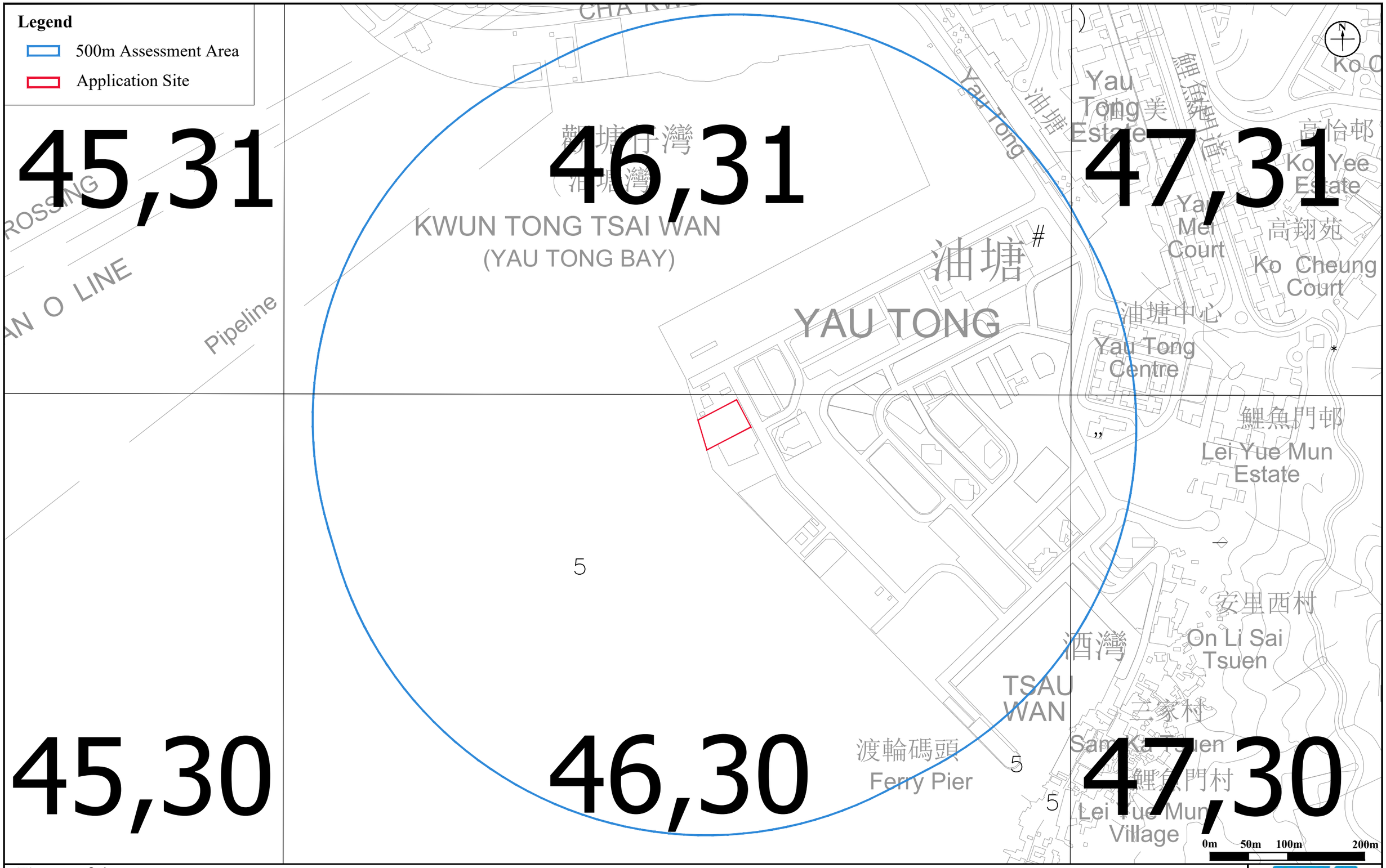

Figure:	2.1	RAMBOLL
Title:	500m Assessment Area for Air Quality Impact Assessment	Drawn by: T
		Checked by: TC
Project:	Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1
		Date: Jun 2025

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Legend

- 500m Assessment Area
- Application Site
- A01 Representative Air Sensitive Receiver

Representative ASR ID	Description
A01	Planned Transitional Housing
A02	Peninsula East
A03	Kwun Tong Wholesale Fish Market
A04	Planned Residential Development (Application No. A/K15/122) (The Coast Line I)
A05	Planned Comprehensive Residential Development (Application No. A/K15/126)
A06	Planned Residential Development (Application No. A/K15/121)
A07	Montego Bay
A08	Yau Tong Industrial City Block B
A09	Wah Lee Industrial Building
A10	Maya by Nouvelle
A11	Planned Residential Development (Application No. A/K15/129)
A12	Mai Tong Industrial Building
A13	The Spectacle
A14	Canaryside at Shung Shun Street
A15	Ocean One at Shung Shun Street
A16	Ko Fai Industrial Building
A17	Sam Ka Tsuen Recreation Ground
A18	Yau Tong Centre Tower 7 at Ka Wing Street
A19	全記五金貿易有限公司
A20	Planned Residential Development (Application No. A/K15/122) (The Coast Line II)
A21	Union Industrial Building
A22	Yau Tong Industrial Building Block 2
A23	Office at Redland CBP
A24	Kwun Tong Wholesale Fish Market

Figure: 2.2

Title: Representative Air Sensitive Receivers during Construction Phase

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	T
Checked by:	TC
Rev.:	1.1
Date:	Jul 2025

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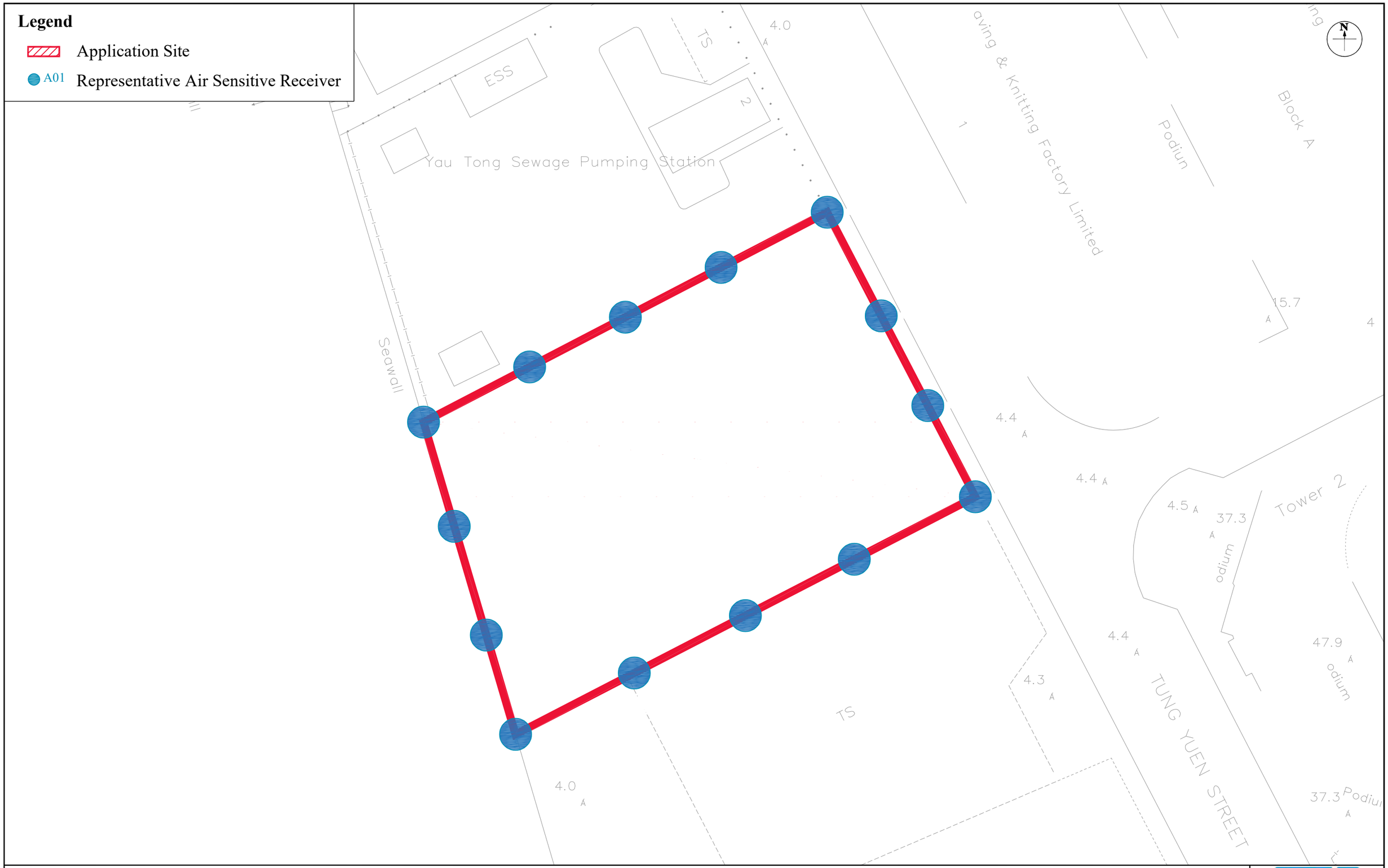

Figure: 2.3	RAMBOLL
Title: Representative Air Sensitive Receivers during Operation Phase	Drawn by: WT
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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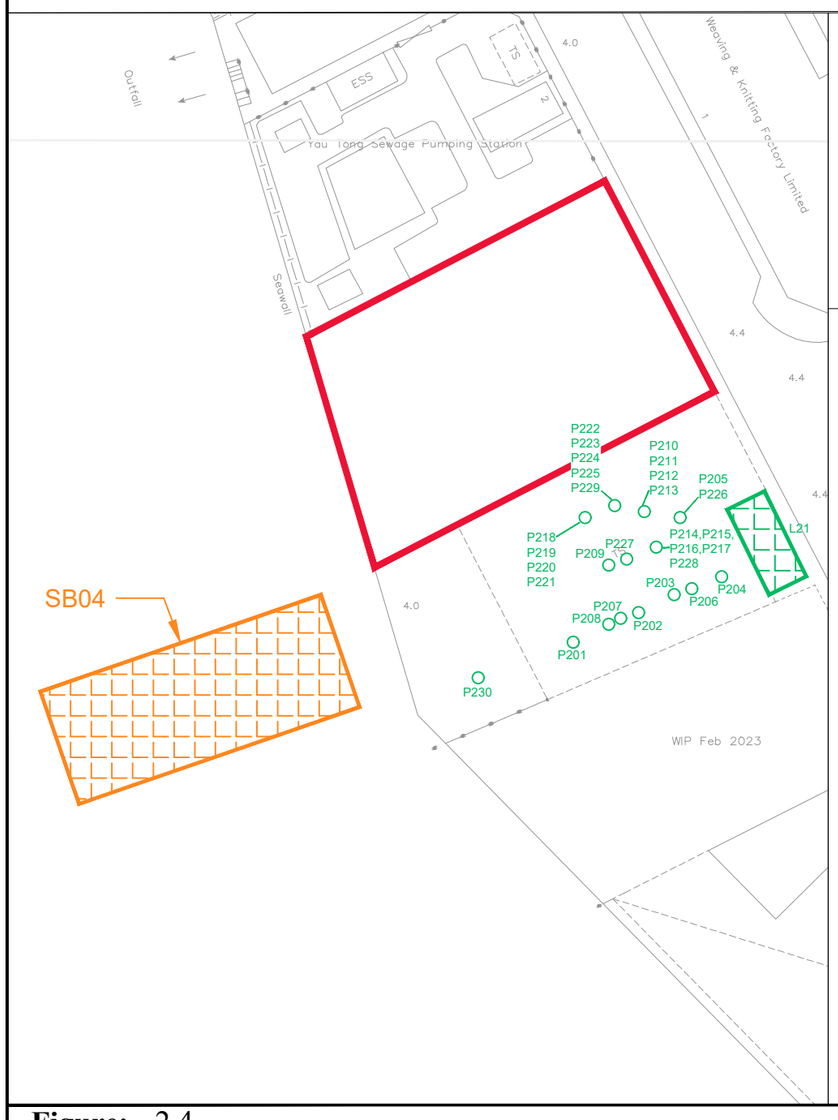
Legend

- 500m Assessment Area
- Application Site
- P201 — Point Source of Concrete Batching Plant (Redland Concrete Ltd.)
- L21 — Haul Road Emissions of Concrete Batching Plant (Redland Concrete Ltd.)
- SB04 — ind Erosion of Sand Barge
- E01 — ind Erosion of Sand Depot (YTML 25&Ext)



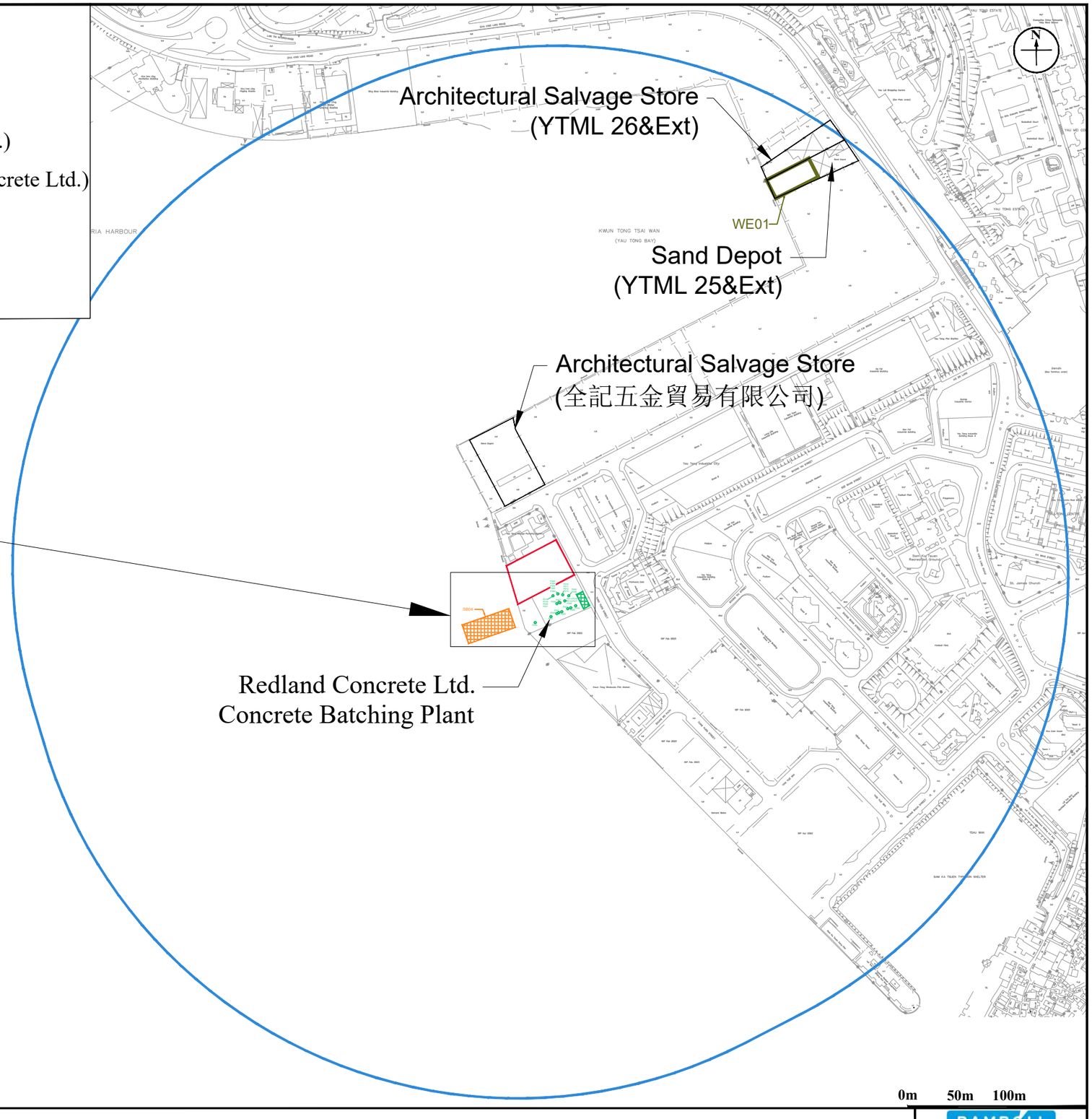


Figure: 2.4	RAMBOLL
Title: Location of Identified Industrial Emission Sources within 500m Assessment Area	Drawn by: T Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Jul 2025

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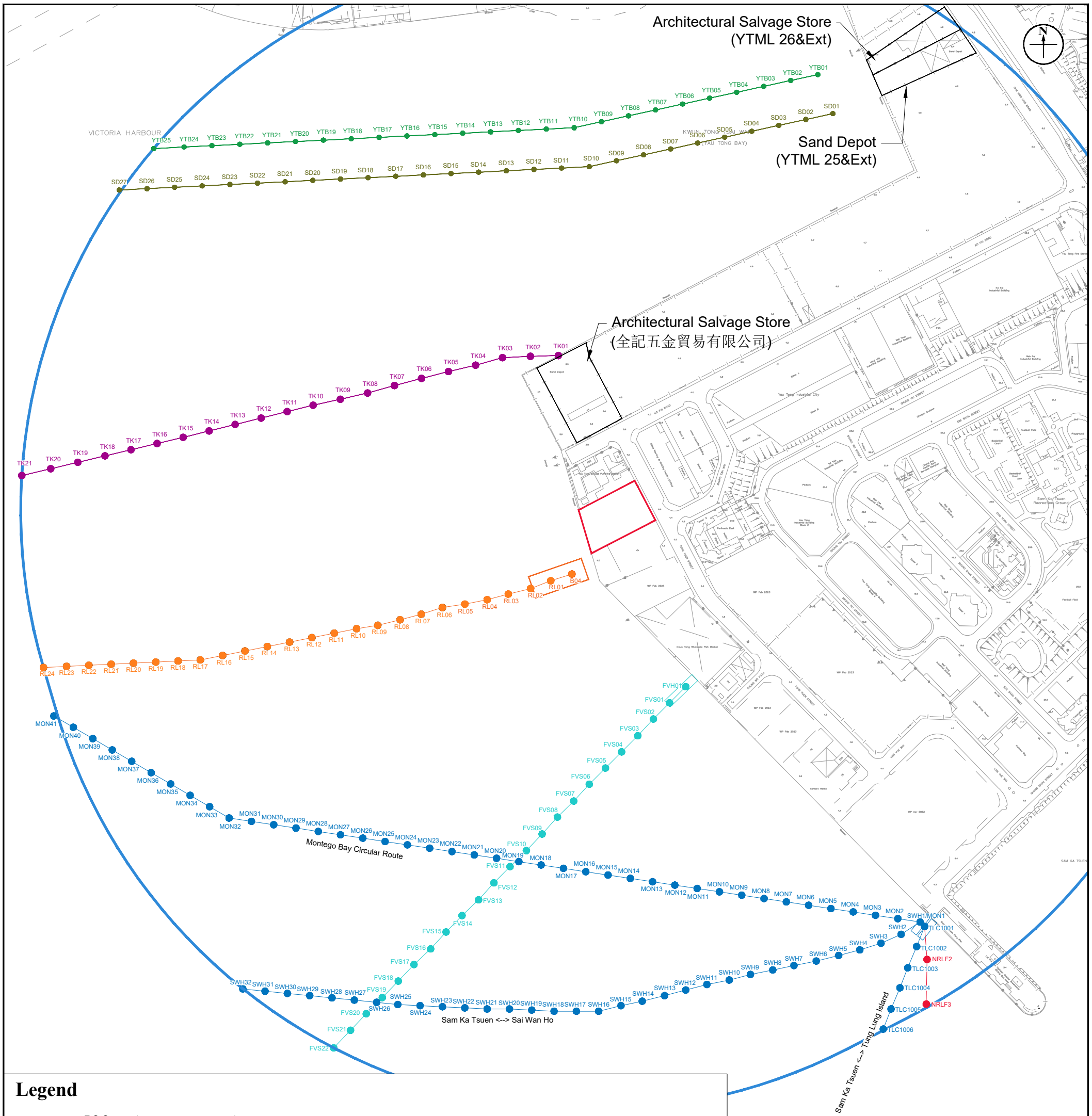

Legend

- 500m Assessment Area
- Application Site
- Marine Emission Sources Barge
- Marine Emission Sources Ferry
- Marine Emission Sources Planned Local essel
- Marine Emission Sources Fishing essel
- Marine Emission Sources Sand Depot (YTML 25&Ext)
- Marine Emission Sources Architectural Salvage Store (YTML 26&Ext)
- Marine Emission Sources Architectural Salvage Store (全記五金貿易有限公司)

Figure: 2.5	RAMBOLL
Title: Location of Identified Marine essels Emission Sources within 500m Assessment Area	Drawn by: T Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Jul 2025

Legend

- 4km Assessment Area
- Application Site
- Identified Major Point Source
- H1 Source from Kai Tak Cruise Terminal

Kai Tak Cruise Terminal

Cape Collinson Crematorium

H1
Hotelling of Spectrum of the Seas

H2
Hotelling of Costa Serena

0m 100m 250m 500m

Figure: 2.6	RAMBOLL
Title: Location of Identified Major Point Source within 4km Assessment Area	Drawn by: T
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024







Yau Tong

Pipeline

觀塘仔灣
(油塘灣)

油塘 #

YAU TONG

Yau Tong Estate

油塘邨

鯉魚門道

Yau Mei Court

高怡邨
Ko Yee Estate

高翔苑
Ko Cheung Court

油塘中心
Yau Tong Centre

鯉魚門邨
Yue Mun Estate

安里西村
On Li Sai Tsuen

渡輪碼頭
Ferry Pier

5

Legend

- 500m Assessment Area
- Application Site
- Kwun Tong holesale Fish Market
- Yau Tong Sewage Pumping Station
- Sam Ka Tsuen Typhoon Shelter
- Inspection Route

Details of Site Inspection
Date: 15 March 2025
Time: Between noon to 2 P.M.
Temperature: 22.7°C
Relative Humidity: 91%
Observation: No identified odour were detected along the boundary of Application Site, Yau Tong Sewage Pumping Station, Wholesale Fish Market & Sam Ka Tsuen Typhoon Shelter

0m 50m 100m 200m

Figure: 2.7

Title: Location of Identified dour Sources within 500m Assessment Area and Inspection Route for dour Patrol

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	T
Checked by:	TC
Rev.:	1.0
Date:	Jun 2025

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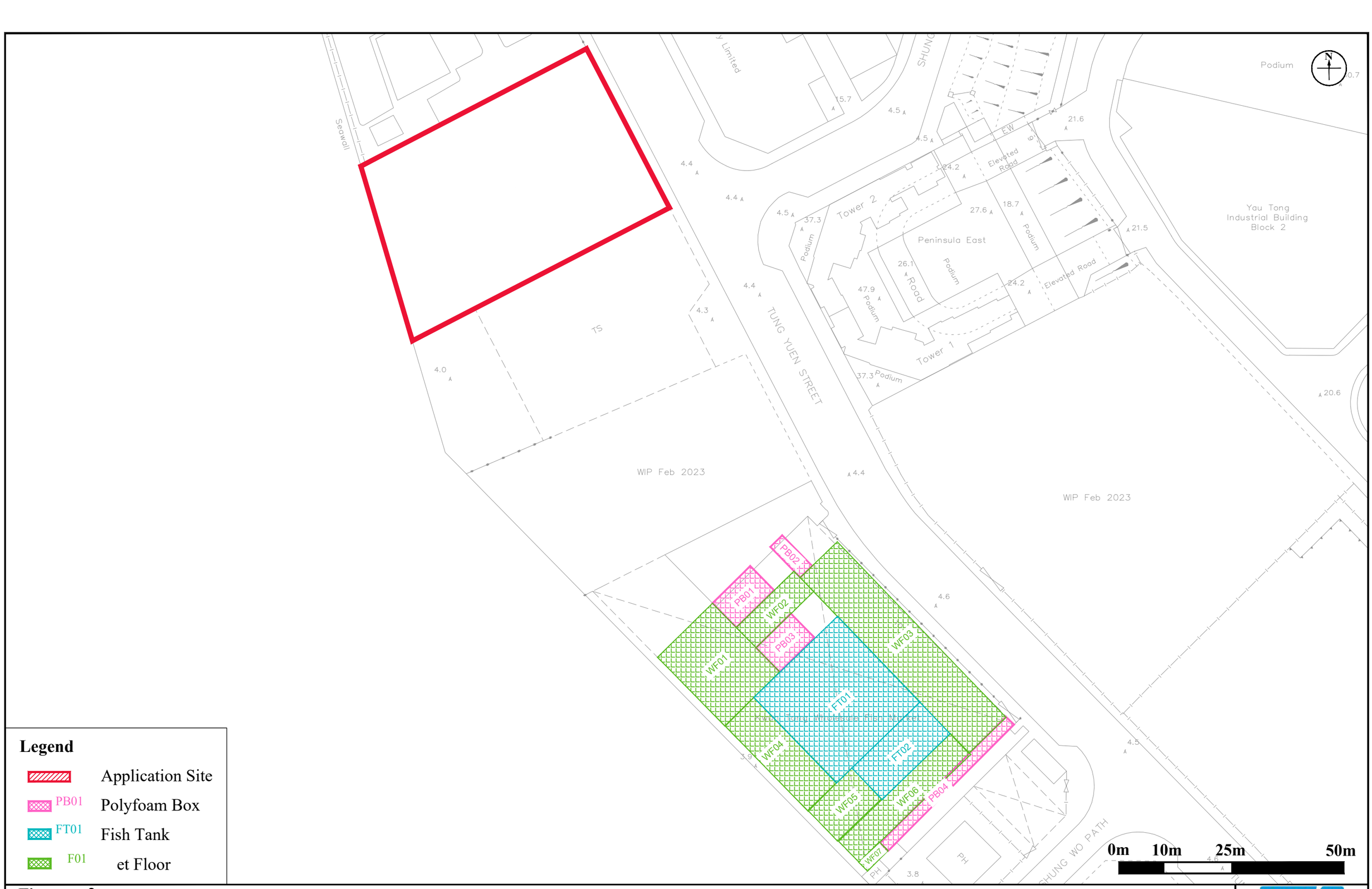

Legend

- Application Site
- PB01 Polyfoam Box
- FT01 Fish Tank
- F01 et Floor

Figure: 2.

Title: Location of dour Sources within Kwun Tong holesale Fish Market

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	T
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

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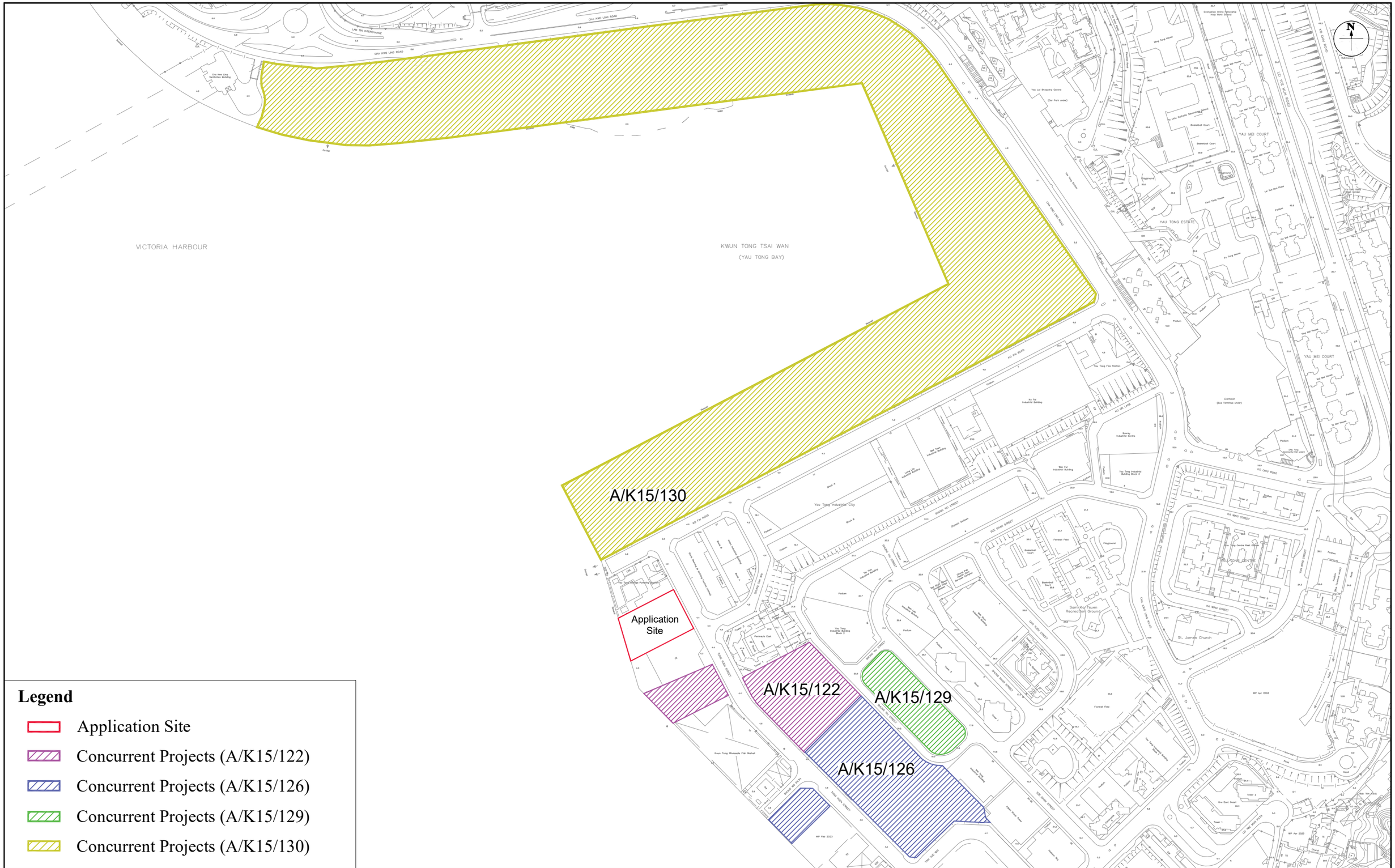

Legend

- Application Site
- Concurrent Projects (A/K15/122)
- Concurrent Projects (A/K15/126)
- Concurrent Projects (A/K15/129)
- Concurrent Projects (A/K15/130)

Figure: 2.9

Title: Location of Concurrent Projects in the Vicinity

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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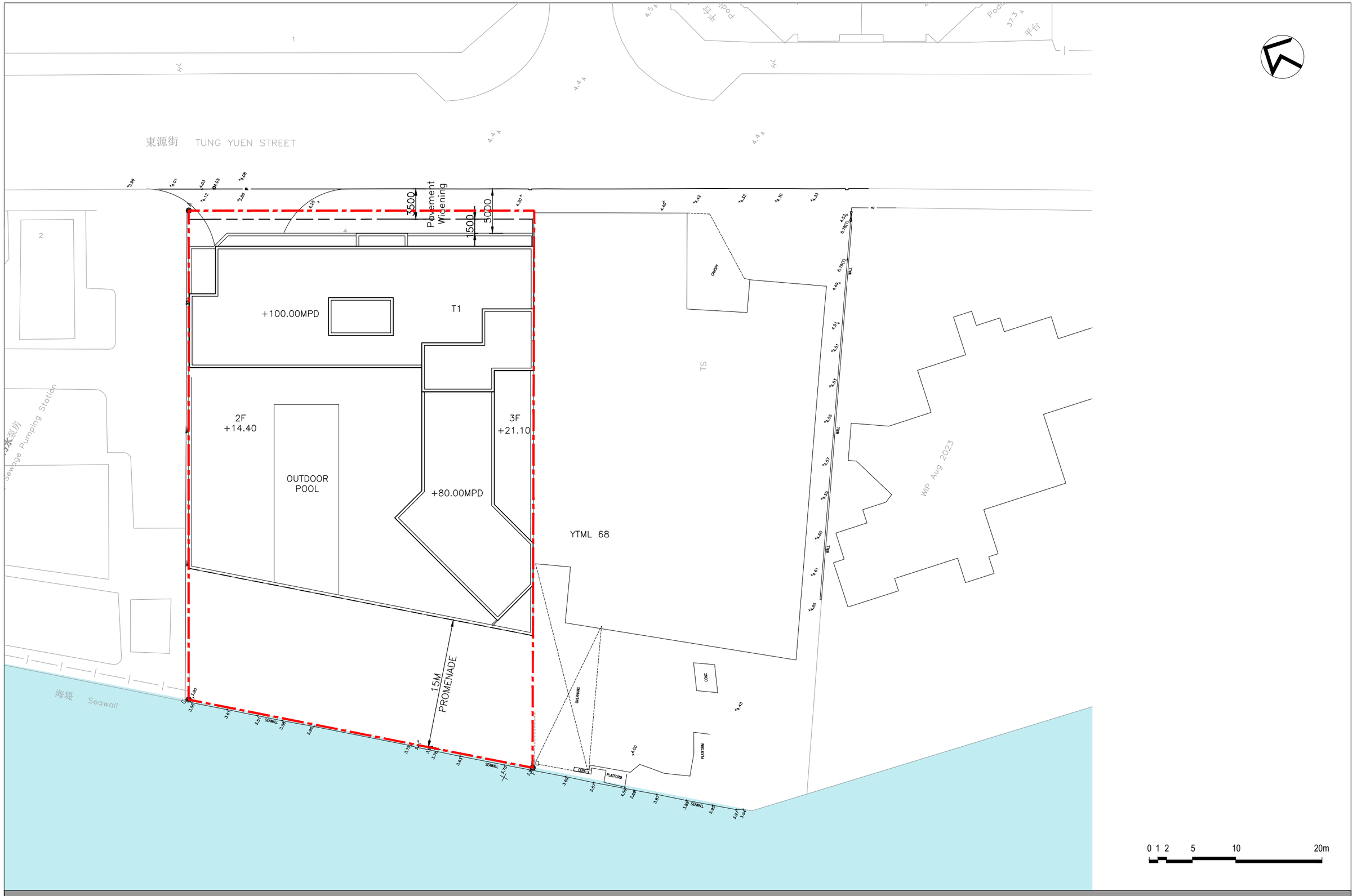
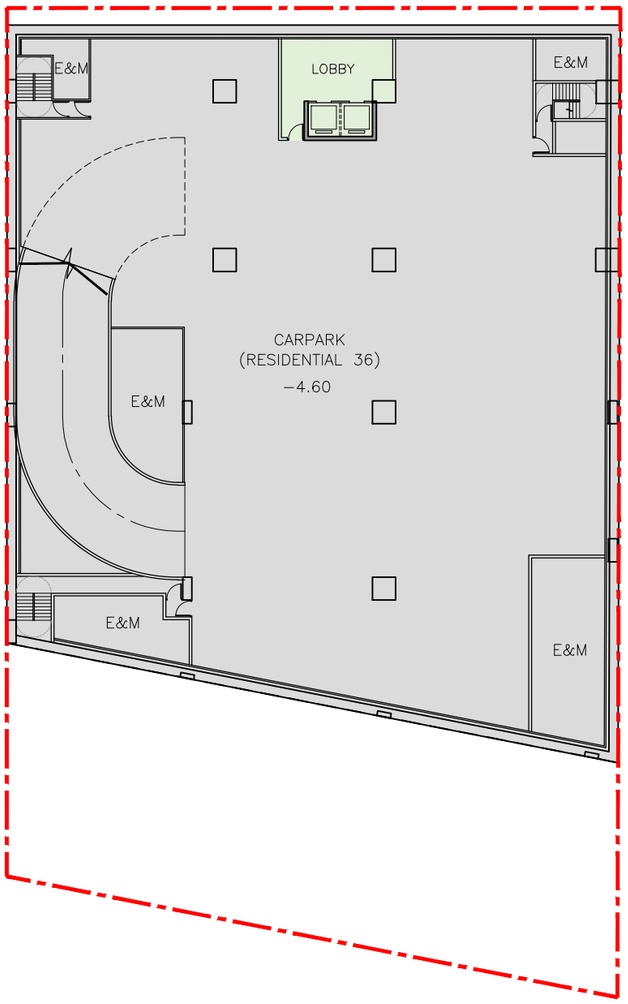
Appendix 1.1 Master Layout Plan of the Proposed Development



A-01 Master Layout Plan

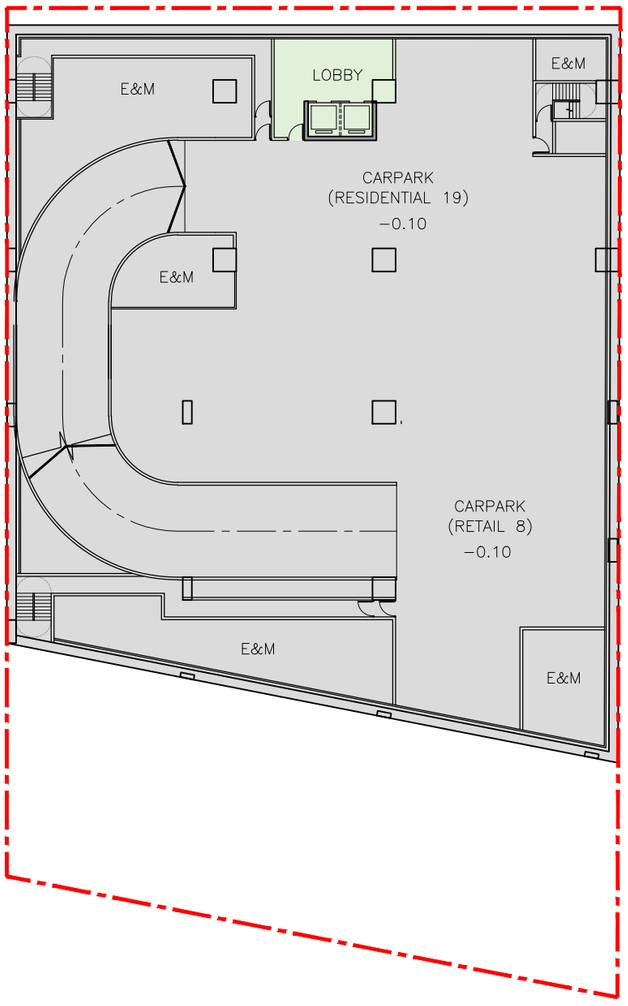
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

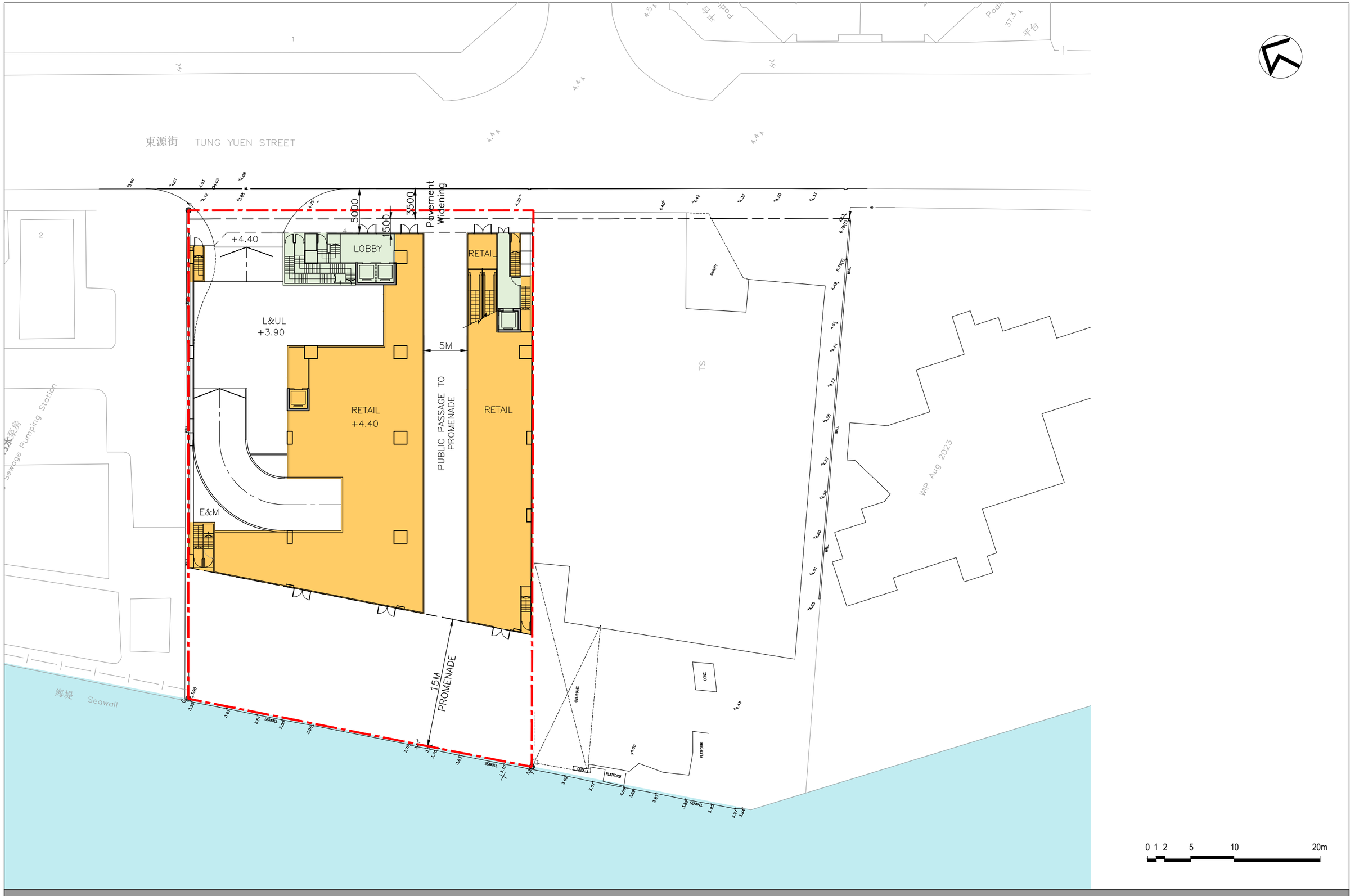
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

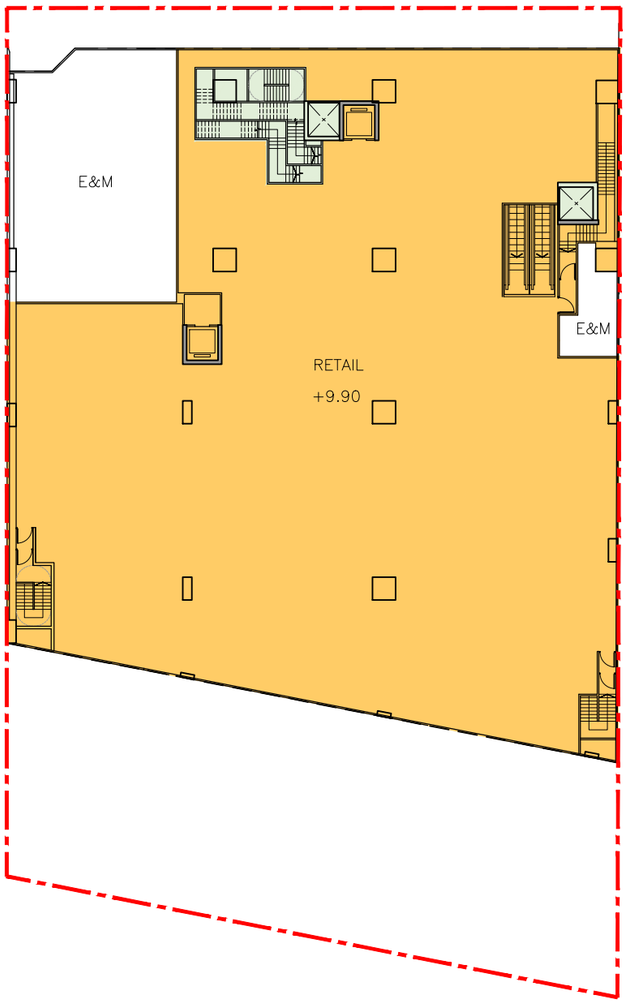
A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level (GF) Plan

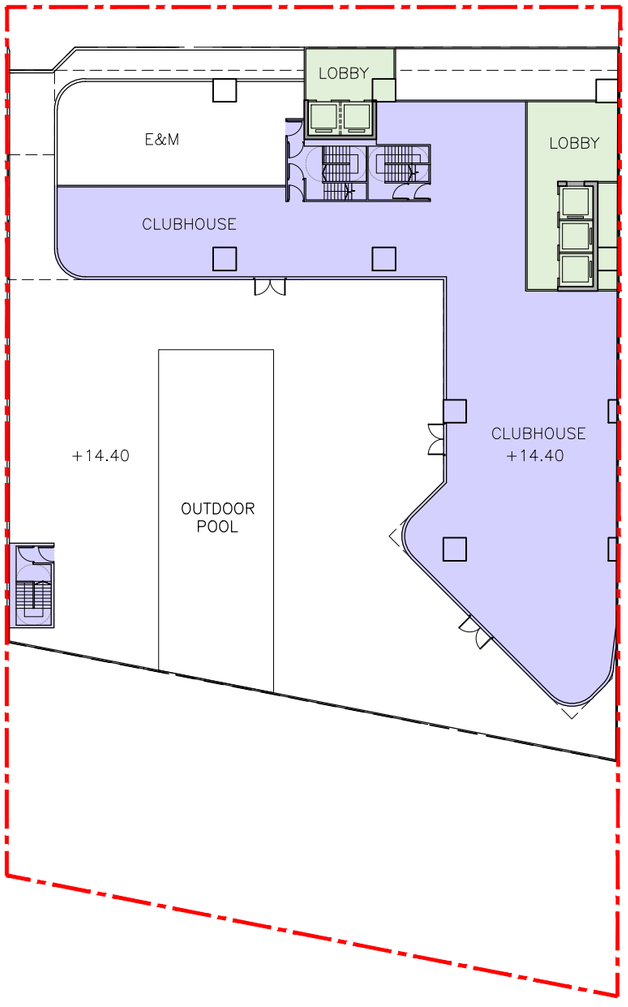
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

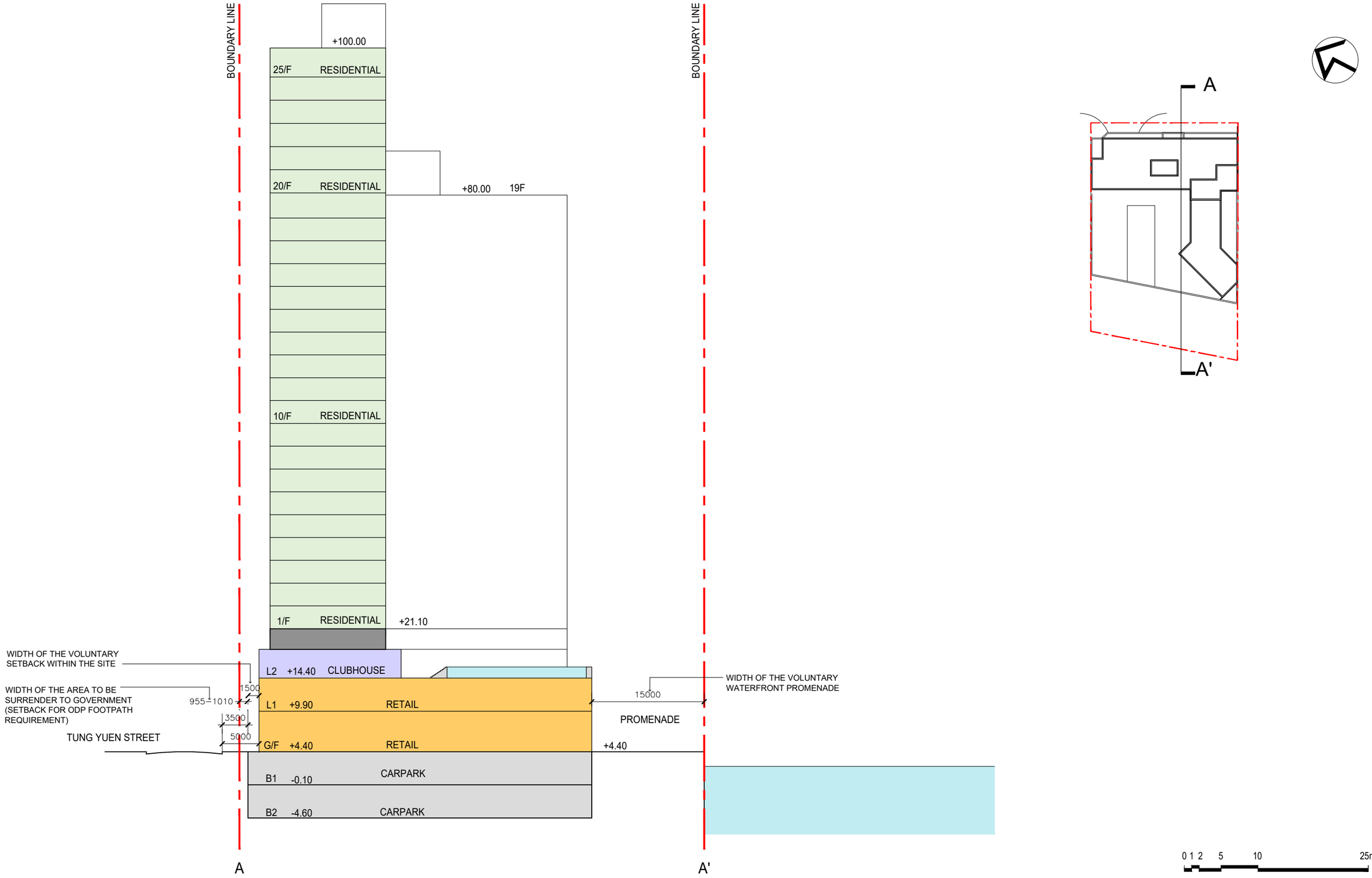
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

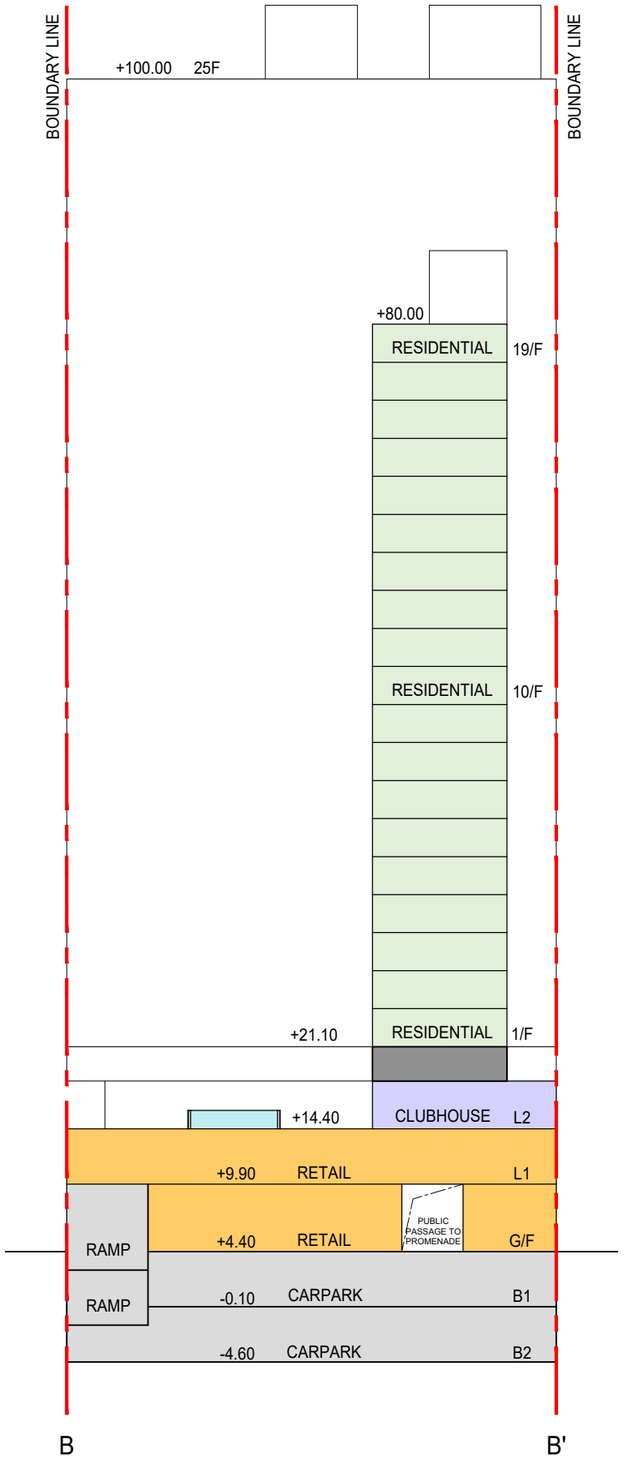
A-06 Level 2 (L2) Plan

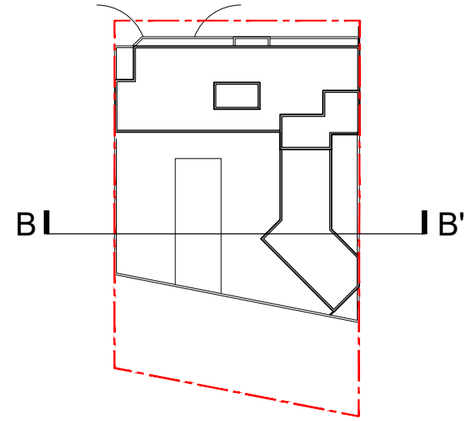
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



D-01 Demarcation Plan of Surrender and Dedication

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 2.1 SP License of Concrete Batching Plant

Redland Concrete Limited

REGISTER OF LICENCES FOR THE CONDUCT OF A SPECIFIED PROCESS GRANTED UNDER THE AIR POLLUTION CONTROL ORDINANCE

Serial No.: R0667 Licence No.: L-3-117(6)

1. Details of the Licence

Date of Issue	Date of Expiry	Date of Application	Serial No. of the Application	Serial No. of the Licence (if any) being Renewed
24 August 2023	23 August 2025	20 September 2022	A0596	R0587

Name of Licence Holder		Certificate of Incorporation No.
English	Chinese	
Redland Concrete Limited	中港混凝土有限公司	165951

Name of the Premises under which the Specified Process is conducted
Redland Concrete Limited
Address of the Premises at which the Specified Process is conducted
YTML 68, 6 Tung Yuen Street, Yau Tong, Kowloon

Classification of Specified Process**	Installed/Processing* Capacity	Silo Capacity (for Cement Works only)
Cement Works	520 cubic metre per hour	6,800 tonnes plus the maximum capacity of barges/vessels at 5,000 tonnes

* Delete if not applicable.

** As specified in the First Schedule of the Ordinance

2. Variation(s) of the Licence during the Licensing Period

Date of Application	Date of Grant of Application
15 December, 1997	1 August, 1998
27 January, 1999	7 June, 1999
10 January, 2001	4 June, 2001

3. Transfer(s) of the Licence during the Licensing Period

Date of Application	Date of Grant of Application	Name of the Transferee		Identity Card/ Certificate of Incorporation* No. of the Transferee
		English	Chinese	
N.A.				

4. Cancellation of the Licence

Date of Cancellation .....N.A.....

N. A. : Not applicable

* Delete if not applicable.

Redland Concrete Limited

牌照登記冊

根據《空氣污染管制條例》第15條發出的

批准進行指明工序牌照

編號：R0667　　牌照號碼：L-3-117(6)

1. 牌照詳情

發出日期	有效期至	申請日期	申請編號	擬續期牌照(如有)編號
2023年8月24日	2025年8月24日	2022年9月20日	A0596	R0587

持牌人姓名		公司註冊證書號碼
英文	中文	
Redland Concrete Limited	中港混凝土有限公司	165951

用作進行指明工序的樓宇名稱
中港混凝土有限公司
用作進行指明工序的樓宇地址
九龍油塘海旁地段68號東源街6號

指明工序類別**	設備的裝置／處理*能力	筒倉容量(只適用於水泥廠)
水泥工程	每小時520立方米	6,800公噸 以及躉船/船隻最大容量為5,000公噸

* 刪去不適用部分

** 在條例第一附表指定

2. 持牌期間牌照更改情況

申請日期	申請批准日期
1997年12月15日	1998年8月1日
1999年1月27日	1999年6月7日
2001年1月10日	2001年6月4日

3. 持牌期間牌照轉讓情況

申請日期	申請批准日期	承讓人姓名		承讓人的身份證 /公司 註冊證書 * 號碼
		英文	中文	
不適用				

4. 撤銷牌照

撤銷日期.....不適用.....

*刪去不適用部分

Redland Concrete Limited

REGISTER OF APPLICATION UNDER SECTION 14(3) (a) OF THE AIR POLLUTION CONTROL ORDINANCE

Serial No. : A0509

1. Type of Application*

New Licence	☐
Renewal of Licence	☐
Variation of Licence	☑
Transfer of Licence	☐
A Licence subsequent to the Cessation of an Exemption under Section 21	☐
Cancellation of Variation of Any Term or Condition of Exemption	☐

2. Name of Applicant (English) Redland Concrete Ltd.

(Chinese) 中港混凝土有限公司

3. Address of Applicant 8/F, Kaiseng Commercial Centre, 4-6 Hankow Road, Tsim Sha Tsui, Kowloon.

4. Date of Application 10 January, 2001

5. Date of Entry into Register 2 March, 2001

6. Date of Last Notice in Newspapers 2 March, 2001

* Tick the appropriate box

EPD5

Redland Concrete Limited

7. Premises Where the Specified Process is Conducted

Name of Premises		Address	Telephone No.
English	Chinese		
Redland Concrete Ltd.	中港混凝土有限公司	YTML 68, 6 Tung Yuen Street, Yau Tong, Kowloon	

8. Nature of Work

Existing Licence No.	Expiry Date	Classification of Specified Process⊙ under Application	Mode of Operation (Continuous/Batch)	Installed/ ~~Processing~~* Capacity	Silo Capacity (for Cement Works Only)	Total No. Of Emission Points
L-3-117	28 September, 2002	Cement Works	Batch	560 m^3 /hour concrete production	6800 tonne	44(existing licence) 46(proposed variation)

9. Other Specified Processes Conducted in Same Premises N/A

Classificaiton of Specified Process⊙	Licence / Exemption*Numbers

9A. Air Pollution Control Plan under Section 14A

a. Has the Plan been submitted ~~Yes~~/No*

b. Whether the plan is available for inspection ~~Yes~~/No*

⊙As specified in the Schedule 1 of the Ordinance

*Delete if not appropriate

N/A Not applicable

Redland Concrete Limited

10. Noxious or Offensive Emission*

Emission Point No.	Exhaust Gas Flow Rate (m^3/h)		Mode of Discharge to Atmoshpere: Exit Temperature (℃)		Fugitive Emission (Yes/No)		Discharge Exit or Chimney Height Above Ground (m)		Cross-Section of Discharge Exit or Chimney: Width (m)		Length (m)		Diameter (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1	N.A.		Ambient		No		1		N.A.		N.A.		0.50	
EP2	1750		"		"		26		"		"		0.15	
EP3	1750		"		"		26		"		"		0.15	
EP4	1750		"		"		26		"		"		0.15	
EP5	1750		"		"		26		"		"		0.15	
EP6	200		"		"		8		"		"		0.20	
EP7	1750		"		"		10		"		"		0.15	
EP8	1750		"		"		10		"		"		0.15	
EP9	1750		"		"		10		"		"		0.15	
EP10	200		"		"		8		"		"		0.20	
EP11	N.A.		"		Yes		12		5		5		N.A.	
EP12	"		"		"		17		0.612		0.612		"	
EP13	"		"		"		26		16		12		"	
EP14	"		"		"		26		16		12		"	

*Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION.

\... Not applicable

Redland Concrete Limited

10. Noxious or Offensive Emission*

Emission Point No.	Exhaust Gas Flow Rate (m^3/h)		Mode of Discharge to Atmoshpere											
			Exit Temperature (℃)		Fugitive Emission (Yes/No)		Discharge Exit or Chimney Height Above Ground (m)		Cross-Section of Discharge Exit or Chimney					
									Width (m)		Length (m)		Diameter (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP15	N.A.		Ambient		Yes		0		3.46		3.46		N.A.	
EP16	"		"		"		0		0.612		0.612		"	
EP17	"		"		"		0		0.612		0.612		"	
EP18	1750		"		No		26		N.A.		N.A.		0.15	
EP19	1750		"		"		26		"		"		0.15	
EP20	200		"		"		15		"		"		0.20	
EP21	1750		"		"		12		"		"		0.15	
EP22	1750		"		"		26		"		"		0.15	
EP23	1750		"		"		26		"		"		0.15	
EP24	200		"		"		15		"		"		0.20	
EP25	1750		"		"		12		"		"		0.15	
EP26	1750		"		"		26		"		"		0.15	
EP27	1750		"		"		26		"		"		0.15	
EP28	200		"		"		15		"		"		0.20	

*Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION.

N/A Not applicable

Emission Point No.	Exhaust Gas Flow Rate (m³/h)		Mode of Discharge to Atmoshpere											
			Exit Temperature (℃)		Fugitive Emission (Yes/No)		Discharge Exit or Chimney Height Above Ground (m)		Cross-Section of Discharge Exit or Chimney					
									Width (m)		Length (m)		Diameter (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP29	3500		Ambient		No		12		0.4		0.4		N.A.	
EP30	1750		"		"		26		N.A.		N.A.		0.15	
EP31	1750		"		"		26		"		"		0.15	
EP32	200		"		"		15		"		"		0.2	
EP33	3500		"		"		12		0.4		0.4		N.A.	
EP34	N.A.		"		Yes		1		N.A.		N.A.		0.5	
EP35	200		"		No		8		"		"		0.2	
EP36	200		"		"		8		"		"		0.2	
EP37	N.A.		"		Yes		1		"		"		0.45	
EP38	200		"		No		12		"		"		0.2	
EP39	200		"		"		12		"		"		0.2	
EP40	N.A.		"		"		8		"		"		N.A.	
EP41	"		"		"		15		"		"		"	
EP42	"		"		"		24		"		"		"	
EP43	"		"				10		"		"		"	
EP44	"		"		"		8		3		3		"	
EP45		N.A.		Ambient		No		2		N.A.		N.A.		N.A.
EP46		10200		"		"		3		"		"		"

Redland Concrete Limited

*Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION.

N/A Not applicable

Emission Point No.	Details of Emission													
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration * (mg/m^3)		Maximum Concentration * (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1	Dust		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.	
EP2	"		0.088		0.088		Filter		50		50		12	
EP3	"		0.088		0.088		"		"		"		N.A.	
EP4	"		0.088		0.088		"		"		"		"	
EP5	"		0.088		0.088		"		"		"		"	
EP6	"		0.01		0.01		"		"		"		7	
EP7	"		0.088		0.088		"		"		"		"	
EP8	"		0.088		0.088		"		"		"		"	
EP9	"		0.088		0.088		"		"		"		"	
EP10	"		0.01		0.01		"		"		"		"	
EP11	"		N.A.		N.A.		Water spray		N.A.		N.A.		N.A.	
EP12	"		"		"		N.A.		"		"		"	
EP13	"		"		"		"		"		"		"	
EP14	"		"		"		"		"		"		"	

Emission Point No.	Details of Emission															
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration * (mg/m^3)		Maximum Concentration * (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP15	Dust		N.A.		N.A.		Water spray		N.A.		N.A.		N.A.	
EP16	"		"		"		"		"		"		"	
EP17	"		"		"		"		"		"		"	
EP18	"		0.088		0.088		Filter		50		50		7	
EP19	"		"		"		"		"		"		"	
EP20	"		0.01		0.01		"		"		"		"	
EP21	"		0.088		0.088		"		"		"		"	
EP22	"		"		"		"		"		"		"	
EP23	"		"		"		"		"		"		"	
EP24	"		0.01		0.01		"		"		"		"	
EP25	"		0.088		0.088		"		"		"		"	
EP26	"		"		"		"		"		"		"	
EP27	"		"		"		"		"		"		"	
EP28	"		0.01		0.01		"		"		"		"	

Emission Point No.	Details of Emission															
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration* (mg/m^3)		Maximum Concentration* (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP29	Dust		0.175		0.175		Filter		50		50		7	
EP30	"		0.088		0.088		"		"		"		"	
EP31	"		"		"		"		"		"		"	
EP32	"		0.01		0.01		"		"		"		"	
EP33	"		0.175		0.175		"		"		"		N.A.	
EP34	"		N.A.		N.A.		Total enclosure		N.A.		N.A.		"	
EP35	"		0.01		0.01		Filter		50		50		7	
EP36	"		"		"		"		"		"		"	
EP37	"		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.	
EP38	"		0.01		0.01		Filter		50		50		8	
EP39	"		"		"		"		"		"		"	
EP40	"		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.	
EP41	"		"		"		"		"		"		"	
EP42	"		"		"		"		"		"		"	
EP43	"		"		"		"		"		"		"	
EP44	"		"		"		Enclosure, water spray"		"		"		"	
EP45		Dust		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.
EP46		"		0.17		0.17		Filters		50		50		24

*Expressed as at Standard Temperature & Pressure of 0℃and 101.325kPa.

Redland Concrete Limited

11. Note:

Any person may object within 30 days of notice in newspapers to the granting of the application on the grounds that the air quality objective in that area is being threatened or the emission of noxious or offensive emissions would be, or be likely to be, prejudicial to health. An objection requires the name, address ,and identity of person making the objection, the address of the premises of the proposed specified process, and how the air quality objective is being threatened or how the emission of noxious or offensive emission would cause prejudice to health. Objections should be made in Form 5 in the Second Schedule to the Air Pollution Control (Specified Processes) Regulation 1987 and be forwarded to the Authority and copied to the Secretary for the Environment and Food.

Appendix 2.2 Calculation of Concrete Batching Plant Emissions

Calculations of Time-In-Mode (TIM) for Barge to/ from the Concrete Batching Plant (CBP)

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
Redland Concrete Ltd.	Barge	483.5	NA	0	2.315	60	3.48

Notes:
[1] Length of sailing route within 500m assessment area.
[2] No information is available from the operator. The travelling speed of barge is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018). (i.e. about 4.5 knots, 2.315m/s) and adopted in this assessment. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.

[3] Time-In-Mode (TIM) for hotelling - As advised by the operator, there would be one barge at one time serving each CBP and the barges would stay for around one to two days then depart. Given that the long duration of stay and infrequent sailing schedule of the barges, it is assumed that there would be one barge for each CBP hotelling continuously during the operation hours as a conservative assessment.
[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Concrete Batching Plant (CBP)
Marine Emission
Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
Redland Concrete Ltd.	Barge	Main Engine	727	0.00	0.30	60	3.48	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.48	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.
[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.
[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh
[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.
[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the concrete batching plant.

Detailed Emission Rate

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Redland Concrete Ltd.	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.629E-03	1.265E-01	3.796E-03	3.669E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	6.013E-04	2.894E-02	1.158E-03	1.129E-03

Note:
[1] It is assumed that there would be one barge hotelling during the operation hours.
[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering at Redland Concrete Ltd. (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (116 x 0.43 x 10.0 x 2.61 / 60 / 1000)
= 0.02168 kg/hour

Barge Schedule

Hour		Number of Activities per hour	
		Monday to Sunday & Public Holidays	
Start	End	Hotelling	Arrival/ Departure
0	1	0	0
1	2	0	0
2	3	0	0
3	4	0	0
4	5	0	0
5	6	0	0
6	7	0	0
7	8	1	1
8	9	1	1
9	10	1	1
10	11	1	1
11	12	1	1
12	13	1	1
13	14	1	1
14	15	1	1
15	16	1	1
16	17	1	1
17	18	1	1
18	19	1	1
19	20	1	1
20	21	0	0
21	22	0	0
22	23	0	0
23	24	0	0

Note:
[1] Based on the site visits, the barge will berth at the CBP for several days, it is assumed that there would be one arrival/ departure per hour of barge at the loading/ unloading point during operation hours for the worst-case scenario.

Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)

		Emission Factor	Unit	Reference
TSP	=	0.85	Mg/hectare/yr	Table 11.9.4 of AP-42 S11.9

Therefore,

RSP	=	0.40	Mg/hectare/yr	Multiplied by a conversion factor of 0.47 for TSP to RSP according to Table 2 of AP-42 S13.2.4
	=	1.27E-06	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.
FSP	=	0.06	Mg/hectare/yr	Multiplied by a conversion factor of 0.07 for TSP to FSP according to Table 2 of AP-42 S13.2.4
	=	1.89E-07	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.

Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)

$$E = k\,(sL)^{0.91} \times (W)^{1.02}$$

where

E= Emission factor in grams per vehicle kilomter travelled (g/veh-km)

k= Particle size multiplier, k = 0.62 g/veh-km for RSP and 0.15 g/veh-km for FSP as defined according to Table 2 of AP42 S13.2.1-1

sL= Road surface silt loading (g/m^2), as per AP-42 Table 13.2.1-3, mean silt loading for concrete batching plant is 12 g/m^2

W= Average weight (ton) of vehicles travelling on road, 22 tons is assumed as full load condition (Reference is made to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121))

RSP Emission Factor = 0.139 g/veh-m

FSP Emission Factor = 0.034 g/veh-m

Description	Source ID	Distance (m)	Road Width (m)	Road Surface Area (m^2)	Peak Hourly Flow of Mixer Trucks [1]	Dust Removal Efficiency (%) [2]	Emission Rate [3][4]	
							RSP ($g/s/m^2$)	FSP ($g/s/m^2$)
Redland Concrete Ltd.	L21	7	16	110	17	91.70%	3.43E-06	8.31E-07

Note:

1. Peak hourly mixer trucks count of the concrete batching plant based on site observations.

2. Calculation of Dust Removal Efficiency for Redland Concrete Ltd.

$$C = 100 - \frac{0.8pdt}{i}$$

(ref.: Eq. 3-2 in Section 3.3.3 of USEPA Control of Open Fugitive Duat Sources - Final Report)

where

C = Average control efficiency, in percent

p = Potenial average hourly daytime evaporation rate, 0.23676 mm/h (p = 0.0049 x 48.3189 inch is equivalent to total evaporation of 1227.3mm obtained from Hong Kong Observatory)

d = Average hourly daytime traffic rate per hour, 22 veh/hr based on site observation

t = Time between applications in hour, once in each working hour as observed during site visit

i = Application intensity, 0.5 L/m^2 for haul road as minimum application intensity

Therefore,

C = 100-(0.8)(0.2368)(22)(1)/0.5 = 91.7%

3. Emission Rate(g/s) = Emission Factor x (1- Dust Removal Efficiently) x No. of Trucks per hour x Travelling Distance/Road Surface Area

4. According to Table 2 of AP42 S13.2.1-1, Particle size multiplier (k) of TSP, RSP and FSP for paved road is defined as 3.23 g/veh-km, 0.62 g/veh-km and 0.15 g/veh-km, respectively. The conversion ratio of TSP to RSP and FSP for paved road has thus referenced to the particle size multiplier.

Calculations of Emission Sources within Concrete Batching Plant (CBP)

Description	Fugitive Emission (Y/N)	Source ID	Source ID from SPL	Emissions/ Parameters extracted from SP License [1]							Concentration	Emission Rate adjusted to Emission Concentration Limit (10 mg/m^3) [2][3]		Exit Velocity (m/s)	Operation Hours [4]
				Exhaust Gas Flowrate (m^3/h)	Exit Temp (K)	Emission Height (mAG)	Stack Width (m)	Stack Length (m)	Stack Diameter (m)	Max Emission Rate (kg/hr)	RSP (mg/m3)	RSP (g/s)	FSP (g/s)		
Redland Concrete Ltd. [1][2]	N	P201	EP2	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	0700 to 1900 (12 hours)
	N	P202	EP3	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P203	EP4	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P204	EP5	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P205	EP6	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P206	EP7	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P207	EP8	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P208	EP9	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P209	EP10	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P210	EP18	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P211	EP19	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P212	EP20	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P213	EP21	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P214	EP22	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P215	EP23	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P216	EP24	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P217	EP25	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P218	EP26	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P219	EP27	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P220	EP28	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P221	EP29	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P222	EP30	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P223	EP31	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P224	EP32	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P225	EP33	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P226	EP35	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P227	EP36	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P228	EP38	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P229	EP39	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P230	EP46	10200	298.15	3	0.5	0.5	0.56	0.1700	9	0.02408	0.00708	11.3	

Note:

1. No information is provided by the operators, reference has been made to the Specified Processes (SP) License L-3-117 (6) for Redland Concrete Ltd..
2. According to Appendix B.2, General Particle Size Distributions, page B.2-13, AP-42, 1/95 version, USEPA, RSP and FSP are 51% and 15% of TSP for general concrete batching activity.
3. According to Annex 2 of A Guidance Note on the Best Practicable Means for Specified Process - Cement Works (Concrete Batching Plant) BPM 3/2 (2025) issued in April 2025, the concentration limit of Particulate Matter (PM) would be limited to 10mg/m^3 for license renewal by 1 January 2018 for all plants.
4. Operation hours of Redland Concrete Ltd. were made reference to approved EIA EIA-258/2018 - Lei Yue Mun Waterfront Enhancement Project.

Appendix 2.3 Calculation of Sand Depot (YTML 25 &Ext), Architectural Salvage Store (YTML 26 &Ext) and Architectural Salvage Store (全記五金貿易有限公司) at Yau Tong Bay

Calculation of Emission factor for Wind Erosion at Sand Dunes (Sand Depot (YTML 25 &Ext))

Emission Factor is referenced to USEPA AP-42, 5th ed. 8/04 ed.: Section 11.9

where

			Remark
p = Percentage active area =	100.0%		
d = Number of working days per year =	365		Emission to be applied during 19:00 and 07:00 hours from Mondays to Sundays
TSP Emission Factor =	0.85	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 11.9.2, Table 11.9-4 for Western Surface Coal Mining
RSP Emission Factor =	0.40	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 13.2.4.3 TSP to RSP ratio: 0.35/0.74=0.473=47.3%
FSP Emission Factor =	0.06	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 13.2.4.3 TSP to RSP ratio: 0.053/0.74=0.072=7.2%

	RSP	FSP	
Unmitigated Emission Factor, E ($g/m^2/day$) =	1.10E-01	1.68E-02	
Unmitigated Emission Factor, E ($g/m^2/s$) =	**1.27E-06**	**1.94E-07**	24 hour emission

Calculations of Time-In-Mode (TIM) for Barge to/ from the Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
Sand Depot (YTML 25 &Ext)	Barge	600.7	NA	0	2.06	60	4.86
Architectural Salvage Store (YTML 26 &Ext)	Barge	645.0	NA	0	2.06	60	5.22

Notes:

[1] Length of sailing route within 500m assessment area.

[2] No information is available from the operator. The travelling speed of barges with similar nature and operation mode are recorded and can be found at https://www.marinetraffic.com. The recorded averaged speed of barges (i.e. about 4 knots, 2.06m/s) is adopted in this assessment, assuming the travelling speed of the barges is the same during their journey. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.

[3] Given that the long duration of stay and infrequent sailing schedule of the barges, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.

[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Marine Emission

Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
Sand Depot (YTML 25 &Ext)	Barge	Main Engine	727	0.00	0.30	60	4.86	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	4.86	0.21	10.00	0.40	0.39
Architectural Salvage Store (YTML 26 &Ext)	Barge	Main Engine	727	0.00	0.30	60	5.22	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	5.22	0.21	10.00	0.40	0.39

Note:

[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.

[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.

[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction

where

BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.

Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.

Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh

[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.

[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the sand depot.

Detailed Emission Rate for Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Sand Depot (YTML 25 &Ext)	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.671E-03	1.767E-01	5.300E-03	5.123E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	8.395E-04	4.040E-02	1.616E-03	1.576E-03
Architectural Salvage Store (YTML 26 &Ext)	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.942E-03	1.897E-01	5.691E-03	5.501E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	9.015E-04	4.338E-02	1.735E-03	1.692E-03

Note:

[1] Due to lack of information, it is assumed that there would be one barge hotelling during the operation hours (i.e. 0700-1900).

[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*

e.g. NOx emission factor of auxiliary engine under maneuvering (kg/hour)

= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000

= (116 x 0.43 x 10.0 x 4.86 / 60 / 1000)

= 0.0404 kg/hour

Vessels Schedule for Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Hour		Number of Activities per hour		
		Monday to Sunday & Public Holidays		
Start	End	Hotelling	Arrival	Departure
0	1	0	0	0
1	2	0	0	0
2	3	0	0	0
3	4	0	0	0
4	5	0	0	0
5	6	0	0	0
6	7	0	0	0
7	8	1	1	0
8	9	1	0	0
9	10	1	0	0
10	11	1	0	0
11	12	1	0	0
12	13	1	0	0
13	14	1	0	0
14	15	1	0	0
15	16	1	0	0
16	17	1	0	0
17	18	1	0	0
18	19	1	0	0
19	20	1	0	1
20	21	0	0	0
21	22	0	0	0
22	23	0	0	0
23	24	0	0	0

Note:

[1] Due to lack of information and infrequent event of vessel activity for Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext), it is assumed that one barge will arrive at 0700 and departure at 1900, and for hotelling during the operation hours (i.e. 0700-1900).

Calculations of Time-In-Mode (TIM) for Barge to/ from the Architectural Salvage Store

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
全記五金貿易有限公司	Barge	493.7	NA	0	2.06	60	3.99

Notes:
[1] Length of sailing route within 500m assessment area.
[2] No information is available from the operator. The travelling speed of barge with similar nature and operation mode are recorded and can be found at https://www.marinetraffic.com. The recorded averaged speed of barge (i.e. about 3.2 knots, 2.06m/s) is adopted in this assessment, assuming the travelling speed of the barge is the same during the journey. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barge is travelling under maneuvering mode within the assessment area for assessment purpose.
[3] Given that the long duration of stay and infrequent sailing schedule of the barge, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.
[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Architectural Salvage Store

Marine Emission

Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
全記五金貿易有限公司	Barge	Main Engine	727	0.00	0.30	60	3.99	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.99	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.
[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.
[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh
[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.
[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the architectural salvage store.

Detailed Emission Rate

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
全記五金貿易有限公司	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.017E-03	1.452E-01	4.356E-03	4.210E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	6.899E-04	3.320E-02	1.328E-03	1.295E-03

Note:
[1] Due to lack of information, it is assumed that there would be one barge hotelling during the operation hours (i.e. 0700-1900).
[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering at China Concrete Co. Ltd. (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (116 x 0.43 x 10.0 x 3.99 / 60 / 1000)
= 0.0332 kg/hour

Vessel Schedule

Hour		Number of Activities per hour		
		Monday to Sunday & Public Holidays		
Start	End	Hotelling	Arrival	Departure
0	1	0	0	0
1	2	0	0	0
2	3	0	0	0
3	4	0	0	0
4	5	0	0	0
5	6	0	0	0
6	7	0	0	0
7	8	1	1	0
8	9	1	0	0
9	10	1	0	0
10	11	1	0	0
11	12	1	0	0
12	13	1	0	0
13	14	1	0	0
14	15	1	0	0
15	16	1	0	0
16	17	1	0	0
17	18	1	0	0
18	19	1	0	0
19	20	1	0	1
20	21	0	0	0
21	22	0	0	0
22	23	0	0	0
23	24	0	0	0

Note:
[1] Due to lack of information and infrequent event of vessel activity, it is assumed that one barge will arrive at 0700 and departure at 1900, and for hotelling during the operation hours (i.e. 0700-1900).

Appendix 2.4 Calculation of Passenger Ferry Emissions and Visiting Frequencies

Calculations of Time-In-Mode (TIM) for Marine Vessels

Vessel Type	Journey	Length of Sailing Route (m) [1]	Design Speed (m/s)	Averaged Travelling Speed (m/s) [2]	Time-In-Mode (min)	
				Maneuvering	Hotelling [3]	Maneuvering [4]
Sam Ka Tsuen <-> Sai Wan Ho						
Ferry	Departure	620.1	NA	3.70	5	2.79
	Arrival	620.1	NA	3.70	5	2.79
Sam Ka Tsuen <-> Tung Lung Chau						
Ferry	Departure	99.2	NA	3.96	5	0.42
	Arrival	99.2	NA	3.96	5	0.42
Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen)						
Ferry	Departure	808.0	NA	3.96	5	3.40
	Arrival	808.0	NA	3.96	5	3.40

Notes:

[1] Length of sailing route within 500m assessment area. The entire length of the navigation route (within and outside assessment area) is indeed 1.5km and 7.5km for Sam Ka Tsuen <-> Sai Wan Ho and Sam Ka Tsuen <-> Tung Lung Chau, respectively.
[2] No information is available from the operator. The travelling speed of the ferries are referenced to https://www.vesselfinder.com (i.e. 6.6 - 7.8 knots for ferry to/ from Sai Wan Ho, 6.5 - 8.9 knots for ferry to/ from Tung Lung Chau and Montego Bay Circular Route). The averaged travelling speed is about 7.2knots (i.e. 3.70m/s) for ferry to/ from Sai Wan Ho and 7.7knots (i.e. 3.96m/s) for ferry to/ from Tung Lung Chau and Montego Bay Circular Route are therfore adopted for assessment purpose. According to EPD's study on marine vessel (2012), the speed in mpiranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, it is assumed that the kaito ferry is travelling under maneuvering mode within the assessment area for assessment purpose.

[3] TIM for hotelling for Sam Ka Tsuen <-> Sai Wan Ho and Sam Ka Tsuen <-> Tung Lung Chau are referenced to the approved planning application A/K15/121 (i.e. 5) and it has been adopted for assessment purpose.
TIM for hotelling for Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen is determined by the arrival and departure time at Sai Wan Ho Public Ferry Pier.
e.g. A ferry departs Central No.10 Pier at 13:05 and the total sailing time to arrive the pier is about 35 minutes. It will arrive Sam Ka Tsuen Public Ferry at 13:40 and depart at 13:45. Its TIM for hotelling is about 5 mins.
[4] TIM for maneuvering is estimated based on the averaged speed of the ferry and the length of sailing route within 500m assessment area.

Emisson Factor for Marine Vessels

Marine Emission

Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Vessel Type	Journey	Engine Type	Engine Power (kW) [1]	Loading Factor [2]		Time-In-Mode (min) [3]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [5]	NOx [4]	RSP [4]	FSP [4]
Sam Ka Tsuen <-> Sai Wan Ho											
Ferry	Departure	Main Engine	707	0.00	0.30	5	2.79	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	2.79	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.30	5	2.79	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	2.79	0.21	10.00	0.40	0.39
Sam Ka Tsuen <-> Tung Lung Chau											
Ferry	Departure	Main Engine	707	0.00	0.30	5	0.42	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	0.42	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.30	5	0.42	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	0.42	0.21	10.00	0.40	0.39
Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen)											
Ferry	Departure	Main Engine	707	0.00	0.30	5	3.40	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	3.40	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.30	5	3.40	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	3.40	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine - No information from operator is available. Referenced to "Other Vessel" (GRT >=1000) in Table 4-5 of the Study on Marine Vessels Emissions Inventory, February 2012.
Engine Power for Auxiliary Engine - No information from operator is available. Referenced to "Other Vessel" (GRT >=1000) in Table 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012.
[2] Loading Factor for Main Engine - No information from operator is available. Reference to "All except tug" in Table 4-7 of the Study on Marine Vessels Emissions Inventory, February 2012.
Loading Factor for Auxiliary Engine - No information from operator is available. Reference to "All RTVs" in Table 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012.
[3] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Marine Vessels
[4] Emission Factor for the Propulsion Engine & Auxiliary Engine of Ferry - No information from operator is available. As a conservative approach, the emission factors for river-trade vessels from Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012 are adopted.
[5] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh

Detailed Emission Rate

Vessel Type	Journey	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Sam Ka Tsuen <-> Sai Wan Ho										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.05E-03	9.86E-02	2.96E-03	2.86E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	4.78E-04	2.30E-02	9.20E-04	8.97E-04
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.05E-03	9.86E-02	2.96E-03	2.86E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	4.78E-04	2.30E-02	9.20E-04	8.97E-04
Sam Ka Tsuen <-> Tung Lung Chau										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.07E-04	1.48E-02	4.43E-04	4.28E-04
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	7.15E-05	3.44E-03	1.38E-04	1.34E-04
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.07E-04	1.48E-02	4.43E-04	4.28E-04
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	7.15E-05	3.44E-03	1.38E-04	1.34E-04
Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen)										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.50E-03	1.20E-01	3.61E-03	3.49E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	5.82E-04	2.80E-02	1.12E-03	1.09E-03
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.50E-03	1.20E-01	3.61E-03	3.49E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	5.82E-04	2.80E-02	1.12E-03	1.09E-03

Note:

[1] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*

e.g. Sam Ka Tsuen <-> Sai Wan Ho NOx emission factor of auxiliary engine under maneuvering (kg/hour)

= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000

= (115 x 0.43 x 10.0 x 2.79 / 60 / 1000)

= 0.0230 kg/hour

Coral Sea Ferry Service Frequency

Passenger Ferry Schedule (Sam Ka Tsuen <-> Sai Wan Ho)

Hour		Number of Activities per hour			
		Sam Ka Tsuen <-> Sai Wan Ho			
Start	End	Monday to Sunday & Public Holidays			
		Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering
0	1				
1	2				
2	3				
3	4				
4	5				
5	6				
6	7	1		1 [(2)]	1 [(2)]
7	8	2	3	2	3
8	9	2	2	3	2
9	10	2	2	2	2
10	11	2	2	2	2
11	12	2	2	2	2
12	13	2	2	2	2
13	14	2	2	2	2
14	15	2	2	2	2
15	16	2	2	2	2
16	17	2	2	2	2
17	18	2	2	2	2
18	19	2	2	2	2
19	20	2	2	2	2
20	21	2	2	2	2
21	22	2	2	2	2
22	23	1	2	1	1
23	24				

Number of Activities Adopted in this Assessment			
Sam Ka Tsuen <-> Sai Wan Ho			
Departure		Arrival	
Hotelling	Maneuvering	Hotelling	Maneuvering
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	1	1
2	3	2	3
2	2	3	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
1	2	1	1
0	0	0	0

Notes:

[(1)] The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/timetable); accessed on 9 March 2024.

[(2)] It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 6-7 is then adopted as the arrival hour of the ferry as a conservative approach.

[(3)] The hour of departure is the hour the ferry departs at Sam Ka Tsuen Ferry Pier.

Passenger Ferry Schedule (Sam Ka Tsuen <-> Tung Lung Island)

Hour		Number of Activities per hour			
		Sam Ka Tsuen <-> Tung Lung Island			
		Saturday, Sunday & Public Holidays			
Start	End	Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering
0	1				
1	2				
2	3				
3	4				
4	5				
5	6				
6	7				
7	8				
8	9	1	1	1 [3]	1 [3]
9	10	1	1	1	1
10	11	1	1	1	1
11	12	1	1	1	1
12	13			1	1
13	14	1	1		
14	15	1	1	1	1
15	16	1	1	1	1
16	17	1	1	1	1
17	18				
18	19			1 [5]	1 [5]
19	20				
20	21				
21	22				
22	23				
23	24				

Number of Activities Adopted in this Assessment			
Sam Ka Tsuen <-> Tung Lung Island			
Departure		Arrival	
Hotelling	Maneuvering	Hotelling	Maneuvering
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	1	1	1
1	1	1	1
1	1	1	1
1	1	1	1
0	0	1	1
1	1	0	0
1	1	1	1
1	1	1	1
1	1	1	1
0	0	0	0
0	0	1	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Notes:

[1] The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/timetable); accessed on 9 March 2024.

[2] The ferry services between Sam Ka Tsuen and Tung Lung Island are only provided on Saturday, Sunday & public holidays.

[3] It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 8-9 is then adopted as the arrival hour of the ferry as a conservative approach.

[4] The hour of departure is the hour the ferry departs at Sam Ka Tsuen Ferry Pier.

[5] According to the ferry schedule, the last ferry will departure at Tung Lung Island at 17:40. Its sailing time is about 30 minutes. The last ferry from Tung Lung Island will arrive at Sam Ka Tsuen Ferry Pier at 18:10 (i.e. within Hour 18-19).

Passenger Ferry Schedule (Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen))

Hour		Number of Activities per hour			
		Montego Bay Circular Route			
		Monday to Sunday & Public Holidays			
Start	End	Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering
0	1				
1	2				
2	3				
3	4				
4	5				
5	6				
6	7	1	1	1 [(3)]	1 [(3)]
7	8	1	1	1	1
8	9				
9	10	1	1	1	1
10	11	1	1	1	1
11	12				
12	13	1	1	1	1
13	14	1	1	1	1
14	15				
15	16	1	1	1	1
16	17	1	1	1	1
17	18				
18	19	1	1	1	1
19	20	1	1	1	1
20	21				
21	22	1	1	1	1
22	23			1	1
23	24				

Number of Activities Adopted in this Assessment			
Montego Bay Circular Route			
Departure		Arrival	
Hotelling	Maneuvering	Hotelling	Maneuvering
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
0	0	1	1
0	0	0	0

Notes:

[(1)] The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/montego-bay-schedule); accessed on 5 March 2025.

[(2)] The hour of departure is the hour the ferry departs at Sam Ka Tsuen Ferry Pier.

[(3)] It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 6-7 is then adopted as the arrival hour of the ferry as a conservative approach.

Appendix 2.5 Calculation of Fishing Vessel Emissions and Visiting Frequencies

Calculations of Time-In-Mode (TIM) for Fishing Vessels

Vessel Type	Journey	Length of Sailing Route (m) [1]	Design Speed (m/s)	Averaged Travelling Speed (m/s) [2]	Time-In-Mode (min) [3][4]	
				Maneuvering	Hotelling [3]	Slow Cruise [4]
Fishing Vessels	Departure	452.2	NA	1.75	60	4.31
	Arrival	452.2	NA	1.75	60	4.31

Notes:

[1] Length of sailing route within 500m assessment area.

[2] Averaged travelling speed of the fishing vessel was referenced Vessel Finder (https://www.vesselfinder.com/). The speed of the fishing vessels is about 3.4 knots. ($1.75m^3/h$) is adopted as a conservative assumption due to the longest TIM resulted. As the design speed of the fish vessel is not available, it is assumed the vessels will be sailing under its maximum speed. Therefore, the vessel is assumed travelling under slow cruise mode within the assessment for assessment purpose.

[3] TIM for hotelling is assumed as continuous operation (i.e. 60 mins) per hour as a conservative assumption.

[4] TIM for cruising is estimated based on the averaged speed of the ferry and the length of sailing route within 500m assessment area.

Emisson Factor for Marine Vessels

Marine Emission

Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Vessel Type	Journey	Engine Type	Engine Power (kW) [1]	Loading Factor [2]		Time-In-Mode (min) [3]		Emission Factor (g/kWh)			
				Hotelling	Slow Cruise	Hotelling	Slow Cruise	SO_2 [5]	NOx [4]	RSP [4]	FSP [4]
Fishing Vessels	Departure	Main Engine	707	0.00	0.45	60	4.31	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	60	4.31	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.45	60	4.31	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	60	4.31	0.21	10.00	0.40	0.39

Note:

[1] Engine Power for Main Engine - No information from operator is available. Referenced to "Other Vessel" (GRT >=1000) in Table 4-5 of the Study on Marine Vessels Emissions Inventory, February 2012.
Engine Power for Auxiliary Engine - No information from operator is available. Referenced to "Other Vessel" (GRT >=1000) in Table 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012.

[2] Loading Factor for Main Engine - No information from operator is available. Reference to "All except tug" in Table 4-7 of the Study on Marine Vessels Emissions Inventory, February 2012.
Loading Factor for Auxiliary Engine - No information from operator is available. Reference to "All RTVs" in Table 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012.

[3] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Fishing Vessel

[4] Emission Factor for the Propulsion Engine & Auxiliary Engine of Ferry - No information from operator is available. As a conservative approach, the emission factors for river-trade vessels from Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012 are adopted.

[5] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction

where

BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.

Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.

Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh

Detailed Emission Rate

Vessel Type	Journey	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Slow Cruise			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Fishing Vessels	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.75E-03	2.28E-01	6.85E-03	6.63E-03
		Auxiliary Engine	1.03E-02	4.95E-01	1.98E-02	1.93E-02	7.38E-04	3.55E-02	1.42E-03	1.39E-03
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.75E-03	2.28E-01	6.85E-03	6.63E-03
		Auxiliary Engine	1.03E-02	4.95E-01	1.98E-02	1.93E-02	7.38E-04	3.55E-02	1.42E-03	1.39E-03

Note:

[1] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*

e.g. NOx emission factor of auxiliary engine under maneuvering (kg/hour)

= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000

= (115 x 0.43 x 10.0 x 4.31 / 60 / 1000)

= 0.0355 kg/hour

Fishing Vessels Schedule

Hour		Number of Activities per hour		
Start	End	Monday to Sunday & Public Holidays		
		Hotelling	Departure	Arrival
0	1	2	2	2
1	2	2	2	2
2	3	0	0	0
3	4	0	0	0
4	5	0	0	0
5	6	16	16	16
6	7	16	16	16
7	8	16	16	16
8	9	16	16	16
9	10	16	16	16
10	11	16	16	16
11	12	16	16	16
12	13	0	0	0
13	14	0	0	0
14	15	0	0	0
15	16	0	0	0
16	17	0	0	0
17	18	0	0	0
18	19	0	0	0
19	20	0	0	0
20	21	0	0	0
21	22	0	0	0
22	23	0	0	0
23	24	0	0	0

Notes:

1. The schedule of fishing vessels was made referenced to the approved A/K15/121 and A/K15/126.

Appendix 2.6 Extracts from Approved Planning Application A/K15/121 - Emission Rates and Visiting Frequencies of Planned Local Vessels

Emission Inventory (Marine Emission from Lei Yue Mun Enhancement Project)

Source	Source ID	Type	X	Y	Release Height [1]	Exit Temperature [1]	Exit velocity [1]	Internal diameter [1]	Number of Trips per Day [1]	Emission Rate per day [1]				Emission Rate per trip [1]			
										NOx	RSP	FSP	SO_2	NOx	RSP	FSP	SO_2
			(m)	(m)	(m)	(K)	(m/s)	(m)		(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)
Local Vessel landing at Sam Ka Tsuen Landing Steps	LD1	POINT	842373	816905	8	555	8	0.8	44	9.66E-01	2.24E-02	2.06E-02	1.47E-02	2.20E-02	5.10E-04	4.69E-04	3.33E-04
	LD2	POINT	842353	816873	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD3	POINT	842333	816842	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD4	POINT	842311	816809	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD5	POINT	842289	816775	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD6	POINT	842268	816741	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD7	POINT	842246	816708	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD8	POINT	842224	816674	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD9	POINT	842203	816640	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD10	POINT	842181	816607	8	555	8	0.8	88	6.46E-02	1.51E-03	1.41E-03	9.72E-04	7.34E-04	1.72E-05	1.60E-05	1.10E-05
	LD11	POINT	842160	816573	8	555	8	0.8	88	6.46E-02	1.51E-03	1.41E-03	9.72E-04	7.34E-04	1.72E-05	1.60E-05	1.10E-05
Route of SKT Ferry to/from LYM New Landing Facility	NRLF2	POINT	842383	816853	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF3	POINT	842383	816813	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF4	POINT	842382	816773	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF5	POINT	842381	816733	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF6	POINT	842381	816693	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF7	POINT	842380	816653	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF8	POINT	842379	816613	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF9	POINT	842379	816573	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF10	POINT	842378	816533	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF11	POINT	842418	816536	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF12	POINT	842458	816539	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF13	POINT	842493	816538	8	555	8	0.8	21	2.31E-01	5.36E-03	4.92E-03	3.50E-03	1.10E-02	2.55E-04	2.34E-04	1.66E-04
	NRLF14	POINT	842504	816527	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF15	POINT	842506	816513	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF16	POINT	842499	816500	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF17	POINT	842482	816493	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF18	POINT	842465	816492	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF19	POINT	842447	816496	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF20	POINT	842430	816500	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF21	POINT	842414	816505	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF22	POINT	842396	816511	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF23	POINT	842378	816517	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF24	POINT	842360	816523	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF25	POINT	842343	816530	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF26	POINT	842326	816537	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF27	POINT	842311	816545	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF28	POINT	842295	816553	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF29	POINT	842281	816562	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
Route of Tour Vessel to/from LYM New Landing Facility	LFNRG1	POINT	842287	816592	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG2	POINT	842305	816582	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG3	POINT	842322	816572	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG4	POINT	842339	816562	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG5	POINT	842357	816553	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG6	POINT	842376	816547	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG7	POINT	842396	816543	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG8	POINT	842415	816543	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG9	POINT	842432	816547	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG10	POINT	842449	816553	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG11	POINT	842468	816555	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG12	POINT	842484	816549	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG13	POINT	842493	816538	8	555	8	0.8	4	4.39E-02	1.02E-03	9.38E-04	6.66E-04	1.10E-02	2.55E-04	2.34E-04	1.66E-04
	LFNRG14	POINT	842503	816527	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG15	POINT	842506	816512	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG16	POINT	842499	816500	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG17	POINT	842482	816493	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG18	POINT	842465	816492	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG19	POINT	842447	816496	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG20	POINT	842430	816500	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG21	POINT	842414	816505	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG22	POINT	842396	816511	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG23	POINT	842378	816517	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG24	POINT	842360	816523	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG25	POINT	842343	816530	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG26	POINT	842326	816537	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG27	POINT	842311	816545	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG28	POINT	842295	816553	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06

Source	Source ID	Type	X	Y	Release Height [1]	Exit Temperature [1]	Exit velocity [1]	Internal diameter [1]	Number of Trips per Day [1]	Emission Rate per day [1]				Emission Rate per trip [1]			
										NOx	RSP	FSP	SO_2	NOx	RSP	FSP	SO_2
			(m)	(m)	(m)	(K)	(m/s)	(m)		(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)
	LFNRG29	POINT	842281	816562	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
Route of Government Vessel to/from LYM New Landing Facility	GOVNRG1	POINTHOR	842287	816592	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG2	POINTHOR	842305	816582	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG3	POINTHOR	842322	816572	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG4	POINTHOR	842339	816562	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG5	POINTHOR	842357	816553	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG6	POINTHOR	842376	816547	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG7	POINTHOR	842396	816543	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG8	POINTHOR	842415	816543	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG9	POINTHOR	842432	816547	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG10	POINTHOR	842449	816553	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG11	POINTHOR	842468	816555	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG12	POINTHOR	842484	816549	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG13	POINTHOR	842493	816538	6	773	8	0.7	4	6.91E-01	1.60E-02	1.46E-02	1.05E-02	1.73E-01	4.00E-03	3.66E-03	2.62E-03
	GOVNRG14	POINTHOR	842503	816527	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG15	POINTHOR	842506	816512	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG16	POINTHOR	842499	816500	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG17	POINTHOR	842482	816493	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG18	POINTHOR	842465	816492	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG19	POINTHOR	842447	816496	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG20	POINTHOR	842430	816500	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG21	POINTHOR	842414	816505	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG22	POINTHOR	842396	816511	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG23	POINTHOR	842378	816517	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG24	POINTHOR	842360	816523	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG25	POINTHOR	842343	816530	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG26	POINTHOR	842326	816537	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG27	POINTHOR	842311	816545	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG28	POINTHOR	842295	816553	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG29	POINTHOR	842281	816562	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04

Notes:
[1] Information referenced from approved EIA for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
[2] With reference to approved EIA for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018), the operation of the Project will commence in Q1 2023. As a conservative assumption, emission contribution from the Project is included for the Year 2022.

Daily Profile (Marine Emission from Lei Yue Mun Enhancement Project)

Hour		Number of Vessel per hour							
		Local Vessel		SKT Ferry to/from LYM New Landing Facility		Tour Vessel to/from LYM New Landing Facility		Governemnt Vessel to/from LYM New Landing Facility	
Sources		LD1-LD11		NRLF2-NRLF29		LFNRG1-LFNRG29		GOVNRG1-GOVNRG29	
Start	End	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
0	1								
1	2								
2	3								
3	4								
4	5								
5	6								
6	7								
7	8		2						
8	9		1						
9	10		1						
10	11		2						
11	12		2						
12	13		2						
13	14		6						
14	15		3						
15	16		3						
16	17		18						
17	18		24						
18	19		17		7				
19	20		7		7		4		4
20	21				7				
21	22								
22	23								
23	24								
Total		0	88	0	21	0	4	0	4

Number of Activity Adopted in this Assessment			
Local Vessel	SKT Ferry to/from LYM New Landing Facility	Tour Vessel to/from LYM New Landing Facility	Governemnt Vessel to/from LYM New Landing Facility
LD1-LD11	NRLF2-NRLF29	LFNRG1-LFNRG29	GOVNRG1-GOVNRG29
2			
1			
1			
2			
2			
2			
6			
3			
3			
18			
24			
17	7		
7	7	4	4
	7		
88	21	4	4

Note:
[1] Information referenced from approved EIA for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).

Appendix 2.7 Calculation of Cruise Terminal Emissions and Year 2025 Cruise Schedule

Derivation of Emission Rates and Inventory of 4km Major Point Source (Tier 3)

Marine Emission from Cruises at Kai Tak Cruise Terminal

Emission Factors for Cruises

Cruises	Engine Type	Engine Power kW	Loading Factor [5]	Emission Factor (g/kWh) [6]			
			Hotelling	SO_2	NOx	RSP	FSP
Spectrum of the Seas	Main Engine [1]	67200	0	1.98	13.20	0.31	0.29
	Auxiliary Engine [3]	18682	0.416	2.12	13.90	0.32	0.29
	Boiler [4]	1000	1	2.83	2.00	0.19	0.14
Costa Serena	Main Engine [2]	75600	0	1.98	13.20	0.31	0.29
	Auxiliary Engine [3]	21017	0.416	2.12	13.90	0.32	0.29
	Boiler [4]	1000	1	2.83	2.00	0.19	0.14

Note:

[1] Engine Power for the Main Engine of Spectrum of the Seas is referenced from website https://en.wikipedia.org/wiki/Spectrum_of_the_Seas

[2] Engine Power for the Main Engine of Costa Serena is referenced from website https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf

[3] Engine Power for the Auxiliary Engine - According to Table 3-20 of the Study on Marine Vessels Emissions Inventory, February 2012, the ratio of the engine power for the Auxiliary Engine is equal to 0.278 of the engine power of the Main Engine.

[4] Engine Power for the Boiler - According to Table 3-23 of the Study of Marine Vessels Emissions Inventory, February 2012, the engine power for the boiler of the Cruise with the passenger carrying capacity >= 2600 is adopted as the passenger carrying capacity of Costa Serena (https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf) and Spectrum of the Seas (https://en.wikipedia.org/wiki/Spectrum_of_the_Seas) are 4890 and 4905, respectively.

[5] Loading Factor for the Main Engine - Table 3-18 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.
Loading Factor for the Auxiliary Engine - Table 3-21 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.
Loading Factor for the Boiler - 100% of loading is assumed as a conservative approach.

[6] According to the Air Pollution Control (Fuel for Vessels) Regulation, starting from 1 January 2019, all vessels except for specified vessel types as set out in the Regulation, are required to use low sulphur marine fuel (i.e. with sulphur content no exceeding 0.5% by weight).

- Emission Factor for the Main Engine - According to Table 3-27 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the engine type of Medium Speed Diesel engine and use of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Auxiliary Engine - According to Table 3-28 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Boiler - According to Table 3-29 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of marine gas oil with 0.5% sulphur content).

Emission Rate (Hotelling)

Emission Rate = Engine Power x Loading Factor x Emission Factor

Cruises	Air Pollutants	Emission Rate (kg/hr)				Emission Rate for 60 mins within an hour (g/s) [1]
		Main Engine	Auxiliary Engine	Boiler	Total	
Spectrum of the Seas	SO_2	0.00	16.48	2.83	19.31	5.36
	NOx	0.00	108.02	2	110.02	30.56
	RSP	0.00	2.49	0.19	2.68	0.74
	FSP	0.00	2.25	0.14	2.39	0.66
Costa Serena	SO_2	0.00	18.54	2.83	21.37	5.93
	NOx	0.00	121.53	2	123.53	34.31
	RSP	0.00	2.80	0.19	2.99	0.83
	FSP	0.00	2.54	0.14	2.68	0.74

Name of Cruise	Frequency of Visiting HK (Times) [a]	Total Engine Power (kW) [b]
AIDAstella	2	25000
Anthem of the Seas	1	67200
Celebrity Millennium	4	50000
Celebrity Solstice	6	67200
Costa Serena	8	75600
Diamond Princess	2	60700
Discovery Princess	2	62400
Mein Schiff 6	7	48000
Noordam	1	35200
Norwegian Sky	2	50700
Norwegian Spirit	6	58800
Norwegian Sun	3	50700
Ovation of the Seas	3	67200
Piano Land	20	39300
Queen Anne	2	12599
Queen Elizabeth	2	64000
Silver Moon	2	17000
Spectrum of the Seas	9	67200
Westerdam	2	35200
Total	84	

Sources:

[a] https://www.kaitakcruiseterminal.com.hk/schedule/2025-2/ (Last edit 21 Jan 2025)

[b] Information of Engine Power

AIDAstella: https://en.wikipedia.org/wiki/AIDAstella

Anthem of the Seas: https://en.wikipedia.org/wiki/Anthem_of_the_Seas#External_links

Celebrity Millennium: https://en.wikipedia.org/wiki/Celebrity_Millennium

Celebrity Solstice:https://en.wikipedia.org/wiki/Celebrity_Solstice

Celebrity Solstice: https://www.rivieramm.com/news-content-hub/news-content-hub/celebrity-solstice-goes-to-top-of-the-class-50934

Costa Serena: https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf

Diamond Princess: https://ships.jobmarineman.com/diamond-princess-9228198/

Discovery Princess: https://en.wikipedia.org/wiki/Discovery_Princess

Mein Schiff 6: https://www.meyerwerft.de/en/ships/mein_schiff_6.jsp

Noordam: https://www.fincantieri.com/en/products-and-services/cruise-ships/noordam/

Norwegian Sky: https://en.wikipedia.org/wiki/Norwegian_Sky

Norwegian Spirit: https://www.scheepvaartwest.be/CMS/index.php/passengers-cruise/2774-norwegian-spirit-imo-9141065

Norwegian Sun: https://www.cruisemapper.com/ships/Norwegian-Sun-735

Ovation of the Seas: https://en.wikipedia.org/wiki/Ovation_of_the_Seas

Piano Land: https://en.wikipedia.org/wiki/MV_Piano_Land

Queen Anne: https://en.wikipedia.org/wiki/MS_Queen_Anne

Queen Elizabeth: https://en.wikipedia.org/wiki/MS_Queen_Elizabeth

Silver Moon: https://www.ship-technology.com/projects/silver-moon-cruise-ship/?cf-view

Spectrum of the Seas: https://en.wikipedia.org/wiki/Spectrum_of_the_Seas

Westerdam: https://www.fincantieri.com/en/products-and-services/cruise-ships/westerdam/

Note:

[1] According to the latest cruise schedule Year 2025, Costa Serena has the highest engine power among all cruise ships. Given there are two berthing spaces at the Cruise Terminal, another cruise ships with the second-highest engine power have been identified, including Anthem of the Seas, Celebrity Solstice, Ovation of the Seas and Spectrum of the Seas which have the same engine power. However, in view of the frequency of visit to Hong Kong of these four cruises, Spectrum of the Seas has therefore been selected as the second cruise ship for hoteling at Kai Tak Cruise Terminal at the same time for every hour of a day as Costa Serena for a conservative approach.

Appendix 2.8 Input Parameters of Industrial and Marine Sources in AERMOD

Input Parameters of Industrial Emission Sources in AERMOD

Concrete Batching Plant - Point Source

Description [1]	ID	X	Y	Z	RSP	FSP	Emission Height	Exit Temp	Exit Velocity	Stack Diameter	Operation Hours
					g/s	g/s	mAG	K	m/s	m	
Redland Concrete Ltd.	P201	842116	817205	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	0700-1900
	P202	842127	817210	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P203	842133	817213	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P204	842141	817216	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P205	842134	817226	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P206	842136	817214	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P207	842124	817209	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P208	842122	817208	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P209	842122	817218	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P210	842128	817227	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P211	842128	817227	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P212	842128	817227	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P213	842128	817227	4.5	4.86E-03	1.43E-03	12	298.15	27.5	0.15	
	P214	842130	817221	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P215	842130	817221	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P216	842130	817221	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P217	842130	817221	4.5	4.86E-03	1.43E-03	12	298.15	27.5	0.15	
	P218	842118	817226	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P219	842118	817226	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P220	842118	817226	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P221	842118	817226	4.5	9.72E-03	2.86E-03	12	298.15	6.1	0.45	
	P222	842123	817228	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P223	842123	817228	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P224	842123	817228	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P225	842123	817228	4.5	9.72E-03	2.86E-03	12	298.15	6.1	0.45	
	P226	842134	817226	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P227	842125	817219	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P228	842130	817221	4.5	5.56E-04	1.63E-04	12	298.15	1.8	0.20	
	P229	842123	817228	4.5	5.56E-04	1.63E-04	12	298.15	1.8	0.20	
	P230	842100	817199	4.5	2.41E-02	7.08E-03	3	298.15	11.3	0.56	

Note:
1. Please refer to "Calculations of Emission Sources within Concrete Batching Plant (CBP)" for details.

Concrete Batching Plant - Area Source

Description [1]	ID	X	Y	Z	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
					g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Redland Concrete Ltd.	L21 [2]	842149	817213	4.5	4.44E-06	1.08E-06	0.5	7	16	-26	0	0700-1900

Note:
1. Please refer to "Calculations of Emission Sources within Concrete Batching Plant (CBP)" for details.
2. Please refer to "Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)" for details.

Wind Erosion of Sand Barge - Area Source

Description [1] [2]	ID	X	Y	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
				g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Redland Concrete Ltd.	SB04	842026.2	817196.7	1.27E-06	1.89E-07	1.5	20	50	71	0	Full day

Notes:
1. All parameters (except emission rates) of Wind Erosion of Sand Barge of concrete batching plants are referenced to the approved S16 application for Proposed Residential Development in "Comprehensive Development Area (4)" Zone and "Road" at No. 18 Tung Yuen Street, Cha Kwo Ling Yau Tong, Kowloon (A/K15/121) (extracted in Appendix 2.22). Details calculation of source emission rates can be refer to "Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)".
2. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
3. Details of RSP and FSP emission rates were shown in "Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)".

Marine Emission - Barges

Description	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [1]	Release Height [1]	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling (Redland Concrete Ltd.)	B04	POINT	842065	817199	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	0700-1900
Barge - Maneuvering (Redland Concrete Ltd.)	RL01	POINT	842046	817193	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL02	POINT	842028	817186	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL03	POINT	842008	817181	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL04	POINT	841989	817176	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL05	POINT	841969	817172	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL06	POINT	841949	817169	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL07	POINT	841930	817163	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL08	POINT	841911	817158	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL09	POINT	841891	817153	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL10	POINT	841872	817150	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL11	POINT	841852	817146	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL12	POINT	841832	817142	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL13	POINT	841812	817138	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL14	POINT	841792	817134	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL15	POINT	841772	817130	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL16	POINT	841752	817126	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL17	POINT	841732	817122	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL18	POINT	841712	817121	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL19	POINT	841692	817120	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL20	POINT	841672	817119	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL21	POINT	841652	817118	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL22	POINT	841632	817117	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL23	POINT	841612	817116	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL24	POINT	841591	817115	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	

Note:
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum
2. No information from the operator is available. Barge information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to another similar type of vessel presented in Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) due to the similar nature and operating mode.

Marine Emission - Sand Depot (YTML 25 &Ext)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	SD01	POINT	842298.8	817611.9	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.3** for the vessel frequency
Barge - Maneuvering	SD02	POINT	842274.6	817606.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD03	POINT	842250.4	817601.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD04	POINT	842226.1	817596.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD05	POINT	842201.9	817590.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD06	POINT	842177.7	817585.5	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD07	POINT	842153.4	817580.2	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD08	POINT	842129.2	817574.9	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD09	POINT	842105.0	817569.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD10	POINT	842080.5	817564.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD11	POINT	842055.7	817563.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD12	POINT	842031.0	817561.8	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD13	POINT	842006.2	817560.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD14	POINT	841981.4	817559.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD15	POINT	841956.6	817558.1	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD16	POINT	841931.9	817556.9	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD17	POINT	841907.1	817555.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD18	POINT	841882.3	817554.4	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD19	POINT	841857.6	817553.2	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD20	POINT	841832.8	817552.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD21	POINT	841808.0	817550.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD22	POINT	841783.3	817549.5	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD23	POINT	841758.5	817548.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD24	POINT	841733.7	817547.1	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD25	POINT	841709.0	817545.8	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD26	POINT	841684.2	817544.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD27	POINT	841659.4	817543.4	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Wind Erosion at Yau Tong Bay Sand Depot - Area Source

Description [1] [2]	ID	X	Y	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
				g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Wind Erosion at Yau Tong Bay Sand Depot	WE01	842334.3	817646.9	1.27E-06	1.94E-07	0.5	21	48	63	0	Full day

Note:

1. Please refer to "Calculation of Emission factor for Wind Erosion at Sand Dunes (Sand Depot (YTML 25 &Ext))" for details.

Marine Emission - Architectural Salvage Store (YTML 26 &Ext)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	YTB01	POINT	842285.3	817646.8	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.3** for the vessel frequency
Barge - Maneuvering	YTB02	POINT	842261.1	817641.5	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB03	POINT	842236.9	817636.3	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB04	POINT	842212.6	817631.0	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB05	POINT	842188.4	817625.7	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB06	POINT	842164.2	817620.4	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB07	POINT	842140.0	817615.1	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB08	POINT	842115.7	817609.9	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB09	POINT	842091.5	817604.6	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB10	POINT	842067.0	817599.2	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB11	POINT	842042.0	817598.0	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB12	POINT	842017.1	817596.8	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB13	POINT	841992.1	817595.5	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB14	POINT	841967.1	817594.3	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB15	POINT	841942.2	817593.0	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB16	POINT	841917.2	817591.8	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB17	POINT	841892.2	817590.6	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB18	POINT	841867.3	817589.3	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB19	POINT	841842.3	817588.1	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB20	POINT	841817.3	817586.8	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB21	POINT	841792.3	817585.6	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB22	POINT	841767.4	817584.4	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB23	POINT	841742.4	817583.1	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB24	POINT	841717.4	817581.9	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB25	POINT	841690.2	817580.5	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Architectural Salvage Store (全記五金貿易有限公司)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	TK01	POINT	842052.8	817394.9	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.3** for the vessel frequency
Barge - Maneuvering	TK02	POINT	842027.8	817394.2	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK03	POINT	842002.8	817393.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK04	POINT	841978.7	817386.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK05	POINT	841954.4	817380.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK06	POINT	841930.2	817374.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK07	POINT	841906.0	817368.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK08	POINT	841881.9	817361.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK09	POINT	841857.5	817355.7	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK10	POINT	841833.1	817350.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK11	POINT	841809.8	817344.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK12	POINT	841786.5	817338.9	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK13	POINT	841763.2	817333.1	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK14	POINT	841739.9	817327.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK15	POINT	841716.6	817321.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK16	POINT	841693.3	817316.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK17	POINT	841669.9	817310.5	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK18	POINT	841646.6	817305.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK19	POINT	841622.2	817299.2	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK20	POINT	841597.9	817293.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK21	POINT	841572.0	817287.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Input Parameters of Marine Emission Sources in AERMOD

Marine Emission - Passenger Ferry (Sam Ka Tsuen <-> Tung Lung Island)

Description [1] [2]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	TLC1001	POINT	842381	816883	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	TLC1002	POINT	842374	816865	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1003	POINT	842366	816846	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1004	POINT	842359	816828	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1005	POINT	842351	816809	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1006	POINT	842311	816493	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Passenger Ferry (Sam Ka Tsuen <-> Sai Wan Ho)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	SWH01	POINT	842377	816887	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	SWH02	POINT	842360	816876	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH03	POINT	842342	816868	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH04	POINT	842323	816862	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH05	POINT	842304	816857	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH06	POINT	842284	816852	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH07	POINT	842264	816848	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH08	POINT	842245	816844	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH09	POINT	842225	816840	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH10	POINT	842206	816835	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH11	POINT	842186	816831	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH12	POINT	842167	816826	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH13	POINT	842148	816821	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH14	POINT	842128	816816	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH15	POINT	842109	816812	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH16	POINT	842089	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH17	POINT	842069	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH18	POINT	842049	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH19	POINT	842029	816808	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH20	POINT	842009	816809	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH21	POINT	841989	816809	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH22	POINT	841969	816810	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH23	POINT	841949	816811	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH24	POINT	841929	816812	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH25	POINT	841909	816813	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH26	POINT	841890	816815	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH27	POINT	841870	816817	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH28	POINT	841850	816819	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH29	POINT	841830	816821	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH30	POINT	841810	816823	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH31	POINT	841790	816825	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH32	POINT	841750	816829	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Passenger Ferry (Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen))

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	MON01	POINT	842377	816887	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	MON02	POINT	842357	816890	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON03	POINT	842337	816893	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON04	POINT	842317	816896	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON05	POINT	842297	816899	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON06	POINT	842277	816902	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON07	POINT	842257	816905	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON08	POINT	842237	816908	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON09	POINT	842217	816911	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON10	POINT	842197	816914	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON11	POINT	842177	816917	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON12	POINT	842157	816920	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON13	POINT	842137	816923	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON14	POINT	842117	816926	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON15	POINT	842097	816929	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON16	POINT	842077	816932	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON17	POINT	842057	816935	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON18	POINT	842037	816938	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON19	POINT	842017	816941	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON20	POINT	841997	816944	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON21	POINT	841978	816947	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON22	POINT	841958	816950	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON23	POINT	841938	816953	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON24	POINT	841918	816956	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON25	POINT	841898	816959	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON26	POINT	841878	816962	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON27	POINT	841858	816965	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON28	POINT	841838	816968	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON29	POINT	841818	816971	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON30	POINT	841798	816974	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON31	POINT	841778	816977	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON32	POINT	841758	816980	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON33	POINT	841740	816990	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON34	POINT	841723	817001	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON35	POINT	841705	817011	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON36	POINT	841688	817021	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON37	POINT	841671	817031	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON38	POINT	841653	817041	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON39	POINT	841636	817051	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON40	POINT	841618	817062	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON41	POINT	841601	817072	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Fishing Vessels

Description [1] [2]	ID	Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Fishing Vessels	FVH01	POINT	842167	817098	1.3	2.85E-03	1.37E-01	5.49E-03	5.36E-03	555	8	0.3	6	Please refer to **Appendix 2.5** for the fishing vessel frequency
	FVS01	POINT	842153	817084	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS02	POINT	842138	817069	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS03	POINT	842124	817054	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS04	POINT	842110	817040	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS05	POINT	842095	817025	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS06	POINT	842081	817011	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS07	POINT	842067	816995	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS08	POINT	842052	816981	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS09	POINT	842038	816966	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS10	POINT	842024	816951	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS11	POINT	842010	816937	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS12	POINT	841995	816922	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS13	POINT	841981	816907	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS14	POINT	841966	816893	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS15	POINT	841952	816878	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS16	POINT	841938	816863	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS17	POINT	841923	816849	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS18	POINT	841909	816834	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS19	POINT	841895	816819	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS20	POINT	841881	816805	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS21	POINT	841867	816790	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS22	POINT	841852	816774	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.

2. No information from the operator is available. Fishing vessels information including exit temperature, exit velocity and internal diameter of its chimney is referenced to another similar type of vessel presented in Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) due to the similar nature.

Marine Emission - Planned Local Vessels

Description [1] [2]	ID	Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Route of SKT Ferry to/from LYM New Landing Facility	NRLF2	POINT	842383	816853	1.3	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	Please refer to **Appendix 2.6** for the planned local vessel frequency
	NRLF3	POINT	842383	816813	1.3	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. All parameters including emission rates of planned local vessels are referenced to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).

Input Parameters of Major Point Sources in AERMOD

Major Point Sources within 4km Assessment Area - Cruise Vessels at Kai Tak Cruise Terminal

Description	ID	Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Hotelling of Spectrum of the Seas	H1	Point	839744	818698	1.3	5.36	30.56	0.74	0.66	537	24.6	1.9	63.2 [2]	Full day
Hotelling of Costa Serena	H2	Point	840021	818427	1.3	5.93	34.31	0.83	0.74	537	24.6	1.9	62 [3]	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.

2. The emission height of the chimney of Spectrum of the Seas is estimated based on the website (https://zh.wikipedia.org/wiki/%E6%B5%B7%E6%B4%8B%E5%85%89%E8%AD%9C%E8%99%9F#%E5%A4%96%E9%83%A8%E9%93%BE%E6%8E%A5). The estimated height is about 63.2m (above water surface).

3. The emission height of the chimney of Costa Serena is estimated based on the observation. The estimated height is about 60m (above water surface) which is close to the height of the Post-Panamax (62m above water surface) as stated in the Approved EIA Report for Kai Tak Development. Therefore, the height of 62m above water surface has been adopted for the assessment.

Appendix 2.9 Detailed calculations of Albedo, Bowen ratio and surface roughness generated by Smart Air Modelling Platform (SAMP v2.1)

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	51963	5.20%	0.00935334	1.021292706
2		Public Residential	1	0.18	1.5	51573	5.16%	0.00928314	1.02113122
3		Rural Settlement	0.375	0.165	0.9	7422	0.74%	0.00122463	0.99921832
11		Commercial/Business and Office	1	0.18	1.5	10727	1.07%	0.00193086	1.004358897
21		Industrial Land	0.7	0.18	1.5	8613	0.86%	0.00155034	1.003498376
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	8562	0.86%	0.00154116	1.003477625
23		Warehouse and Open Storage	0.7	0.18	1.5	1644	0.16%	0.00029592	1.000666807
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	41968	4.20%	0.00755424	1.017162166
32		Open Space and Recreation	0.04	0.15	1	38799	3.88%	0.00581985	1
41		Roads and Transport Facilities	0.7	0.18	1.5	76899	7.69%	0.01384182	1.031671045
42		Railways	0.7	0.18	1.5	2462	0.25%	0.00044316	1.000998754
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	271	0.03%	0.00004878	1.000109887
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	8698	0.87%	0.00156564	1.003532962
52		Utilities	0.7	0.18	1.5	6422	0.64%	0.00115596	1.00260729
53		Vacant Land/Construction in Progress	0.2	0.18	1	36593	3.66%	0.00658674	1
54		Others	0.2	0.18	1	20700	2.07%	0.003726	1
61		Agricultural Land	0.1575	0.18	0.55	5913	0.59%	0.00106434	0.996471231
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	0	0.00%	0	1
71		Woodland	1.05	0.1625	0.75	170154	17.02%	0.027650025	0.952228497
72		Shrubland	0.3	0.18	1.25	110622	11.06%	0.01991196	1.024991773
73		Grassland	0.065	0.185	0.8	63033	6.30%	0.011661105	0.986033048
74		Mangrove/Swamp	0.065	0.14	0.225	7	0.00%	0.00000098	0.999989558
81		Badland	0.15	0.1625	0.75	0	0.00%	0	1
83		Rocky Shore	0.05	0.2	4.75	212	0.02%	0.0000424	1.000330381
91		Reservoirs	0.001	0.1	0.1	1940	0.19%	0.000194	0.995542947
92		Streams and Nullahs	0.001	0.1	0.1	829	0.08%	0.0000829	0.998092978
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	273974	27.40%	0.0273974	0.532140116
				0.153927	**0.565437**	1000000			

* Non-PlanD Land Utilization categories

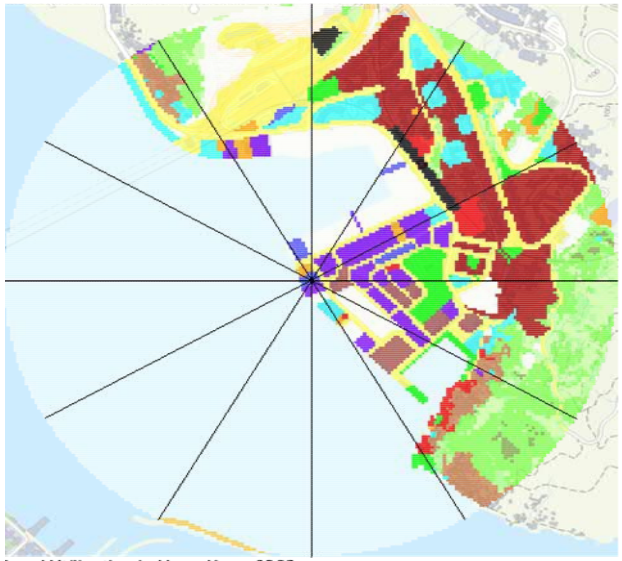
Center: X=842105, Y=817255, Z=5.0; Met Year=2019;



Land Utilization in Hong Kong 2023

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	**0.087019**
30	30 - 60	5.31768931	**0.431486**
60	60 - 90	5.176452751	**0.595389**
90	90 - 120	5.176452751	**0.392559**
120	120 - 150	5.31768931	**0.139597**
150	150 - 180	5.176452751	**0.002000**
180	180 - 210	5.176452751	**0.001456**
210	210 - 240	5.31768931	**0.001463**
240	240 - 270	5.176452751	**0.001180**
270	270 - 300	5.176452751	**0.001220**
300	300 - 330	5.31768931	**0.005581**
330	330 - 360	5.176452751	**0.070439**

Center: X=842105, Y=817255, Z=5.0; Met Year=2019;



Land Utilization in Hong Kong 2023

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio
1		Private Residential	1	0.18	1.5
2		Public Residential	1	0.18	1.5
3		Rural Settlement	0.375	0.165	0.9
11		Commercial/Business and Office	1	0.18	1.5
21		Industrial Land	0.7	0.18	1.5
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5
23		Warehouse and Open Storage	0.7	0.18	1.5
31		Government, Institutional and Community Facilities	0.7	0.18	1.5
32		Open Space and Recreation	0.04	0.15	1
41		Roads and Transport Facilities	0.7	0.18	1.5
42		Railways	0.7	0.18	1.5
43		Airport	0.07	0.18	1.5
44		Port Facilities	0.7	0.18	1.5
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5
52		Utilities	0.7	0.18	1.5
53		Vacant Land/Construction in Progress	0.2	0.18	1
54		Others	0.2	0.18	1
61		Agricultural Land	0.1575	0.18	0.55
62		Fish Ponds/Gei Wais	0.001	0.1	0.1
71		Woodland	1.05	0.1625	0.75
72		Shrubland	0.3	0.18	1.25
73		Grassland	0.065	0.185	0.8
74		Mangrove/Swamp	0.065	0.14	0.225
81		Badland	0.15	0.1625	0.75
83		Rocky Shore	0.05	0.2	4.75
91		Reservoirs	0.001	0.1	0.1
92		Streams and Nullahs	0.001	0.1	0.1
99		SZ Residential *	1	0.18	1.5
0		Open Sea *	0.001	0.1	0.1

* Non-PlanD Land Utilization categories

Appendix 2.10 Summary of Met Data generated by Smart Air Modelling Platform (SAMP v2.1)

Grid (Li)	Hour	Annual Minimum		Month Minimum																				Month Average																	
		Temperature	RH	January		February		March		April		May		June		July		August		September		October		November		December		January		February		March		April		May		June		July	
				Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH
46,30	0000-0100	13	30	14	41	17	66	18	74	21	76	21	73	27	72	27	78	27	73	25	38	23	43	17	47	13	30	19	80	21	88	22	87	24	89	25	90	28	87	29	84	29	85	28	76	26	71	22	71	18	72
46,30	0100-0200	13	32	14	42	17	65	17	75	21	78	21	76	27	78	27	74	27	75	25	40	23	55	17	49	13	32	19	80	21	88	22	88	24	89	25	90	28	88	29	84	28	86	27	77	26	72	21	70	18	72
46,30	0200-0300	12	31	13	43	16	62	17	72	21	82	21	77	26	81	27	77	26	75	25	40	22	55	17	48	12	31	18	80	21	89	21	88	24	91	25	91	28	89	29	84	28	87	27	77	25	73	21	70	17	72
46,30	0300-0400	12	31	13	40	17	61	17	70	21	77	20	75	25	84	28	74	26	75	24	41	22	56	16	49	12	31	18	79	20	89	21	88	24	90	25	91	28	90	29	84	28	87	27	77	25	74	21	69	17	71
46,30	0400-0500	12	31	13	41	17	59	17	66	21	77	21	72	25	83	27	72	26	74	24	42	21	57	16	48	12	31	18	80	20	90	21	88	24	90	25	91	28	90	29	85	28	87	27	77	25	74	20	69	17	70
46,30	0500-0600	11	31	13	43	16	61	17	64	21	76	21	71	24	80	27	73	26	73	24	43	21	56	16	49	11	31	18	80	20	90	21	87	24	91	25	90	28	89	29	85	28	88	27	77	25	75	20	69	17	69
46,30	0600-0700	11	31	13	47	16	66	17	60	20	78	21	70	24	68	27	78	26	78	24	43	21	51	15	48	11	31	18	80	20	90	21	88	24	90	25	89	28	88	29	84	28	86	27	77	25	75	20	69	17	68
46,30	0700-0800	11	31	12	50	16	70	18	54	20	76	21	63	24	70	27	72	27	72	24	41	21	48	16	46	11	31	18	79	20	89	21	85	24	88	25	87	28	87	29	82	29	83	27	73	25	72	20	67	17	67
46,30	0800-0900	12	32	13	51	16	70	18	53	20	73	22	64	25	69	27	66	27	64	25	38	22	46	17	46	12	32	18	78	21	86	22	82	25	84	26	84	29	82	30	78	29	80	28	69	26	70	21	65	18	65
46,30	0900-1000	13	32	14	48	16	70	18	52	20	72	22	62	25	64	28	67	28	59	25	34	23	45	18	45	13	32	19	76	21	83	22	81	26	83	26	82	29	80	30	76	30	76	28	66	26	67	22	62	18	64
46,30	1000-1100	14	30	14	43	17	69	19	52	20	70	22	65	25	65	27	63	28	58	26	33	24	45	18	44	14	30	19	74	22	82	22	79	26	80	27	81	30	79	31	73	30	74	29	64	27	64	23	59	19	63
46,30	1100-1200	15	28	15	42	18	69	19	55	20	70	22	65	26	63	26	59	28	54	27	34	24	45	19	41	15	28	19	74	22	81	23	78	26	79	27	81	30	78	31	73	31	72	29	63	27	63	23	58	19	63
46,30	1200-1300	15	26	16	45	19	66	19	57	20	68	22	66	27	60	27	58	27	53	27	33	24	45	20	42	15	26	20	73	22	79	23	78	26	79	27	80	30	77	31	72	31	73	29	63	27	63	23	57	20	62
46,30	1300-1400	16	27	16	54	19	69	18	62	20	69	22	64	28	60	28	59	26	61	27	33	24	44	20	41	16	27	20	73	22	79	23	78	26	78	27	80	30	77	31	72	30	73	29	63	27	63	24	59	20	62
46,30	1400-1500	16	25	17	37	19	59	18	58	21	60	22	61	28	55	27	62	26	54	28	31	25	45	21	40	16	25	21	69	23	75	24	74	27	74	27	77	30	76	31	72	31	73	30	63	27	61	24	57	21	58
46,30	1500-1600	16	26	17	38	20	59	18	61	21	63	22	61	28	57	26	64	27	58	27	30	25	47	20	41	16	26	21	71	23	76	23	75	27	76	28	78	30	76	31	73	31	74	30	65	27	62	24	60	21	59
46,30	1600-1700	16	27	17	42	20	58	18	63	21	67	22	65	26	59	26	66	27	61	27	31	25	49	20	39	16	27	21	72	23	78	23	77	26	77	27	80	30	76	31	75	30	76	30	66	27	64	24	63	21	61
46,30	1700-1800	16	27	17	46	20	68	19	66	21	68	22	65	27	58	28	69	27	63	27	28	24	50	20	43	16	27	20	74	22	80	23	79	26	81	27	82	30	78	30	77	30	78	29	67	27	67	23	66	20	65
46,30	1800-1900	16	25	16	50	20	70	18	69	21	75	22	67	27	66	27	69	27	67	27	28	25	54	20	38	17	25	20	75	22	83	23	81	26	84	27	84	29	81	30	79	30	81	29	68	27	68	23	67	20	67
46,30	1900-2000	14	26	16	54	19	73	18	72	21	74	22	74	27	71	27	72	27	68	27	31	25	54	20	39	14	26	20	76	22	84	22	83	26	84	26	86	29	84	30	80	30	81	29	68	27	70	23	68	20	67
46,30	2000-2100	14	27	16	56	18	78	18	75	21	78	22	81	27	77	27	73	27	70	26	33	24	60	20	41	14	27	20	80	21	87	22	86	25	88	26	89	29	84	29	82	29	83	29	71	26	72	23	70	19	70
46,30	2100-2200	14	27	16	50	18	79	18	75	21	79	22	79	26	74	27	72	27	70	26	33	24	61	19	42	14	27	19	80	21	89	22	86	25	88	26	90	29	85	29	83	29	84	28	72	26	72	22	69	19	72
46,30	2200-2300	14	28	16	39	18	77	18	73	21	81	22	76	26	75	26	70	25	72	26	34	23	47	18	43	14	28	19	79	21	89	22	87	25	88	26	90	29	86	29	83	29	84	28	74	26	72	22	70	18	72
46,30	2300-0000	14	29	16	39	16	79	18	76	21	80	22	75	26	78	27	75	27	74	26	36	23	40	18	45	14	29	19	79	21	90	22	87	25	89	26	90	29	86	29	84	29	85	28	75	26	73	22	71	18	72
46,31	0000-0100	13	27	14	38	17	64	17	72	21	73	21	69	27	71	27	76	27	72	25	34	22	40	17	44	13	27	18	79	21	87	21	87	24	88	25	88	28	86	29	83	28	84	27	75	25	70	21	69	17	71
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46,31	1000-1100	14	24	14	38	18	58	19	44	21	57	22	53	25	55	27	57	28	47	26	27	24	40	19	38	15	24	20	66	23	72	24	69	27	69	28	72	30	72	32	66	31	66	30	57	27	57	23	53	20	56
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46,31	1200-1300	15	20	17	34	20	54	19	48	21	54	22	53	27	47	26	51	27	45	28	26	25	36	21	35	15	20	21	62	24	68	24	67	28	67	28	70	31	69	32	63	32	63	31	53	28	55	24	49	21	52
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46,31	1800-1900	16	21	16	47	20	66	18	66	21	69	22	64	27	63	27	66	27	63	27	24	24	47	19	35	16	21	20	73	22	80	23	78	26	81	27	81	29	78	30	75	30	76	27	65	27	65	23	65	19	65
46,31	1900-2000	14	23	16	52	19	70	18	69	21	70	22	72	26	68	27	69	27	65	27	28	24	52	19	37	14	23	20	75	22	82	22	80	25	82	26	83	29	80	30	77	29	79	29	66	26	68	23	67	19	66
46,31	2000-2100	14	22	16	52	18	75	18	72	20	74	22	77	27	73	27	70	27	67	26	27	24	57	19	37	14	22	19	77	21	85	22	83	25	85	26	86	29	82	29	79	29	80	28	68	26	69	23	68	19	68
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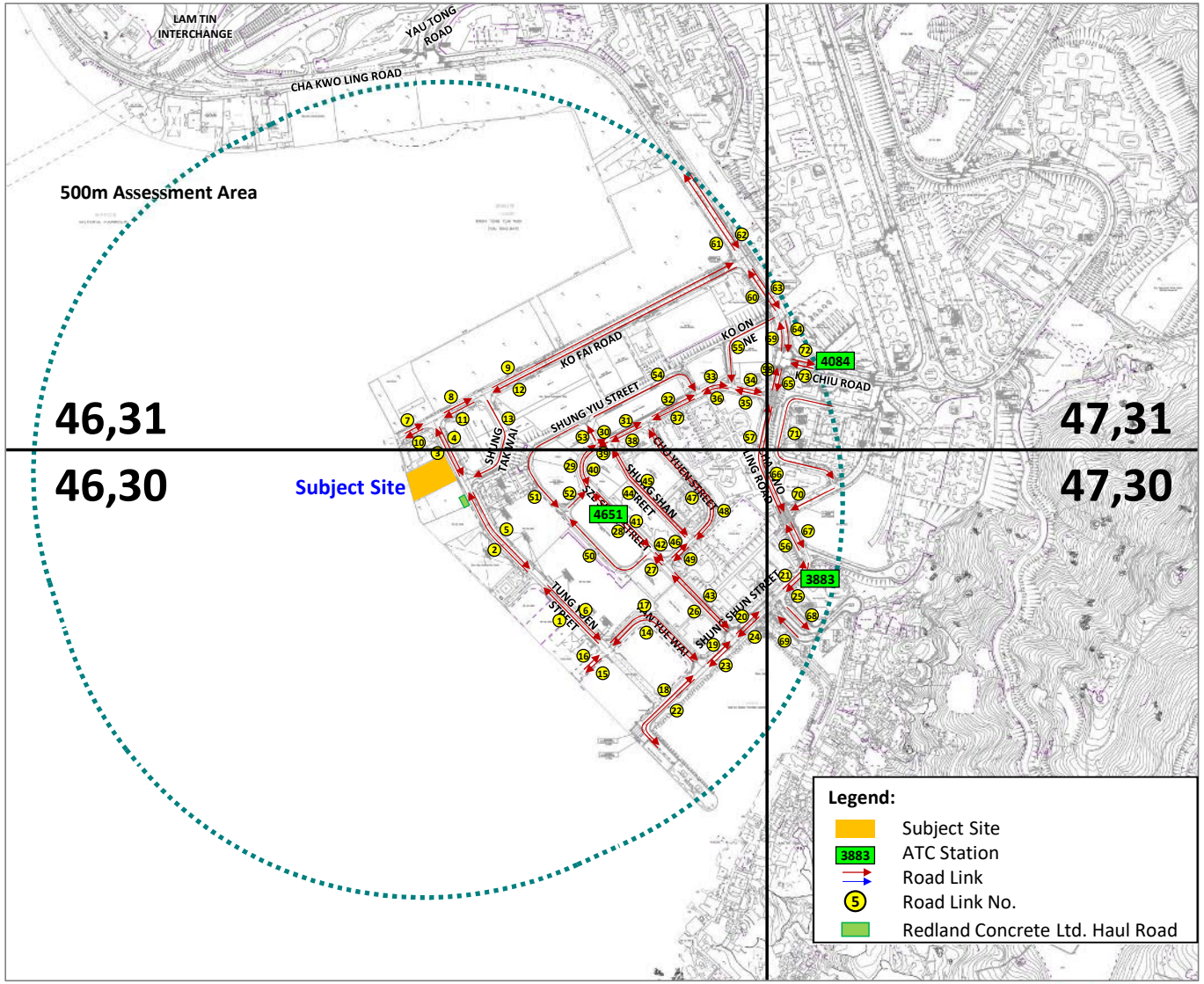
47,31	0000-0100	13	27	13	39	16	64	17	73	20	75	21	71	26

Appendix 2.11 Year 2047 Traffic Forecasts for Air Quality Impact Assessment & Summary of Emission Factors Generated by SAMP v2.1 (Please refer to Modelling Zip File)

Road Links and ATC Stations



JIANG Kevin

From: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Sent: Wednesday, April 23, 2025 5:40 PM
To: JIANG Kevin
Cc: KWOK Edmund; Wai Yan FUNG
Subject: Re: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Kevin,

I refer to your emails dated 6 Feb and 22 Apr 2025 regarding the above subject.

Please note that I have no in-principle comment on the methodology of traffic forecast solely for Air Quality and Noise Impact Assessment from a district traffic engineering viewpoint.

Regards,
Candy Lau
EK/LT, TEK, TD
Tel: 2399 2502

From: "JIANG Kevin" [redacted]
To: "Candy Lai Yu LAU" <laiyulau@td.gov.hk>
Cc: "KWOK Edmund" [redacted]
Date: 22/04/2025 02:25 PM
Subject: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

Further to our telephone conversation, please find the attached Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you very much.

Kind Regards

Kevin Jiang
Principal Traffic Engineer
Tel: [redacted] • Gen: +852 2529 7037 • Fax: +852 2527 8490

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From: JIANG Kevin
Sent: Thursday, February 6, 2025 11:45 AM
To: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Cc: KWOK Edmund [redacted]
Subject: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

For the Section 16 Planning Application (A/K15/132) in No.4 Tung Yuen Street, Yau Tong, Kowloon, we are pleased to submit herewith the revised Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you for your kind attention.

Kind Regards

Kevin Jiang
Tel: [redacted] • Gen: +852 2529 7037 • Fax: +852 2527 8490

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Road Name	Road ID	Road Type	Speed Limit (km/hr)	Average Speed (km/hr)	Start Emission Estimated by Broad Brush Approach (Y/N)	Hour	Total Vehicles (Veh/hr)	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium Goods Vehicles<=15t	07 - Medium Goods Vehicles15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles>24t	18 - Non-franchised Bus >24t	Total
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9	
Tung Yuen Street	1	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0600-0700	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	0700-0800	120	29.2%	4.2%	0.0%	8.3%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	1	1	50	29	Y	0800-0900	125	32.0%	4.0%	0.0%	8.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	0900-1000	120	29.2%	4.2%	0.0%	8.3%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	1	1	50	29	Y	1000-1100	125	32.0%	4.0%	0.0%	8.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	1100-1200	130	34.6%	3.8%	0.0%	7.7%	3.8%	7.7%	11.5%	3.8%	0.0%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	1	1	50	28	Y	1200-1300	150	30.0%	3.3%	3.3%	6.7%	3.3%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	3.3%	100.0%
Tung Yuen Street	1	1	50	29	Y	1300-1400	140	28.6%	3.6%	3.6%	7.1%	3.6%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	3.6%	3.6%	3.6%	100.0%
Tung Yuen Street	1	1	50	29	Y	1400-1500	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1500-1600	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1600-1700	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1700-1800	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1800-1900	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1900-2000	120	25.0%	4.2%	4.2%	4.2%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	1	1	50	29	Y	2000-2100	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	1	1	50	29	Y	2100-2200	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	1	1	50	30	Y	2200-2300	85	23.5%	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	5.9%	100.0%
Tung Yuen Street	1	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0000-0100	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0100-0200	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0200-0300	15	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0400-0500	15	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0500-0600	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0600-0700	70	35.7%	0.0%	0.0%	14.3%	7.1%	7.1%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	100.0%
Tung Yuen Street	2	1	50	27	Y	0700-0800	215	25.6%	2.3%	2.3%	11.6%	7.0%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.7%	4.7%	4.7%	100.0%
Tung Yuen Street	2	1	50	26	Y	0800-0900	230	26.1%	2.2%	2.2%	13.0%	6.5%	6.5%	13.0%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	0.0%	4.3%	4.3%	4.3%	100.0%
Tung Yuen Street	2	1	50	27	Y	0900-1000	215	25.6%	2.3%	2.3%	11.6%	7.0%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.7%	4.7%	4.7%	100.0%
Tung Yuen Street	2	1	50	27	Y	1000-1100	205	26.8%	2.4%	2.4%	12.2%	4.9%	7.3%	12.2%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	0.0%	4.9%	2.4%	4.9%	100.0%
Tung Yuen Street	2	1	50	27	Y	1100-1200	220	29.5%	2.3%	2.3%	11.4%	4.5%	6.8%	13.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.5%	2.3%	4.5%	100.0%
Tung Yuen Street	2	1	50	27	Y	1200-1300	215	30.2%	2.3%	2.3%	11.6%	4.7%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.7%	2.3%	4.7%	100.0%
Tung Yuen Street	2	1	50	28	Y	1300-1400	175	34.3%	2.9%	0.0%	11.4%	5.7%	8.6%	14.3%	2.9%	0.0%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	2.9%	2.9%	2.9%	100.0%
Tung Yuen Street	2	1	50	28	Y	1400-1500	160	34.4%	3.1%	0.0%	12.5%	6.3%	6.3%	12.5%	3.1%	0.0%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	3.1%	3.1%	3.1%	100.0%
Tung Yuen Street	2	1	50	28	Y	1500-1600	150	36.7%	3.3%	0.0%	13.3%	3.3%	6.7%	13.3%	3.3%	0.0%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	3.3%	100.0%
Tung Yuen Street	2	1	50	28	Y	1600-1700	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	100.0%
Tung Yuen Street	2	1	50	28	Y	1700-1800	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	100.0%
Tung Yuen Street	2	1	50	28	Y	1800-1900	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	100.0%
Tung Yuen Street	2	1	50	29	Y	1900-2000	125	32.0%	4.0%	0.0%	12.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	2	1	50	29	Y	2000-2100	110	31.8%	4.5%	0.0%	9.1%	4.5%	4.5%	13.6%	4.5%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	2	1	50	29	Y	2100-2200	110	31.8%	4.5%	0.0%	9.1%	4.5%	4.5%	13.6%	4.5%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	2	1	50	30	Y	2200-2300	100	50.0%	5.0%	0.0%	10.0%	5.0%	5.0%	10.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	0.0%	5.0%	5.0%	5.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	2300-0000	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0000-0100	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0100-0200	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0200-0300	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0300-0400	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0400-0500	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0500-0600	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	29	Y	0600-0700	120	37.5%	0.0%	0.0%	12.5%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	0.0%	0.0%	4.2%	0.0%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	3	1	50	24	Y	0700-0800	305	31.1%	1.6%	1.6%	13.1%	4.9%	6.6%	11.5%	3.3%	1.6%	3.3%	1.6%	1.6%	3.3%	1.6%	3.3%	4.9%	3.3%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	0800-0900	325	32.3%	1.5%	1.5%	13.8%	4.6%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	4.6%	3.1%	1.5%	100.0%
Tung Yuen Street	3	1	50	24	Y	0900-1000	310	32.3%	1.6%	1.6%	12.9%	4.8%	6.5%	11.3%	3.2%	1.6%	3.2%	1.6%	1.6%	3.2%	1.6%	3.2%	4.8%	3.2%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	1000-1100	315	33.3%	1.6%	1.6%	12.7%	4.8%	6.3%	11.1%	3.2%	1.6%	3.2%	1.6%	1.6%	3.2%	1.6%	3.2%	4.8%	3.2%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	1100-1200	335	35.8%	1.5%	1.5%	11.9%	4.5%	6.0%	11.9%	3.0%	1.5%	3.0%	1.5%	1.5%	3.0%	1.5%	3.0%	4.5%	3.0%	1.5%	100.0%
Tung Yuen Street	3	1	50	23	Y	1200-1300	345	36.2%	2.9%	1.4%	11.6%	4.3%	5.8%	11.6%	2.9%	1.4%	2.9%	1.4%	1.4%	2.9%	1.4%	2.9%	4.3%	2.9%	1.4%	100.0%
Tung Yuen Street	3	1	50	25	Y	1300-1400	295	40.7%	3.4%	0.0%	11.9%	5.1%	6.8%	11.9%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	1.7%	0.0%	3.4%	5.1%	3.4%	100.0%
Tung Yuen Street	3	1	50	25	Y	1400-1500	265	43.4%	3.8%	0.0%	11.3%	3.8%	5.7%	11.3%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	3	1	50	25	Y	1500-1600	270	44.4%	3.7%	0.0%	11.1%	3.7%	5.6%	11.1%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	3	1	50	25	Y	1600-1700	275	45.5%	3.6%	0.0%	10.9%	3.6%	5.5%	10.9%	1.8%	0.0%	1.8%	1.8%	1.8%	1.8%	1.8%	0.0%	3.6%	3.6%	3.6%	100.0%
Tung Yuen Street	3	1	50	25	Y	1700-1800	270	46.3%	3.7%	0.0%	9.3%	3.7%	5.6%	11.1%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	3	1	50	25	Y	1800-1900	265	45.3%	3.8%	0.0%	9.4%	3.8%	5.7%	11.3%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	3	1	50	27	Y	1900-2000	205	43.9%	2.4%	0.0%	9.8%	4.9%	4.9%	12.2%	2.4%	0.0%	2.4%	2.4%	2.4%	2.4%	2.4%	0.0%	2.4%	4.9%	2.4%	100.0%
Tung Yuen Street	3	1	50	28	Y	2000-2100	180	44.4%	2.8%	0.0%	11.1%	2.8%	5.6%	11.1%	2.8%	0.0%	2.8%	2.8%	2.8%	2.8%	2.8%	0.0%	2.8%	2.8%	2.8%	100.0%
Tung Yuen Street	3	1	50	28	Y	2100-2200	180	44.4%	2.8%	0.0%	11.1%	2.8%	5.6%	11.1%	2.8%	0.0%	2.8%	2.8%	2.8%	2.8%	2.8%	0.0%	2.8%	2.8%	2.8%	100.0%
Tung Yuen Street	3	1	50	28	Y	2200-2300	155	41.9%	3.2%	0.0%	9.7%	3.2%	6.5%	9.7%	3.2%	0.0%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	3.2%	3.2%	3.2%	100.0%
Tung Yuen Street	3	1	50	30	Y	2300-0000	80	43.8%	0.0%	0.0%	12.5%	6.3%	6.3%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	100.0%
Tung Yuen Street	4	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0600-0700	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	0900-1000	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	1100-1200	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1200-1300	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1300-1400	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1400-1500	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	1500-1600	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1600-1700	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1700-1800	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1800-1900	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1900-2000	115	26.1%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	4.3%	4.3%	4.3%	100.0%
Tung Yuen Street	4	1	50	29	Y	2000-2100	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	4	1	50	29	Y	2100-2200	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	4	1	50	29	Y	2200-2300	105	19.0%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	0.0%	4.8%	4.8%	4.8%	100.0%
Tung Yuen Street	4	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0200-0300

Ko Fai Road	8	1	50	30	Y	0300-0400	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	0400-0500	25	40.0%	0.0%	0.0%	20.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	0500-0600	35	42.9%	0.0%	0.0%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	29	Y	0600-0700	135	33.3%	0.0%	0.0%	14.8%	7.4%	7.4%	14.8%	3.7%	0.0%	3.7%	0.0%	0.0%	3.7%	0.0%	3.7%	3.7%	3.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	0700-0800	325	30.8%	1.5%	1.5%	13.8%	6.2%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	3.1%	4.6%	1.5%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	23	Y	0800-0900	350	31.4%	1.4%	1.4%	14.3%	5.7%	7.1%	12.9%	2.9%	1.4%	2.9%	1.4%	1.4%	2.9%	1.4%	2.9%	2.9%	4.3%	1.4%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	0900-1000	325	30.8%	1.5%	1.5%	13.8%	6.2%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	3.1%	4.6%	1.5%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1000-1100	340	32.4%	1.5%	1.5%	13.2%	5.9%	7.4%	11.8%	2.9%	1.5%	2.9%	1.5%	1.5%	2.9%	1.5%	2.9%	2.9%	4.4%	1.5%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	23	Y	1100-1200	365	34.2%	1.4%	1.4%	13.7%	5.5%	6.8%	12.3%	2.7%	1.4%	2.7%	1.4%	1.4%	2.7%	1.4%	2.7%	2.7%	4.1%	1.4%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	23	Y	1200-1300	365	34.2%	2.7%	1.4%	12.3%	5.5%	6.8%	12.3%	2.7%	1.4%	2.7%	1.4%	1.4%	2.7%	1.4%	2.7%	2.7%	4.1%	1.4%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1300-1400	340	36.8%	2.9%	0.0%	13.2%	5.9%	7.4%	13.2%	2.9%	0.0%	2.9%	1.5%	1.5%	2.9%	0.0%	2.9%	1.5%	4.4%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1400-1500	305	37.7%	3.3%	0.0%	13.1%	4.9%	6.6%	13.1%	3.3%	0.0%	3.3%	1.6%	1.6%	3.3%	0.0%	3.3%	1.6%	3.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1500-1600	310	38.7%	3.2%	0.0%	12.9%	4.8%	6.5%	12.9%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1600-1700	315	39.7%	3.2%	0.0%	12.7%	4.8%	6.3%	12.7%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1700-1800	310	40.3%	3.2%	0.0%	11.3%	4.8%	6.5%	12.9%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1800-1900	305	39.3%	3.3%	0.0%	11.5%	4.9%	6.6%	13.1%	3.3%	0.0%	3.3%	1.6%	1.6%	3.3%	0.0%	3.3%	1.6%	3.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	1900-2000	220	40.9%	2.3%	0.0%	11.4%	4.5%	6.8%	13.6%	2.3%	0.0%	2.3%	2.3%	2.3%	2.3%	0.0%	2.3%	2.3%	4.5%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	2000-2100	200	40.0%	2.5%	0.0%	12.5%	5.0%	7.5%	12.5%	2.5%	0.0%	2.5%	2.5%	2.5%	2.5%	0.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	2100-2200	200	40.0%	2.5%	0.0%	12.5%	5.0%	7.5%	12.5%	2.5%	0.0%	2.5%	2.5%	2.5%	2.5%	0.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	28	Y	2200-2300	170	38.2%	2.9%	0.0%	11.8%	5.9%	5.9%	11.8%	2.9%	0.0%	2.9%	2.9%	2.9%	2.9%	0.0%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	2300-0000	90	38.9%	0.0%	0.0%	11.1%	5.6%	5.6%	11.1%	5.6%	0.0%	5.6%	0.0%	0.0%	5.6%	0.0%	5.6%	0.0%	5.6%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0000-0100	60	50.0%	0.0%	0.0%	16.7%	8.3%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0100-0200	55	45.5%	0.0%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0200-0300	40	50.0%	0.0%	0.0%	25.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0300-0400	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0400-0500	45	44.4%	0.0%	0.0%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0500-0600	55	45.5%	0.0%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	27	Y	0600-0700	185	40.5%	2.7%	0.0%	16.2%	5.4%	5.4%	10.8%	2.7%	0.0%	2.7%	2.7%	0.0%	2.7%	0.0%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	0700-0800	440	36.4%	2.3%	1.1%	15.9%	5.7%	4.5%	10.2%	2.3%	1.1%	2.3%	2.3%	1.1%	2.3%	1.1%	3.4%	3.4%	3.4%	1.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	20	Y	0800-0900	480	36.5%	2.1%	1.0%	16.7%	6.3%	5.2%	10.4%	2.1%	1.0%	2.1%	2.1%	1.0%	2.1%	1.0%	3.1%	3.1%	3.1%	1.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	0900-1000	445	37.1%	2.2%	1.1%	15.7%	5.6%	4.5%	10.1%	2.2%	1.1%	2.2%	2.2%	1.1%	2.2%	1.1%	3.4%	3.4%	3.4%	1.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	20	Y	1000-1100	470	38.3%	2.1%	1.1%	14.9%	6.4%	5.3%	9.6%	2.1%	1.1%	2.1%	2.1%	1.1%	2.1%	1.1%	3.2%	3.2%	3.2%	1.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	19	Y	1100-1200	515	39.8%	1.9%	1.0%	15.5%	5.8%	4.9%	9.7%	1.9%	1.0%	1.9%	1.9%	1.0%	1.9%	1.0%	2.9%	3.9%	2.9%	1.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	19	Y	1200-1300	520	41.3%	1.9%	1.0%	14.4%	5.8%	4.8%	9.6%	1.9%	1.0%	1.9%	1.9%	1.0%	1.9%	1.0%	2.9%	3.8%	2.9%	1.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	20	Y	1300-1400	470	44.7%	2.1%	0.0%	14.9%	6.4%	5.3%	10.6%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	3.2%	4.3%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1400-1500	430	46.5%	2.3%	0.0%	15.1%	5.8%	4.7%	10.5%	1.2%	0.0%	1.2%	1.2%	1.2%	1.2%	0.0%	2.3%	4.7%	2.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1500-1600	445	47.2%	2.2%	0.0%	14.6%	5.6%	4.5%	10.1%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.6%	2.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1600-1700	455	48.4%	2.2%	0.0%	14.3%	5.5%	4.4%	9.9%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.5%	2.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1700-1800	450	48.9%	2.2%	0.0%	13.3%	5.6%	4.4%	10.0%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.6%	2.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1800-1900	440	47.7%	2.3%	0.0%	13.6%	5.7%	4.5%	10.2%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.3%	5.7%	2.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	23	Y	1900-2000	345	46.4%	1.4%	0.0%	13.0%	5.8%	4.3%	10.1%	1.4%	0.0%	1.4%	1.4%	1.4%	1.4%	0.0%	2.9%	5.8%	2.9%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	25	Y	2000-2100	295	47.5%	1.7%	0.0%	13.6%	5.1%	5.1%	10.2%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	0.0%	1.7%	5.1%	1.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	25	Y	2100-2200	300	46.7%	1.7%	0.0%	15.0%	5.0%	5.0%	10.0%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	0.0%	1.7%	5.0%	1.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	26	Y	2200-2300	245	44.9%	2.0%	0.0%	14.3%	6.1%	4.1%	10.2%	2.0%	0.0%	2.0%	2.0%	2.0%	2.0%	0.0%	2.0%	4.1%	2.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	29	Y	2300-0000	130	46.2%	3.8%	0.0%	15.4%	7.7%	3.8%	11.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	3.8%	3.8%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0600-0700	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0700-0800	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	0800-0900	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	0900-1000	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1000-1100	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1100-1200	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1200-1300	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1300-1400	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1400-1500	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1500-1600	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1600-1700	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1700-1800	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1800-1900	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1900-2000	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2200-2300	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	11	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0600-0700	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0900-1000	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1100-1200	145	27.6%	3.4%	3.4%	10.3%	3.4%	3.4%	10.3%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1200-1300	155	25.8%	3.2%	3.2%	9.7%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1300-1400	150	23.3%	3.3%	3.3%	10.0%	6.7%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1400-1500	150	23.3%	3.3%	3.3%	10.0%	6.7%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1500-1600	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1600-1700	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1700-1800	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1800-1900	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	1900-2000	125	20.0%	4.0%	4.0%	12.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	2000-2100	120	20.8%	4.2%	4.2%	8.3%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	2100-2200	120	20.8%	4.2%	4.2%	8.3%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	2200-2300	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0000-0100	55	45.5%	9.1%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0100-0200	50	50.0%	0.0%	0.0%	20.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0

Yan Yue Wai	15	1	50	30	Y	1400-1500	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1500-1600	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1600-1700	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1700-1800	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1800-1900	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1900-2000	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2200-2300	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	16	1	50	30	Y	0700-0800	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	0800-0900	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	0900-1000	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1000-1100	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1100-1200	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1200-1300	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Yan Yue Wai	16	1	50	30	Y	1300-1400	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1400-1500	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1500-1600	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1600-1700	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1700-1800	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1800-1900	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1900-2000	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2000-2100	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2100-2200	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2200-2300	65	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Yan Yue Wai	16	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	17	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	28	Y	0700-0800	175	34.3%	5.7%	2.9%	11.4%	5.7%	2.9%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Yan Yue Wai	17	1	50	28	Y	0800-0900	180	36.1%	5.6%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	100.0%
Yan Yue Wai	17	1	50	28	Y	0900-1000	175	34.3%	5.7%	2.9%	11.4%	5.7%	2.9%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Yan Yue Wai	17	1	50	28	Y	1000-1100	180	36.1%	5.6%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	100.0%
Yan Yue Wai	17	1	50	27	Y	1100-1200	195	38.5%	5.1%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	100.0%
Yan Yue Wai	17	1	50	27	Y	1200-1300	195	38.5%	5.1%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	100.0%
Yan Yue Wai	17	1	50	29	Y	1300-1400	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1400-1500	135	51.9%	3.7%	0.0%	18.5%	7.4%	3.7%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.7%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1500-1600	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1600-1700	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1700-1800	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1800-1900	135	51.9%	3.7%	0.0%	18.5%	7.4%	3.7%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.7%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1900-2000	105	52.4%	4.8%	0.0%	19.0%	4.8%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	4.8%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2000-2100	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	5.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2100-2200	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	5.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2200-2300	80	50.0%	6.3%	0.0%	12.5%	6.3%	6.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	6.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2300-0000	35	57.1%	0.0%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0700-0800	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0800-0900	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0900-1000	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1000-1100	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1100-1200	60	33.3%	8.3%	8.3%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1200-1300	70	28.6%	14.3%	7.1%	14.3%	7.1%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1300-1400	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1400-1500	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1500-1600	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1600-1700	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1700-1800	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1800-1900	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1900-2000	40	37.5%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2000-2100	35	28.6%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2100-2200	40	37.5%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2200-2300	35	28.6%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0000-0100	20	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0300-0400	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0500-0600	20	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0600-0700	65	53.8%	7.7%	0.0%	0.0%	15.4%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	100.0%
Shung Shun Street	19	1	50	28	Y	0700-0800	175	40.0%	5.7%	2.9%	14.3%	5.7%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	5.7%	5.7%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	0800-0900	185	43.2%	5.4%	2.7%	13.5%	5.4%	2.7%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	100.0%
Shung Shun Street	19	1	50	28	Y	0900-1000	180	41.7%	5.6%	2.8%	13.9%	5.6%	2.8%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1000-1100	185	43.2%	5.4%	2.7%	13.5%	5.4%	2.7%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1100-1200	205	43.9%	7.3%	2.4%	14.6%	4.9%	2.4%	2.4%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	4.9%	4.9%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1200-1300	205	43.9%	7.3%	2.4%	14.6%	4.9%	2.4%	2.4%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	4.9%	4.9%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1300-1400	200	42.5%	7.5%	2.5%	15.0%	5.0%	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1400-1500	190	42.1%	7.9%	2.6%	13.2%	5.3%	2.6%	2.6%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	5.3%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1500-1600	200	42.5%	7.5%	2.5%	15.0%	5.0%	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.

Shung Shun Street	23	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	0700-0800	145	34.5%	6.9%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	0800-0900	150	36.7%	6.7%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	0900-1000	145	34.5%	6.9%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1000-1100	150	36.7%	6.7%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1100-1200	160	37.5%	6.3%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	3.1%	6.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1200-1300	160	37.5%	6.3%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	3.1%	6.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1300-1400	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1400-1500	150	36.7%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1500-1600	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1600-1700	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1700-1800	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1800-1900	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	29	Y	1900-2000	120	37.5%	4.2%	4.2%	16.7%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	0.0%	0.0%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	29	Y	2000-2100	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	29	Y	2100-2200	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	2200-2300	95	31.6%	5.3%	5.3%	10.5%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0600-0700	65	46.2%	7.7%	0.0%	15.4%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0700-0800	180	36.1%	8.3%	2.8%	13.9%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0800-0900	185	37.8%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0900-1000	180	36.1%	8.3%	2.8%	13.9%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1000-1100	185	37.8%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1100-1200	200	40.0%	7.5%	2.5%	15.0%	5.0%	2.5%	5.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1200-1300	200	40.0%	7.5%	2.5%	15.0%	5.0%	2.5%	5.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1300-1400	190	42.1%	7.9%	2.6%	15.8%	5.3%	2.6%	5.3%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1400-1500	175	42.9%	5.7%	2.9%	14.3%	5.7%	2.9%	5.7%	0.0%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	5.7%	2.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1500-1600	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1600-1700	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1700-1800	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1800-1900	180	41.7%	5.6%	2.8%	16.7%	5.6%	2.8%	5.6%	0.0%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	2.8%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1900-2000	140	42.9%	7.1%	3.6%	14.3%	3.6%	3.6%	3.6%	0.0%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2000-2100	125	40.0%	4.0%	4.0%	16.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2100-2200	125	40.0%	4.0%	4.0%	16.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2200-2300	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2300-0000	50	40.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0000-0100	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0100-0200	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0200-0300	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0400-0500	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0500-0600	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0600-0700	95	42.1%	10.5%	0.0%	15.8%	5.3%	0.0%	5.3%	5.3%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	0700-0800	235	38.3%	10.6%	2.1%	12.8%	6.4%	2.1%	4.3%	4.3%	2.1%	4.3%	0.0%	0.0%	0.0%	0.0%	2.1%	2.1%	4.3%	4.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	0800-0900	255	39.2%	9.8%	2.0%	13.7%	5.9%	2.0%	3.9%	5.9%	2.0%	3.9%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	3.9%	3.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	0900-1000	245	38.8%	10.2%	2.0%	14.3%	6.1%	2.0%	4.1%	4.1%	2.0%	4.1%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	4.1%	4.1%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1000-1100	255	39.2%	11.8%	2.0%	13.7%	5.9%	2.0%	3.9%	3.9%	2.0%	3.9%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	3.9%	3.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1100-1200	285	40.4%	12.3%	1.8%	14.0%	5.3%	1.8%	3.5%	3.5%	1.8%	3.5%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1200-1300	290	39.7%	13.8%	1.7%	13.8%	5.2%	1.7%	3.4%	3.4%	1.7%	3.4%	0.0%	0.0%	0.0%	0.0%	1.7%	1.7%	5.2%	3.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1300-1400	280	41.1%	14.3%	1.8%	14.3%	5.4%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.4%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1400-1500	265	39.6%	15.1%	1.9%	13.2%	5.7%	1.9%	3.8%	1.9%	1.9%	1.9%	0.0%	0.0%	0.0%	0.0%	1.9%	1.9%	5.7%	3.8%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1500-1600	280	39.3%	16.1%	1.8%	14.3%	5.4%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.4%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1600-1700	285	40.4%	17.5%	1.8%	14.0%	5.3%	1.8%	3.5%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1700-1800	285	40.4%	17.5%	1.8%	14.0%	5.3%	1.8%	3.5%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1800-1900	275	40.0%	16.4%	1.8%	14.5%	5.5%	1.8%	3.6%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.5%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1900-2000	210	40.5%	16.7%	2.4%	14.3%	4.8%	2.4%	2.4%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	4.8%	2.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2000-2100	190	39.5%	15.8%	2.6%	13.2%	5.3%	2.6%	2.6%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2100-2200	190	39.5%	15.8%	2.6%	13.2%	5.3%	2.6%	2.6%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2200-2300	155	38.7%	12.9%	3.2%	12.9%	6.5%	3.2%	3.2%	0.0%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2300-0000	70	42.9%	14.3%	0.0%	14.3%	7.1%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0600-0700	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	26	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	11.5%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	26	1	50	29	Y	0900-1000	125	24.0%	4.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	26	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	11.5%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	26	1	50	29	Y	1100-1200	135	29.6%	3.7%	3.7%	11.1%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1200-1300	140	28.6%	3.6%	3.6%	10.7%	3.6%	3.6%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	26	1	50	29	Y	1300-1400	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1400-1500	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1500-1600	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1600-1700	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1700-1800	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1800-1900	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1900-2000	115	21.7%	4.3%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	26	1	50	29	Y	2000-2100	115	21.7%	4.3%

Sze Shan Street	30	1	50	27	Y	1200-1300	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1300-1400	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	28	Y	1400-1500	180	30.6%	8.3%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	5.6%	2.8%	2.8%	100.0%
Sze Shan Street	30	1	50	27	Y	1500-1600	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1600-1700	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1700-1800	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1800-1900	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	28	Y	1900-2000	145	31.0%	6.9%	3.4%	10.3%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	30	1	50	29	Y	2000-2100	135	29.6%	7.4%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	30	1	50	29	Y	2100-2200	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	30	1	50	29	Y	2200-2300	120	25.0%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	30	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	28	Y	0700-0800	170	29.4%	5.9%	2.9%	11.8%	5.9%	2.9%	8.8%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	0800-0900	175	31.4%	5.7%	2.9%	11.4%	5.7%	2.9%	8.6%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	0900-1000	170	29.4%	5.9%	2.9%	11.8%	5.9%	2.9%	8.8%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	1000-1100	175	31.4%	5.7%	2.9%	11.4%	5.7%	2.9%	8.6%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	27	Y	1100-1200	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	7.9%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1200-1300	195	30.8%	7.7%	2.6%	12.8%	5.1%	2.6%	7.7%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.1%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1300-1400	195	30.8%	7.7%	2.6%	12.8%	5.1%	2.6%	7.7%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.1%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1400-1500	185	29.7%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	31	1	50	27	Y	1500-1600	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1600-1700	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1700-1800	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1800-1900	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	28	Y	1900-2000	155	29.0%	6.5%	3.2%	12.9%	3.2%	3.2%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	100.0%
Sze Shan Street	31	1	50	29	Y	2000-2100	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	31	1	50	29	Y	2100-2200	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	31	1	50	29	Y	2200-2300	120	25.0%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	31	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0000-0100	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0200-0300	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0300-0400	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0600-0700	65	46.2%	7.7%	0.0%	23.1%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	27	Y	0700-0800	205	31.7%	7.3%	2.4%	14.6%	7.3%	2.4%	4.9%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.9%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	27	Y	0800-0900	215	32.6%	7.0%	2.3%	16.3%	7.0%	2.3%	4.7%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	4.7%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	0900-1000	205	31.7%	7.3%	2.4%	14.6%	7.3%	2.4%	4.9%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.9%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	27	Y	1000-1100	210	31.0%	7.1%	2.4%	16.7%	7.1%	2.4%	4.8%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.8%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	26	Y	1100-1200	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	26	Y	1200-1300	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	26	Y	1300-1400	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	27	Y	1400-1500	215	30.2%	9.3%	2.3%	14.0%	7.0%	2.3%	4.7%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	7.0%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1500-1600	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1600-1700	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1700-1800	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1800-1900	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	28	Y	1900-2000	175	28.6%	8.6%	2.9%	14.3%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	5.7%	2.9%	2.9%	100.0%
Sze Shan Street	32	1	50	28	Y	2000-2100	160	28.1%	6.3%	3.1%	12.5%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	3.1%	100.0%
Sze Shan Street	32	1	50	28	Y	2100-2200	165	27.3%	9.1%	3.0%	12.1%	6.1%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	6.1%	3.0%	3.0%	100.0%
Sze Shan Street	32	1	50	29	Y	2200-2300	140	25.0%	7.1%	3.6%	10.7%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	32	1	50	30	Y	2300-0000	50	40.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0000-0100	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0300-0400	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0500-0600	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0600-0700	80	50.0%	6.3%	0.0%	18.8%	6.3%	6.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0700-0800	195	41.0%	7.7%	2.6%	15.4%	7.7%	2.6%	5.1%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	2.6%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0800-0900	210	42.9%	7.1%	2.4%	16.7%	7.1%	4.8%	7.1%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0900-1000	205	41.5%	7.3%	2.4%	17.1%	7.3%	4.9%	7.3%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1000-1100	210	42.9%	7.1%	2.4%	16.7%	7.1%	4.8%	7.1%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	26	Y	1100-1200	235	44.7%	6.4%	2.1%	17.0%	6.4%	4.3%	6.4%	0.0%	2.1%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	2.1%	0.0%	100.0%
Sze Shan Street	33	1	50	26	Y	1200-1300	235	44.7%	6.4%	2.1%	17.0%	6.4%	4.3%	6.4%	0.0%	2.1%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	2.1%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1300-1400	220	47.7%	6.8%	2.3%	18.2%	6.8%	2.3%	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.8%	2.3%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1400-1500	195	48.7%	5.1%	2.6%	17.9%	7.7%	2.6%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	2.6%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1500-1600	205	48.8%	4.9%	2.4%	19.5%	7.3%	2.4%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1600-1700	210	50.0%	4.8%	2.4%	19.0%	7.1%	2.4%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1700-1800	210	50.0%	4.8%	2.4%	19.0%	7.1%	2.4%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1800-1900	205	48.8%	4.9%	2.4%	19.5%	7.3%	2.4%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	28	Y	1900-2000	160	46.9%	6.3%	3.1%	18.8%	6.3%	3.1%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	3.1%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2000-2100	135	48.1%	3.7%	3.7%	18.5%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	3.7%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2100-2200	135	48.1%	3.7%	3.7%	18.5%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	3.7%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2200-2300	115	47.8%	4.3%	4.3%	17.4%	8.7%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	2300-0000	60	50.0%	8.3%	0.0%	16.7%	8.3%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0000-0100	25	60.0%	0.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0300-0400	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0500-0600	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0600-0700	85	41.2%	5.9%	0.0%	17.6%	5.9%	5.9%	11.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	5.9%	0.0%	100.0%
Sze Shan Street	34	1	50	27	Y	0700-0800	210	38.1%	7.1%	2.4%	16.7%	7.1%	4.8%	9.5%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	0800-0900	225	40.0%	6.7%	2.2%	17.8%	6.7%	4.4%	8.9%	0.0%	2.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	4.4%	0.0%	100.0%
Sze Shan Street	34	1	50	27	Y	0900-1000	215	39.5%	7.0%	2.3%	16.3%	7.0%	4.7%	9.3%	0.0%	2.3%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	4.7%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1000-1100	225	40.0%	6.7%	2.2%	17.8%	6.7%	4.4%	8.9%	0.0%	2.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	4.4%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1100-1200	250	40.0%	6.0%	2.0%	18.0%	8.0%	4.0%	8.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	4.0%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1200-1300	250	40.0%	6.0%	2.0%	18.0%	8.0%	4.0%	8.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	4.0%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1300-1400	230	41.3%	6.5%	2.2%	19.6%	8.7%	4.3%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	2.2%	0.0%	100.0%
Sze Shan Street	34	1	50

Sze Shan Street	37	1	50	30	Y	2300-0000	35	28.6%	14.3%	0.0%	28.6%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0100-0200	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	38	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0600-0700	30	33.3%	16.7%	0.0%	33.3%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	29	Y	0700-0800	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	0800-0900	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	0900-1000	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	1000-1100	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	28	Y	1100-1200	145	20.7%	6.9%	3.4%	17.2%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	38	1	50	28	Y	1200-1300	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	100.0%
Sze Shan Street	38	1	50	28	Y	1300-1400	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	100.0%
Sze Shan Street	38	1	50	28	Y	1400-1500	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	100.0%
Sze Shan Street	38	1	50	28	Y	1500-1600	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1600-1700	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1700-1800	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1800-1900	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	29	Y	1900-2000	130	19.2%	7.7%	3.8%	15.4%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	2000-2100	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	38	1	50	29	Y	2100-2200	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	38	1	50	29	Y	2200-2300	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	38	1	50	30	Y	2300-0000	25	40.0%	20.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	39	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0600-0700	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	29	Y	0700-0800	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	0800-0900	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	0900-1000	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	1000-1100	120	20.8%	4.2%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	39	1	50	29	Y	1100-1200	130	19.2%	7.7%	3.8%	15.4%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	39	1	50	29	Y	1200-1300	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	29	Y	1300-1400	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	29	Y	1400-1500	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	28	Y	1500-1600	145	20.7%	10.3%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	39	1	50	28	Y	1600-1700	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	28	Y	1700-1800	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	28	Y	1800-1900	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	29	Y	1900-2000	125	20.0%	8.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	39	1	50	29	Y	2000-2100	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	2100-2200	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	39	1	50	29	Y	2200-2300	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	39	1	50	30	Y	2300-0000	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0700-0800	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0800-0900	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0900-1000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	1000-1100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	29	Y	1100-1200	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1200-1300	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1300-1400	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1400-1500	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1500-1600	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1600-1700	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1700-1800	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1800-1900	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1900-2000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	40	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Sze Shan Street	40	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0700-0800	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0800-0900	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0900-1000	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	1000-1100	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	29	Y	1100-1200	105	14.3%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	41	1	50	29	Y	1200-1300	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1300-1400	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1400-1500	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1500-1600	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1600-1700	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1700-1800	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1800-1900	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	30	Y	1900-2000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2200-2300	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	100.0%
Sze Shan Street	41	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	42	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	42	1

Shung Shan Street	45	1	50	30	Y	1000-1100	80	18.8%	6.3%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	1100-1200	80	18.8%	6.3%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	1200-1300	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Shung Shan Street	45	1	50	30	Y	1300-1400	90	16.7%	0.0%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Shung Shan Street	45	1	50	30	Y	1400-1500	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1500-1600	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1600-1700	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1700-1800	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1800-1900	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1900-2000	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	2200-2300	65	7.7%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Shung Shan Street	45	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0700-0800	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0800-0900	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0900-1000	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1000-1100	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1100-1200	45	33.3%	11.1%	0.0%	11.1%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1200-1300	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1300-1400	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1400-1500	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1500-1600	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1600-1700	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1700-1800	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1800-1900	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1900-2000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2000-2100	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2100-2200	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2200-2300	30	16.7%	16.7%	0.0%	16.7%	16.7%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0700-0800	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0800-0900	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0900-1000	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1000-1100	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1100-1200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1200-1300	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1300-1400	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	47	1	50	30	Y	1400-1500	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1500-1600	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1600-1700	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1700-1800	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1800-1900	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1900-2000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	2000-2100	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2100-2200	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2200-2300	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	0600-0700	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	29	Y	0700-0800	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	0800-0900	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	0900-1000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1000-1100	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1100-1200	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Cho Yuen Street	48	1	50	29	Y	1200-1300	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1300-1400	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1400-1500	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1500-1600	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1600-1700	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1700-1800	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1800-1900	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	30	Y	1900-2000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2200-2300	90	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	100.0%
Cho Yuen Street	48	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	49	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	49	1	50	30	Y	0700-0800	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	0800-0900	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	0900-1000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1000-1100	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1100-1200	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1200-1300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	49	1	50	30	Y	1300-1400	65	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Cho Yuen Street	49	1	50	30	Y	1400-1500	65	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Cho Yuen Street	49	1	50	30	Y	1500-1600	65	7.7%	7.7%	0.

Shunq Yiu Street	52	1	50	30	Y	2100-2200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	52	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	52	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0700-0800	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0800-0900	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0900-1000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1000-1100	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1100-1200	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1200-1300	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1300-1400	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1400-1500	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1500-1600	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1600-1700	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1700-1800	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1800-1900	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1900-2000	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2000-2100	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2100-2200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0600-0700	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0700-0800	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0800-0900	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0900-1000	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1000-1100	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1100-1200	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	29	Y	1200-1300	105	19.0%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1300-1400	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1400-1500	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1500-1600	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1600-1700	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1700-1800	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1800-1900	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1900-2000	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2000-2100	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2100-2200	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2200-2300	25	40.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko On Lane	55	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0600-0700	25	40.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0700-0800	95	26.3%	5.3%	5.3%	21.1%	10.5%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	100.0%
Ko On Lane	55	1	50	30	Y	0800-0900	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	0900-1000	95	26.3%	5.3%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	100.0%
Ko On Lane	55	1	50	30	Y	1000-1100	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	1100-1200	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	1200-1300	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	1300-1400	75	40.0%	0.0%	6.7%	26.7%	13.3%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1400-1500	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1500-1600	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1600-1700	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1700-1800	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1800-1900	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1900-2000	50	40.0%	0.0%	10.0%	20.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2000-2100	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2100-2200	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2200-2300	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0000-0100	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0100-0200	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0200-0300	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0400-0500	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0500-0600	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	29	Y	0600-0700	125	48.0%	12.0%	0.0%	12.0%	4.0%	4.0%	4.0%	8.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	25	Y	0700-0800	300	41.7%	10.0%	1.7%	10.0%	5.0%	3.3%	5.0%	6.7%	1.7%	3.3%	0.0%	0.0%	1.7%	1.7%	1.7%	5.0%	1.7%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	0800-0900	325	43.1%	10.8%	1.5%	10.8%	4.6%	3.1%	4.6%	6.2%	1.5%	3.1%	0.0%	0.0%	1.5%	1.5%	1.5%	4.6%	1.5%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	0900-1000	315	41.3%	11.1%	1.6%	11.1%	4.8%	3.2%	4.8%	6.3%	1.6%	3.2%	0.0%	0.0%	1.6%	1.6%	1.6%	4.8%	1.6%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	1000-1100	325	44.1%	10.8%	1.5%	10.8%	4.6%	3.1%	4.6%	6.2%	1.5%	3.1%	0.0%	0.0%	1.5%	1.5%	1.5%	4.6%	1.5%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1100-1200	350	44.3%	11.4%	1.4%	11.4%	4.3%	2.9%	4.3%	5.7%	1.4%	2.9%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1200-1300	365	43.8%	12.3%	1.4%	12.3%	4.1%	2.7%	4.1%	5.5%	1.4%	2.7%	0.0%	0.0%	1.4%	1.4%	1.4%	4.1%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1300-1400	345	44.9%	11.6%	1.4%	11.6%	4.3%	2.9%	4.3%	5.8%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	1400-1500	335	43.3%	11.9%	1.5%	11.9%	4.5%	3.0%	4.5%	6.0%	1.5%	1.5%	0.0%	0.0%	1.5%	1.5%	1.5%	4.5%	1.5%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1500-1600	350	42.9%	12.9%	1.4%	12.9%	4.3%	2.9%	4.3%	5.7%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1600-1700	360	44.4%	12.5%	1.4%	12.5%	4.2%	2.8%	4.2%	5.6%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.2%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1700-1800	355	43.7%	12.7%	1.4%	12.7%	4.2%	2.8%	4.2%	5.6%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.2%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1800-1900	350	42.9%	12.9%	1.4%	12.9%	4.3%	2.9%	4.3%	5.7%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	25	Y	1900-2000	270	42.6%	13.0%	1.9%	13.0%	3

Cha Kwo Ling Road	60	1	50	37	Y	0800-0900	465	44.1%	6.5%	1.1%	15.1%	5.4%	4.3%	7.5%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.3%	2.2%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	0900-1000	440	43.2%	6.8%	1.1%	14.8%	5.7%	4.5%	6.8%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.5%	2.3%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	1000-1100	460	43.5%	6.5%	1.1%	15.2%	5.4%	4.3%	7.6%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.3%	2.2%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1100-1200	515	42.7%	7.8%	1.0%	16.5%	5.8%	3.9%	6.8%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.9%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1200-1300	525	42.9%	7.6%	1.0%	16.2%	5.7%	3.8%	6.7%	1.9%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.8%	1.9%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1300-1400	510	42.2%	7.8%	1.0%	16.7%	5.9%	3.9%	6.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1400-1500	475	41.1%	8.4%	1.1%	16.8%	6.3%	3.2%	6.3%	2.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	5.3%	1.1%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1500-1600	495	41.4%	8.1%	1.0%	17.2%	7.1%	3.0%	6.1%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.1%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1600-1700	510	41.2%	8.8%	1.0%	17.6%	6.9%	2.9%	5.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1700-1800	505	40.6%	8.9%	1.0%	17.8%	6.9%	3.0%	5.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.0%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1800-1900	495	40.4%	9.1%	1.0%	17.2%	7.1%	3.0%	6.1%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.1%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	1900-2000	385	40.3%	7.8%	1.3%	16.9%	6.5%	2.6%	6.5%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	5.2%	1.3%	1.3%	100.0%
Cha Kwo Ling Road	60	1	50	38	Y	2000-2100	340	39.7%	8.8%	1.5%	16.2%	5.9%	2.9%	5.9%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	60	1	50	38	Y	2100-2200	340	39.7%	8.8%	1.5%	16.2%	5.9%	2.9%	5.9%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	60	1	50	39	Y	2200-2300	280	39.3%	7.1%	1.8%	16.1%	5.4%	3.6%	5.4%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	3.6%	1.8%	1.8%	100.0%
Cha Kwo Ling Road	60	1	50	40	Y	2300-0000	125	48.0%	8.0%	0.0%	20.0%	8.0%	4.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0000-0100	130	50.0%	3.8%	0.0%	15.4%	7.7%	3.8%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0100-0200	125	48.0%	4.0%	0.0%	16.0%	8.0%	4.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	8.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0200-0300	90	50.0%	5.6%	0.0%	16.7%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0300-0400	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0400-0500	95	47.4%	5.3%	0.0%	15.8%	5.3%	5.3%	10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0500-0600	130	50.0%	3.8%	0.0%	15.4%	7.7%	3.8%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	38	Y	0600-0700	375	46.7%	4.0%	0.0%	16.0%	6.7%	4.0%	8.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	1.3%	4.0%	8.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	32	Y	0700-0800	850	44.1%	4.1%	0.6%	15.9%	5.9%	3.5%	7.6%	0.6%	0.6%	1.2%	0.6%	0.6%	0.6%	0.6%	1.2%	4.1%	7.6%	0.6%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	0800-0900	940	44.1%	4.3%	0.5%	16.0%	5.9%	3.7%	7.4%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.3%	8.0%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	32	Y	0900-1000	870	44.3%	4.6%	0.6%	15.5%	5.7%	3.4%	7.5%	0.6%	0.6%	1.1%	0.6%	0.6%	0.6%	0.6%	1.1%	4.6%	7.5%	0.6%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1000-1100	920	45.1%	4.3%	0.5%	15.8%	6.0%	3.8%	7.1%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.3%	7.1%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1100-1200	1030	45.6%	4.9%	0.5%	15.5%	5.8%	3.9%	7.3%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	4.4%	6.8%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1200-1300	1050	45.7%	4.8%	0.5%	15.7%	5.7%	3.8%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	4.8%	6.7%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1300-1400	1005	46.3%	5.0%	0.5%	15.4%	5.5%	3.5%	7.5%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.0%	6.5%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1400-1500	940	46.3%	5.3%	0.5%	15.4%	5.9%	3.7%	6.9%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.8%	5.9%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1500-1600	980	46.9%	5.1%	0.5%	15.3%	5.6%	3.6%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.1%	5.6%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1600-1700	1010	47.5%	5.4%	0.5%	15.3%	5.4%	3.5%	6.9%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.0%	5.4%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1700-1800	990	47.5%	5.6%	0.5%	15.2%	5.6%	3.5%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.1%	5.1%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1800-1900	970	46.9%	5.7%	0.5%	14.9%	5.7%	3.6%	7.2%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.2%	5.2%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	33	Y	1900-2000	735	46.9%	5.4%	0.7%	15.0%	5.4%	3.4%	6.8%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	4.8%	5.4%	0.7%	100.0%
Cha Kwo Ling Road	61	1	50	34	Y	2000-2100	655	46.8%	5.3%	0.8%	15.3%	5.3%	3.8%	6.9%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	4.6%	5.3%	0.8%	100.0%
Cha Kwo Ling Road	61	1	50	34	Y	2100-2200	660	46.2%	5.3%	0.8%	15.2%	5.3%	3.8%	6.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	4.5%	5.3%	0.8%	100.0%
Cha Kwo Ling Road	61	1	50	36	Y	2200-2300	535	44.9%	4.7%	0.9%	15.0%	5.6%	3.7%	6.5%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	4.7%	5.6%	0.9%	100.0%
Cha Kwo Ling Road	61	1	50	39	Y	2300-0000	270	48.1%	5.6%	0.0%	16.7%	5.6%	3.7%	7.4%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0000-0100	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0100-0200	90	50.0%	5.6%	0.0%	16.7%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0200-0300	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0300-0400	65	46.2%	7.7%	0.0%	15.4%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0400-0500	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0500-0600	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	39	Y	0600-0700	295	47.5%	6.8%	0.0%	13.6%	5.1%	3.4%	6.8%	1.7%	0.0%	1.7%	0.0%	0.0%	1.7%	0.0%	0.0%	5.1%	6.8%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	0700-0800	675	45.9%	6.7%	0.7%	14.1%	5.2%	3.7%	5.2%	1.5%	0.7%	1.5%	0.7%	0.7%	1.5%	0.0%	0.7%	4.4%	5.9%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	0800-0900	745	46.3%	6.7%	0.7%	14.1%	5.4%	3.4%	5.4%	1.3%	0.7%	1.3%	0.7%	0.7%	1.3%	0.0%	0.7%	4.7%	6.0%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	0900-1000	685	46.0%	6.6%	0.7%	13.9%	5.1%	3.6%	5.8%	1.5%	0.7%	1.5%	0.7%	0.7%	1.5%	0.0%	0.7%	4.4%	5.8%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1000-1100	715	46.2%	6.3%	0.7%	14.0%	4.9%	3.5%	6.3%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.9%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1100-1200	790	46.8%	6.3%	0.6%	13.9%	5.1%	3.8%	6.3%	1.3%	0.6%	1.3%	0.6%	0.6%	1.3%	0.0%	0.6%	4.4%	5.7%	0.6%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1200-1300	790	46.8%	6.3%	0.6%	13.3%	5.1%	3.8%	7.0%	1.3%	0.6%	1.3%	0.6%	0.6%	1.3%	0.0%	0.6%	4.4%	5.7%	0.6%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1300-1400	755	46.4%	6.0%	0.7%	13.2%	5.3%	4.0%	7.3%	1.3%	0.7%	1.3%	0.7%	0.7%	1.3%	0.0%	0.7%	4.6%	6.0%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1400-1500	690	47.1%	5.8%	0.7%	13.0%	5.1%	3.6%	7.2%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.3%	5.8%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1500-1600	715	46.9%	5.6%	0.7%	13.3%	4.9%	4.2%	7.7%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.2%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1600-1700	730	47.3%	5.5%	0.7%	13.0%	4.8%	4.1%	8.2%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.1%	5.5%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1700-1800	715	46.9%	5.6%	0.7%	12.6%	4.9%	4.2%	8.4%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.2%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1800-1900	700	46.4%	5.7%	0.7%	12.9%	5.0%	4.3%	7.9%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.3%	5.7%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	1900-2000	540	46.3%	5.6%	0.9%	13.0%	4.6%	3.7%	8.3%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.0%	0.9%	4.6%	5.6%	0.9%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	2000-2100	475	46.3%	5.3%	1.1%	12.6%	5.3%	4.2%	7.4%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	0.0%	1.1%	4.2%	5.3%	1.1%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	2100-2200	485	46.4%	6.2%	1.0%	12.4%	5.2%	4.1%	7.2%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	1.0%	4.1%	5.2%	1.0%	100.0%
Cha Kwo Ling Road	62	1	50	37	Y	2200-2300	400	45.0%	6.3%	1.3%	12.5%	5.0%	3.8%	7.5%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	0.0%	1.3%	3.8%	5.0%	1.3%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	2300-0000	200	47.5%	7.5%	0.0%	12.5%	5.0%	5.0%	7.5%	2.5%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0000-0100	40	50.0%	12.5%	0.0%	12.5%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0100-0200	35	57.1%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0200-0300	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0400-0500	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0500-0600	35	57.1%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0600-0700	130	42.3%	11.5%	0.0%	15.4%	7.7%	3.8%	3.8%	3.8%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	3.8%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0700-0800	330	37.9%	10.6%	1.5%	13.6%	6.1%	3.0%	4.5%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	3.0%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0800-0900	355	39.4%	11.3%	1.4%	14.1%	5.6%	2.8%	4.2%	2.8%	1.4%	2.8%	1.4%	1.4%	1.4%	0.0%	1.4%	4.2%	2.8%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0900-1000	335	38.8%	10.4%	1.5%	13.4%	6.0%	3.0%	4.5%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	3.0%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1000-1100	340	39.7%	10.3%	1.5%	13.2%	5.9%	2.9%	4.4%	2.9%	1.5%	2.9%	1.5%	1.5%	1.5%	0.0%	1.5%	4.4%	2.9%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1100-1200	370	40.5%	10.8%	1.4%	13.5%	5.4%	2.7%	5.4%	2.7%	1.4%	2.7%	1.4%	1.4%	1.4%	0.0%	1.4%	4.1%	2.7%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1200-1300	370	40.5%	10.8%	1.4%	13.5%	5.4%	2.7%	5.4%	2.7%	1.4%	2.7%	1.4%	1.4%	1.4%	0.0%	1.4%	4.1%	2.7%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1300-1400	350	40.0%	10.0%	1.4%	14.3%	5.7%	2.9%	5.7%	2.9%	1.4%	2.9%	1.4%	1.4%	1.4%	0.0%	1.4%	4.3%	1.4%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1400-1500	330	39.4%	9.1%	1.5%	13.6%	6.1%	3.0%	6.1%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1500-1600	335	40.3%	9.0%	1.5%	13.4%	6.0%	3.0%	6.0%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1600-1700	340	41.2%	8.8%	1.5%	13.2%	5.9%	2.9%	5.9%	2.9%	1.5%	2.9%	1.5%	1.5%	1.5%	0.0%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1700-1800	335	40.3%	9.0%	1.5%	13.4%	6.0%	3.0%	6.0%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1800-1900	330	39.4%	9.1%	1.5%	13.6%	6.1%	3.0%	6.1%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	1900-2000	255	39.2%	9.8%	2.0%	13.7%	5.9%	2.0%	5.9%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.0%	2.0%	3.9%	2.0%	2.0%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	2000-2100	230	39.1%	8.7%	2.2%	13.0%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	0.0%	2.2%	4.3%	2.2%	2.2%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	2100-2200	235	38.3%	8.5%	2.1%	12.8%	6.4%	2.1%	6.4%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	0.0%	2.1%	4.3%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	2200-2300	195	35.9%	7.7%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	0.0%	2.6%	5.1%	2.6%	2.6%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	2300-0000	95	42.1%	10.5%	0.0%	15.8%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0000-0100	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0100-0200	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0200-0300	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0400-0500	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0500-0600	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0600-0700	135	42.9%	14.3%	0.0%	14.3%	4.8%	0.0%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	0700-0800	280	37.5%	12.5%	1.8%	10.7%	5.4%	1.8%	3.6%	3.6%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	1.8%	5.4%	3.6%	1.8%	100.0%
Cha Kwo Ling Road	64	1	50	38	Y	0800-0900	300	38.3%	13.3%	1.7%	11.7%	5.0%	1.7%	3.3%	3.3%	1.7%	3.3%	1.7%	1.7%	1.7%	0.0%	1.7%	5.0%	3.3%	1.7%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	0900-1000	280	37.5%	12.5%	1.8%	10.7%	5.4%	1.8%	3.6%	3.6%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	1.8%	5.4%	3.6%	1.8%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	1000-1100	290	37.9%	12.1%	1.7%	12.1%	5.2%	1.7%	3.4%	3.4%	1.7%	3.4%	1.7%	1.7%	1.7%	0.0%	1.7%	5.2%	3.4%	1.7%	100.0%
Cha Kwo Ling Road	64	1	50	38	Y	1100-1200	320	39.1%	12.5%	1

Cha Kwo Ling Road	67	1	50	26	Y	1900-2000	255	39.2%	11.8%	2.0%	9.8%	3.9%	2.0%	3.9%	5.9%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.9%	2.0%	2.0%	100.0%
Cha Kwo Ling Road	67	1	50	26	Y	2000-2100	240	37.5%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	4.2%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	67	1	50	26	Y	2100-2200	240	37.5%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	4.2%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	67	1	50	28	Y	2200-2300	175	40.0%	11.4%	2.9%	11.4%	5.7%	2.9%	2.9%	5.7%	2.9%	2.9%	0.0%	0.0%	0.0%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	67	1	50	30	Y	2300-0000	85	47.1%	11.8%	0.0%	11.8%	5.9%	0.0%	5.9%	5.9%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0000-0100	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0100-0200	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0200-0300	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0400-0500	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0500-0600	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0600-0700	45	33.3%	22.2%	0.0%	11.1%	11.1%	0.0%	0.0%	11.1%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0700-0800	115	26.1%	13.0%	4.3%	13.0%	8.7%	4.3%	4.3%	8.7%	4.3%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0800-0900	120	29.2%	12.5%	4.2%	12.5%	8.3%	4.2%	4.2%	8.3%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	4.2%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0900-1000	120	29.2%	12.5%	4.2%	12.5%	8.3%	4.2%	4.2%	8.3%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	4.2%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	1000-1100	120	29.2%	16.7%	4.2%	12.5%	8.3%	4.2%	4.2%	4.2%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	4.2%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1100-1200	140	32.1%	21.4%	3.6%	10.7%	7.1%	3.6%	3.6%	3.6%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1200-1300	145	31.0%	20.7%	3.4%	10.3%	6.9%	3.4%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1300-1400	140	32.1%	25.0%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1400-1500	140	32.1%	25.0%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1500-1600	140	32.1%	28.6%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1600-1700	150	33.3%	30.0%	3.3%	10.0%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1700-1800	150	33.3%	30.0%	3.3%	10.0%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1800-1900	145	34.5%	27.6%	3.4%	10.3%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	1900-2000	115	30.4%	26.1%	4.3%	8.7%	4.3%	4.3%	4.3%	0.0%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2000-2100	105	28.6%	23.8%	4.8%	9.5%	4.8%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2100-2200	105	28.6%	23.8%	4.8%	9.5%	4.8%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2200-2300	90	27.8%	22.2%	5.6%	11.1%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2300-0000	30	50.0%	33.3%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0000-0100	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0100-0200	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0200-0300	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0400-0500	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0500-0600	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0600-0700	35	42.9%	28.6%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0700-0800	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0800-0900	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0900-1000	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1000-1100	110	31.8%	18.2%	4.5%	9.1%	4.5%	4.5%	4.5%	9.1%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1100-1200	135	33.3%	22.2%	3.7%	11.1%	3.7%	3.7%	3.7%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	3.7%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1200-1300	150	33.3%	20.0%	3.3%	10.0%	6.7%	3.3%	3.3%	6.7%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1300-1400	150	33.3%	23.3%	3.3%	10.0%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1400-1500	150	33.3%	23.3%	3.3%	10.0%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1500-1600	160	34.4%	25.0%	3.1%	9.4%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1600-1700	170	35.3%	26.5%	2.9%	8.8%	5.9%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1700-1800	170	35.3%	26.5%	2.9%	8.8%	5.9%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1800-1900	160	34.4%	25.0%	3.1%	9.4%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1900-2000	125	32.0%	24.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2000-2100	115	30.4%	21.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2100-2200	115	30.4%	21.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2200-2300	90	27.8%	22.2%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2300-0000	30	50.0%	33.3%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0000-0100	60	41.7%	8.3%	0.0%	8.3%	8.3%	0.0%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0100-0200	55	45.5%	9.1%	0.0%	9.1%	9.1%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0200-0300	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0300-0400	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0400-0500	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0500-0600	60	41.7%	8.3%	0.0%	16.7%	8.3%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	28	Y	0600-0700	155	45.2%	6.5%	0.0%	12.9%	6.5%	3.2%	3.2%	6.5%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	3.2%	3.2%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	0700-0800	370	41.9%	5.4%	1.4%	13.5%	5.4%	2.7%	4.1%	5.4%	1.4%	2.7%	0.0%	0.0%	0.0%	1.4%	1.4%	5.4%	4.1%	4.1%	0.0%	100.0%
Yan Wing Street	70	1	50	22	Y	0800-0900	400	42.5%	5.0%	1.3%	13.8%	5.0%	2.5%	3.8%	6.3%	1.3%	2.5%	0.0%	0.0%	0.0%	1.3%	1.3%	6.3%	3.8%	3.8%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	0900-1000	380	40.8%	5.3%	1.3%	13.2%	5.3%	2.6%	3.9%	6.6%	1.3%	2.6%	0.0%	0.0%	0.0%	1.3%	1.3%	6.6%	3.9%	3.9%	0.0%	100.0%
Yan Wing Street	70	1	50	22	Y	1000-1100	395	41.8%	7.6%	1.3%	12.7%	5.1%	2.5%	3.8%	6.3%	1.3%	2.5%	0.0%	0.0%	0.0%	1.3%	1.3%	6.3%	3.8%	2.5%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1100-1200	445	42.7%	7.9%	1.1%	13.5%	4.5%	2.2%	4.5%	5.6%	1.1%	2.2%	0.0%	0.0%	0.0%	1.1%	1.1%	5.6%	4.5%	2.2%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1200-1300	460	41.3%	8.7%	1.1%	12.0%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	4.3%	2.2%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1300-1400	455	40.7%	8.8%	1.1%	12.1%	4.4%	2.2%	4.4%	5.5%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.5%	4.4%	2.2%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1400-1500	440	38.6%	10.2%	1.1%	11.4%	4.5%	2.3%	4.5%	6.7%	1.1%	2.3%	1.1%	1.1%	1.1%	1.1%	5.7%	4.5%	2.3%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1500-1600	455	39.6%	11.0%	1.1%	11.0%	4.4%	2.2%	4.4%	5.5%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.5%	5.5%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	20	Y	1600-1700	465	39.8%	11.8%	1.1%	10.8%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	5.4%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1700-1800	460	39.1%	12.0%	1.1%	10.9%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	5.4%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1800-1900	450	38.9%	11.1%	1.1%	11.1%	4.4%	2.2%	4.4%	5.6%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.6%	5.6%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	1900-2000	355	38.0%	11.3%	1.4%	11.3%	4.2%	1.4%	4.2%	5.6%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	5.6%	5.6%	1.4%	1.4%	0.0%	100.0%
Yan Wing Street	70	1	50	25	Y	2000-2100	300	38.3%	10.0%	1.7%	11.7%	5.0%	1.7%	3.3%	5.0%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	5.0%	5.0%	1.7%	1.7%	0.0%	100.0%
Yan Wing Street	70	1	50	24	Y	2100-2200	310	38.7%	9.7%	1.6%	11.3%	4.8%	1.6%	4.8%	4.8%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	4.8%	4.8%	1.6%	1.6%	0.0%	100.0%
Yan Wing Street	70	1	50	26	Y	2200-2300	240	39.6%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	0.0%	0.0%	0.0%	2.1%	2.1%	6.3%	4.2%	2.1%	0.0%	100.0%
Yan Wing Street	70	1	50	29	Y	2300-0000	110	45.5%	9.1%	0.0%	13.6%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0100-0200	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0200-0300	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ka Wing Street	71	1	50	30	Y	0400-0500	5	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0600-0700	30	33.3%	0.0%	0.0%	50.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0700-0800	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0800-0900	110	18.2%	4.5%	4.5%	31.8%	13.6%	4.5%	4.5%	4.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0900-1000	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1000-1100	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1100-1200	110	22.7%	4.5%	4.5%	27.3%	13.6%	4.5%	4.5%	4.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1200-1300	120	20.8%	8.3%	4.2%	25.0%	12.5%	4.2%	4.2%	4.2%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	4.2%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1300-1400	100	25.0%	10.0%	5.0%	25.0%	15.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1400-1500	95	26.3%	10.5%	5.3%	26.3%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1500-1600	100	30.0%	10.0%	5.0%	25.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1600-1700	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1700-1800	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1800-1900	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1900-2000	70	28.6%	7.1%	7.1%	21.4%	14.3%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1

Road ID	Segment ID	X coordinate of endpoint 1	Y coordinate of endpoint 1	X coordinate of endpoint 2	Y coordinate of endpoint 2	Road height (mAG)	Physical Road width (m)	Road elevation (m)	Barrier 1 width (m)	Barrier 1 height (m)	Barrier 1 DCL (m)	Barrier 2 width (m)	Barrier 2 height (m)	Barrier 2 DCL (m)	Portal ID
1	1	842339.6395	817017.1269	842324.8792	817032.2		6.15								
1	1	842324.8792	817032.2	842256.4247	817102.1056		6.65								
1	1	842256.4247	817102.1056	842255.0634	817106.9792		6.65								
1	1	842255.0634	817106.9792	842245.1532	817116.8487		5.3								
2	2	842245.1532	817116.8487	842233.0699	817129.5574		5.25								
2	2	842233.0699	817129.5574	842227.5931	817131.8132		6.6								
2	2	842227.5931	817131.8132	842197.5755	817162.0575		6.6								
2	2	842197.5755	817162.0575	842182.547	817180.7128		6.65								
2	2	842182.547	817180.7128	842155.3505	817231.7886		6.75								
2	2	842155.3505	817231.7886	842148.0751	817245.4519		5.2								
3	3	842148.0751	817245.4519	842104.335	817328.8975		5.15								
4	4	842107.8994	817330.7423	842151.1011	817246.9265		5.15								
5	5	842151.1011	817246.9265	842158.7877	817233.4507		5.2								
5	5	842158.7877	817233.4507	842163.4835	817228.5632		6.75								
5	5	842163.4835	817228.5632	842186.4125	817184.3788		6.75								
5	5	842186.4125	817184.3788	842202.1373	817164.7896		6.65								
5	5	842202.1373	817164.7896	842235.3571	817131.8529		6.6								
5	5	842235.3571	817131.8529	842246.4743	817120.8303		5.25								
6	6	842246.4743	817120.8303	842258.0671	817109.0605		5.3								
6	6	842258.0671	817109.0605	842328.1914	817037.8654		6.65								
6	6	842328.1914	817037.8654	842329.9653	817034.6344		6.65								
6	6	842329.9653	817034.6344	842343.9811	817021.312		6.15								
7	7	842060.6644	817306.2372	842095.6789	817324.4059		6.7								
7	7	842095.6789	817324.4059	842107.7082	817330.6478		5.35								
8	8	842107.7082	817330.6478	842175.44	817365.6014		5.65								
9	9	842175.44	817365.6014	842186.4045	817371.2276		5.35								
9	9	842186.4045	817371.2276	842257.996	817407.9636		6.65								
9	9	842257.996	817407.9636	842323.7735	817441.7162		6.5								
9	9	842323.7735	817441.7162	842405.2333	817485.807		6.4								
9	9	842405.2333	817485.807	842469.4011	817535.2063		6.55								
9	9	842469.4011	817535.2063	842521.6933	817547.9497		5.15								
10	10	842063.738	817300.3109	842095.7116	817316.9017		6.7								
10	10	842095.7116	817316.9017	842097.7907	817320.3501		6.7								
10	10	842097.7907	817320.3501	842109.6964	817327.4118		5.35								
11	11	842109.6964	817327.4118	842176.7947	817363.0952		5.65								
12	12	842176.7947	817363.0952	842187.7032	817368.5882		5.35								
12	12	842187.7032	817368.5882	842193.0945	817368.3505		6.65								
12	12	842193.0945	817368.3505	842260.8627	817403.0184		6.65								
12	12	842260.8627	817403.0184	842326.4834	817437.1884		6.5								
12	12	842326.4834	817437.1884	842408.5153	817480.4191		6.4								
12	12	842408.5153	817480.4191	842496.8596	817525.5835		6.55								
12	12	842496.8596	817525.5835	842501.1547	817531.7268		6.55								
12	12	842501.1547	817531.7268	842525.7224	817544.7699		5.15								
13	13	842175.44	817365.6014	842205.5703	817309.8613		10.6								
13	13	842205.5703	817309.8613	842193.3857	817267.5318		7.4								
13	13	842193.3857	817267.5318	842148.0751	817245.4519		7.4								
14	14	842342.0505	817019.3823	842381.7228	817059.0373		7.25								
14	14	842381.7228	817059.0373	842405.5975	817057.9298		6.55								
14	14	842405.5975	817057.9298	842469.6834	816991.5486		7.25								
15	15	842342.0505	817019.3823	842302.6652	816982.5402		5.25								
16	16	842338.739	817022.3159	842299.0116	816985.2805		5.25								
17	17	842338.739	817022.3159	842380.7211	817063.8767		7.25								
17	17	842380.7211	817063.8767	842408.9139	817062.54		6.55								
17	17	842408.9139	817062.54	842473.118	816994.9055		7.25								
18	18	842433.2154	816868.9852	842386.6571	816916.8403		3.6								
18	18	842386.6571	816916.8403	842468.1825	816996.7023		6.75								
19	19	842468.1825	816996.7023	842508.9824	817038.8892		6.8								
20	20	842508.9824	817038.8892	842561.8069	817089.5727		6.75								
21	21	842561.8069	817089.5727	842602.4166	817126.2707		6.8								
21	21	842602.4166	817126.2707	842603.9694	817144.3036		7.4								
22	22	842434.9079	816870.5711	842390.8051	816915.4409		3.6								
22	22	842390.8051	816915.4409	842471.4592	816993.2818		6.75								
23	23	842471.4592	816993.2818	842514.1596	817035.0792		6.8								
24	24	842514.1596	817035.0792	842565.3451	817085.4643		6.75								
25	25	842565.3451	817085.4643	842606.8181	817126.6569		6.8								
25	25	842606.8181	817126.6569	842608.2949	817145.9811		7.4								
26	26	842417.067	817132.3963	842484.5996	817082.7455		5.4								
26	26	842484.5996	817082.7455	842512.1323	817033.0947		5.4								
27	27	842398.5138	817152.3066	842417.067	817132.3963		5.35								
28	28	842316.8446	817237.811	842357.6792	817195.0588		5.35								
28	28	842357.6792	817195.0588	842398.5138	817152.3066		5.35								
29	29	842316.8446	817237.811	842305.1698	817254.5895		5.1								
29	29	842305.1698	817254.5895	842307.5984	817275.08		5.5								
29	29	842307.5984	817275.08	842315.4635	817287.2611		5.45								
29	29	842315.4635	817287.2611	842327.3456	817294.2468		5.75								
30	30	842327.3456	817294.2468	842342.2468	817301.8586		5.4								
31	31	842342.2468	817301.8586	842391.5809	817327.0205		10.6								
32	32	842391.5809	817327.0205	842460.908	817363.2747		5.25								
33	33	842460.908	817363.2747	842484.0931	817374.6597		5.35								
33	33	842484.0931	817374.6597	842508.0557	817372.7191		5.3								
34	34	842508.0557	817372.7191	842563.498	817359.9021		5.35								
35	35	842507.7205	817369.867	842562.5464	817356.2053		5.35								
36	36	842462.277	817361.0447	842484.6947	817371.7435		5.35								
36	36	842484.6947	817371.7435	842507.7205	817369.867		5.3								
37	37	842393.4788	817323.3023	842462.277	817361.0447		10.5								
38	38	842344.1389	817298.0762	842393.4788	817323.3023		5.3								
39	39	842329.2435	817290.5287	842344.1389	817298.0762		5.4								
40	40	842329.2435	817290.5287	842317.5307	817283.8753		5.75								
40	40	842317.5307	817283.8753	842310.3864	817273.6886		5.45								
40	40	842310.3864	817273.6886	842398.0945	817254.7587		5.5								
40	40	842398.0345	817254.7587	842318.6185	817239.5752		5.1								
41	41	842318.6185	817239.5752	842359.7026	817197.0648		5.35								
41	41	842359.7026	817197.0648	842400.7867	817154.5543		5.35								
42	42	842400.7867	817154.5543	842419.6471	817135.0988		5.35								
43	43	842419.6471	817135.0988	842467.5344	817085.7102		5.4								
43	43	842467.5344	817085.7102	842515.4217	817036.3215		5.4								
44	44	842452.7089	817163.676	842411.2139	817206.9198		4.4								
44	44	842411.2139	817206.9198	842369.7189	817250.1635		4.4								
44	44	842369.7189	817250.1635	842341.4186	817301.4355		4.6								
45	45	842344.2557	817302.8832	842371.8755	817251.7748		4.6								
45	45	842371.8755	817251.7748	842413.4563	817208.8317		4.4								
45	45	842413.4563	817208.8317	842455.0372	817165.8885		4.4								
46	46	842451.1538	817166.0673	842416.283	817133.2376		5.35								
47	47	842451.1538	817166.0673	842474.1923	817189.2849		5.35								
47	47	842474.1923	817189.2849	842479.0053	817203.2917		5.4								
47	47	842479.0053	817203.2917	842476.8707	817219.0538		5.4								
47	47	842476.8707	817219.0538	842444.1732	817253.6467		5.35								
47	47	842444.1732	817253.6467	842411.4758	817288.2395		5.35								
47	47	842411.4758	817288.2395	842390.1415	817326.2863		5.35								
48	48	842453.238	817164.1684	842477.13	817187.0358		5.35								
48	48	842477.13	817187.0358	842482.0814	817202.6014		5.4								
48	48	842482.0814	817202.6014	842479.0679	817220.8735		5.4								
48	48	842479.0679	817220.8735	842446.5131	817255.5791		5.35								
48	48	842446.5131	817255.5791	842413.9582	817290.2848		5.35								
48	48	842413.9582	817290.2848	842393.5269	817328.0392		5.35								
49	49	842453.238	817164.1684	842417.9537	817131.47		5.35								
50	50	842400.7867	817154.5543	842375.1042	817130.1314		6.1								
50	50	842375.1042	817130.1314	842363.3041	817127.5787		6.1								
50	50	842363.3041	817127.5787	842353.2728	817130.1979		6.1								
50	50	842353.2728	817130.1979	842318.1416	817167.1792		6.3								
50	50	842318.1416	817167.1792	842283.0104	817204.1606		6.3								
51	51	842318.6462	817326.9621	842246.033	817292.6583		7								
51	51	842246.033	817292.6583	842236.6838	817277.6603		7.2								
51	51	842236.6838	817277.6603	842235.1143	817262.0526		6.2								
51	51	842235.1143	817262.0526	842246.8075	817242.2066		6.2								
51	51	842246.8075	817242.2066	842283.0104	817204.1606		6.2								
52	52	842283.0104	817204.1606	842318.6185	817239.5752		6.5								
53	53	842329.2435	817290.5287	842310.6462	817326.9621		8.9								
54	54	842310.6462	817326.9621	842433.9449	817390.0112		7.5								
54	54	842433.9449	817390.0112	842446.5305	817386.6935		7.5								
54	54	842446.5305	817386.6935	842462.277	817361.0447		7.2								
55	55	842573.5411	817470.7109	842594.2349	817432.3433		7.5								
55	55	842504.2349	817432.3433	842507.4222	817369.8913		6.3								
56	56	842575.0384	817202.6069	842603.9694	817144.3036		6.7								
57	57	842575.0384	817202.6069	842548.3477	817258.0018		6.7								
57	57	842548.3477	817258.0018	842543.9827	817288.3013		7.7								
57	57	842543.9827	817288.3013	842559.9551	817358.5898		6.55								
58	58	842558.9351	817358.5898	842572.8933	817412.7962		6.65								
59	59	842572.8933	817412.7962	842575.4519	817440.9477		8.2								
59	59	842575.4519	817440.9477	842569.6379	817468.6201		7.6								
60	60	842569.6379	817468.6201	842513.3692	817542.1259		6.5								
61	61	842519.3692	817542.1259	842433.2106	817672.2303		6.8								
62	62	842525.2687	817545.4726	842498.6251	817587.0714		8.25								
62	62	842498.6251	817587.0714	842458.7469	817649.9288		6.8								
63	63	842573.5411	817470.7109	842525.2687	817545.4726		6.5								
64	64	842580.0842	817411.255	842582.1448	817441.7546		7.6								
64	64	842582.1448	817441.7546	842573.5411	817470.7109		8.2								
65	65	842562.9262	817358.1295	842580.0842	817411.255		6.65								
66	66	842562.9262	817358.1295	842548.9484	817287.3098		6.55								
66	66	842548.9484	817287.3098	842553.2465	817257.8472		7.7								
66	66	842553.2465	817257.8472	842580.4758	817205.2549		6.7								
67	67	842580.4758	817205.2549	842608.2949	817145.9811		6.7								
68	68	842560.5343	817096.3299	842580.2296	817079.9152		2.7								
68	68	842580.2296	817079.9152	842614.0334	817046.2474		5.75								
68	68	842614.0334	817046.2474	842626.2793	817047.9385		4.05								
69	69	842626.2793	817047.9385	842613.8301	817035.2812		3.9								
69	69	842613.8301	817035.2812	842597.6975	817036.6869		4.2								
69	69	842597.6975	817036.6869	842554.17	817082.1417		3.7								
70	70	842648.5439	817238.4031	842611.7912	817220.505		5.1								
70	70	842611.7912	817220.505	842575.0384	817202.6069		5.1								
71	71	842638.0557	817348.9906	842587.6344	817358.2843		7.2								
71	71	842587.6344	817358.2843	842569.1149	817279.3975		10.1								
71	71	842569.1149	817279.3975	842636.3445	817261.8378		8.1								
71	71	842636.3445	817261.8378	842646.5439	817238.4031		7.5								
72	72	842618.5192	817404.5467	842573.2369	817416.5786		6.75								
73	73	842621.7338	817396.855	842571.5422	817407.5493		6.75								
74	74	842156.47	817222.39	842146.38	817217.23		12	4.4							

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Start Profile	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium Goods Vehicles<=15t	07 - Medium Goods Vehicles15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles>24t	18 - Non-franchised Bus >24t
	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
Y	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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JIANG Kevin

From: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Sent: Wednesday, April 23, 2025 5:40 PM
To: JIANG Kevin
Cc: KWOK Edmund; Wai Yan FUNG
Subject: Re: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Kevin,

I refer to your emails dated 6 Feb and 22 Apr 2025 regarding the above subject.

Please note that I have no in-principle comment on the methodology of traffic forecast solely for Air Quality and Noise Impact Assessment from a district traffic engineering viewpoint.

Regards,
Candy Lau
EK/LT, TEK, TD
Tel: 2399 2502

From: "JIANG Kevin" [redacted]
To: "Candy Lai Yu LAU" <laiyulau@td.gov.hk>
Cc: "KWOK Edmund" [redacted]
Date: 22/04/2025 02:25 PM
Subject: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

Further to our telephone conversation, please find the attached Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you very much.

Kind Regards

Kevin Jiang
Principal Traffic Engineer
Tel: [redacted] • Gen: +852 2529 7037 • Fax: +852 2527 8490

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From: JIANG Kevin
Sent: Thursday, February 6, 2025 11:45 AM
To: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Cc: KWOK Edmund [redacted]
Subject: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

For the Section 16 Planning Application (A/K15/132) in No.4 Tung Yuen Street, Yau Tong, Kowloon, we are pleased to submit herewith the revised Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you for your kind attention.

Kind Regards

Kevin Jiang
Tel: [redacted] • Gen: +852 2529 7037 • Fax: +852 2527 8490

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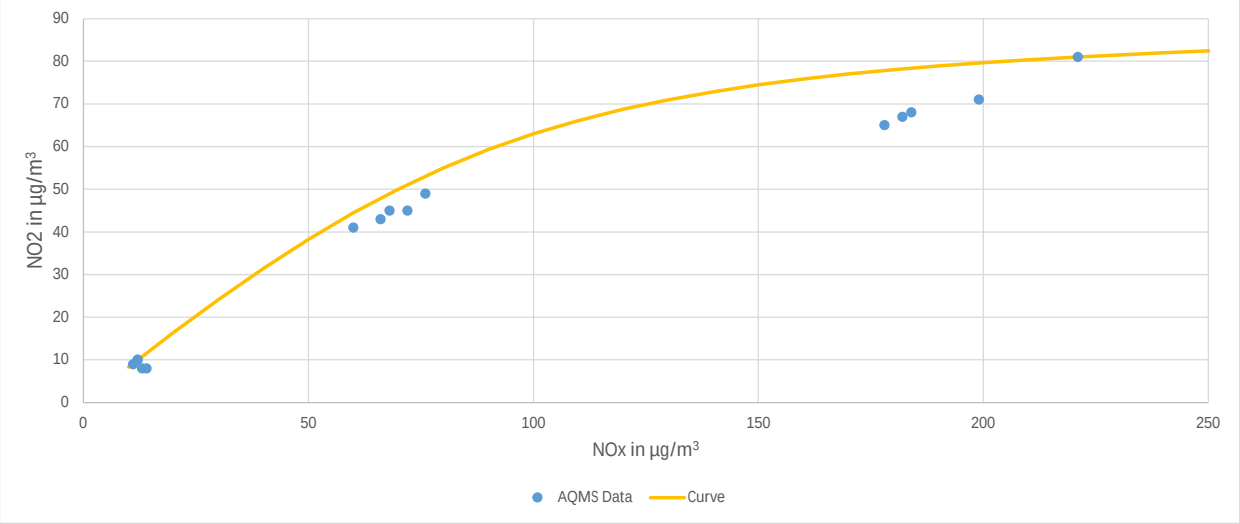
Appendix 2.12 Details of Jenkin Method extracted from Smart Air Modelling Platform (SAMP v2.1)

AQMS Data of the Past 5 Years				
Year	Station	NO2 (ug/m3)	NOx (ug/m3)	Conversion
2019	KWUN TONG	45	72	51.1
2020	KWUN TONG	43	66	47.9
2021	KWUN TONG	49	76	53.1
2022	KWUN TONG	45	68	49.0
2023	KWUN TONG	41	60	44.4
2019	TAP MUN	10	12	10.0
2020	TAP MUN	9	11	9.2
2021	TAP MUN	10	12	10.0
2022	TAP MUN	8	13	10.8
2023	TAP MUN	8	14	11.6
2019	CAUSEWAY BAY	81	221	81.0
2020	CAUSEWAY BAY	68	184	78.4
2021	CAUSEWAY BAY	71	199	79.6
2022	CAUSEWAY BAY	65	178	77.8
2023	CAUSEWAY BAY	67	182	78.2

OX	90.3
J/K	16.06



Appendix 2.13 Predicted Air Quality Impact Assessment Results

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=40)
	Easting	Northing													
D01_GF	842121	817283	4.4	G	1.5	5.9	97.9	44.3	24.5	50.3	19.6	28.9	11.6	22.8	6.9
D01_L1	842121	817283	4.4	L1	5.50	9.90	90.9	39.5	20.8	50.0	19.5	28.7	11.5	22.8	6.8
D01_L2	842121	817283	4.4	L2	10.00	14.40	89.1	36.6	17.3	49.9	19.8	28.6	11.5	22.8	6.8
D01_1F	842121	817283	4.4	1	18.20	22.60	89.2	36.0	16.6	49.8	19.7	28.6	11.5	22.7	6.8
D01_2F	842121	817283	4.4	2	21.30	25.70	89.2	35.5	16.5	49.7	19.6	28.6	11.5	22.7	6.8
D01_3F	842121	817283	4.4	3	24.40	28.80	89.7	35.7	16.5	49.7	19.8	28.6	11.5	22.7	6.8
D01_4F	842121	817283	4.4	4	27.50	31.90	90.8	35.8	16.5	49.7	19.9	28.6	11.5	22.7	6.8
D01_5F	842121	817283	4.4	5	30.60	35.00	89.9	35.7	16.4	49.7	19.6	28.6	11.5	22.7	6.8
D01_6F	842121	817283	4.4	6	33.70	38.10	89.8	35.9	16.3	49.6	19.4	28.6	11.4	22.7	6.8
D01_7F	842121	817283	4.4	7	36.80	41.20	89.4	36.1	16.2	49.6	19.2	28.5	11.3	22.7	6.8
D01_8F	842121	817283	4.4	8	39.90	44.30	86.9	36.2	16.0	49.5	19.1	28.5	11.3	22.7	6.8
D01_9F	842121	817283	4.4	9	43.00	47.40	86.0	36.0	15.8	49.5	19.0	28.5	11.3	22.7	6.8
D01_10F	842121	817283	4.4	10	46.10	50.50	85.8	35.8	15.6	49.5	18.9	28.5	11.2	22.7	6.8
D01_11F	842121	817283	4.4	11	49.20	53.60	85.8	35.8	15.4	49.5	18.9	28.5	11.2	22.7	6.8
D01_12F	842121	817283	4.4	12	52.30	56.70	86.0	35.6	15.2	49.4	18.8	28.5	11.2	22.7	6.8
D01_13F	842121	817283	4.4	13	55.40	59.80	86.1	35.3	15.0	49.4	18.8	28.5	11.2	22.7	6.8
D01_14F	842121	817283	4.4	14	58.50	62.90	85.8	35.1	14.9	49.4	18.8	28.5	11.2	22.7	6.8
D01_15F	842121	817283	4.4	15	61.60	66.00	85.9	35.0	14.7	49.4	18.7	28.5	11.2	22.7	6.8
D01_17F	842121	817283	4.4	17	67.80	72.20	86.1	35.0	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D01_19F	842121	817283	4.4	19	74.00	78.40	86.3	34.9	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D01_22F	842121	817283	4.4	22	83.40	87.80	86.3	34.8	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D01_25F	842121	817283	4.4	25	92.85	97.25	87.0	34.8	14.0	49.4	18.7	28.5	11.1	22.7	6.8
D02_GF	842128	817270	4.4	G	1.5	5.9	97.4	44.1	24.6	50.4	19.6	28.9	11.6	22.8	6.9
D02_L1	842128	817270	4.4	L1	5.50	9.90	90.4	39.8	20.9	50.1	19.6	28.7	11.5	22.8	6.8
D02_L2	842128	817270	4.4	L2	10.00	14.40	89.2	36.6	17.4	50.0	20.0	28.6	11.6	22.8	6.8
D02_1F	842128	817270	4.4	1	18.20	22.60	89.3	36.2	16.8	49.9	20.0	28.6	11.6	22.8	6.8
D02_2F	842128	817270	4.4	2	21.30	25.70	89.2	36.0	16.8	49.8	19.8	28.6	11.5	22.8	6.8
D02_3F	842128	817270	4.4	3	24.40	28.80	91.3	35.9	16.8	49.8	20.1	28.6	11.6	22.7	6.8
D02_4F	842128	817270	4.4	4	27.50	31.90	91.8	36.6	16.8	49.8	20.3	28.6	11.7	22.7	6.8
D02_5F	842128	817270	4.4	5	30.60	35.00	91.2	36.4	16.7	49.8	20.0	28.6	11.6	22.7	6.8
D02_6F	842128	817270	4.4	6	33.70	38.10	90.9	36.3	16.6	49.7	19.7	28.6	11.5	22.7	6.8
D02_7F	842128	817270	4.4	7	36.80	41.20	89.5	36.1	16.4	49.6	19.4	28.6	11.4	22.7	6.8
D02_8F	842128	817270	4.4	8	39.90	44.30	89.5	35.8	16.2	49.6	19.2	28.5	11.3	22.7	6.8
D02_9F	842128	817270	4.4	9	43.00	47.40	87.0	35.7	16.0	49.5	19.0	28.5	11.3	22.7	6.8
D02_10F	842128	817270	4.4	10	46.10	50.50	86.4	35.7	15.7	49.5	18.9	28.5	11.2	22.7	6.8
D02_11F	842128	817270	4.4	11	49.20	53.60	86.1	35.7	15.5	49.5	18.9	28.5	11.2	22.7	6.8
D02_12F	842128	817270	4.4	12	52.30	56.70	86.1	35.8	15.3	49.4	18.8	28.5	11.2	22.7	6.8
D02_13F	842128	817270	4.4	13	55.40	59.80	86.8	35.9	15.1	49.4	18.8	28.5	11.2	22.7	6.8
D02_14F	842128	817270	4.4	14	58.50	62.90	86.3	36.1	15.0	49.4	18.7	28.5	11.2	22.7	6.8
D02_15F	842128	817270	4.4	15	61.60	66.00	86.4	35.9	14.8	49.4	18.7	28.5	11.2	22.7	6.8
D02_17F	842128	817270	4.4	17	67.80	72.20	86.6	35.0	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D02_19F	842128	817270	4.4	19	74.00	78.40	86.7	34.9	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D02_22F	842128	817270	4.4	22	83.40	87.80	86.8	34.8	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D02_25F	842128	817270	4.4	25	92.85	97.25	87.8	34.7	14.0	49.4	18.6	28.5	11.1	22.7	6.8
D03_GF	842134	817259	4.4	G	1.5	5.9	97.9	44.1	24.8	50.4	19.7	28.9	11.6	22.8	6.9
D03_L1	842134	817259	4.4	L1	5.50	9.90	90.6	39.9	21.1	50.1	19.7	28.8	11.6	22.8	6.8
D03_L2	842134	817259	4.4	L2	10.00	14.40	89.6	36.6	17.6	50.1	20.3	28.7	11.7	22.8	6.8
D03_1F	842134	817259	4.4	1	18.20	22.60	89.4	36.1	17.0	50.0	20.3	28.6	11.7	22.8	6.8
D03_2F	842134	817259	4.4	2	21.30	25.70	89.4	36.7	17.1	49.9	20.0	28.6	11.6	22.8	6.8
D03_3F	842134	817259	4.4	3	24.40	28.80	91.3	37.0	17.1	50.0	20.4	28.6	11.7	22.8	6.8
D03_4F	842134	817259	4.4	4	27.50	31.90	91.6	37.7	17.1	50.0	20.9	28.6	11.8	22.8	6.8
D03_5F	842134	817259	4.4	5	30.60	35.00	91.3	37.8	17.0	49.9	20.5	28.6	11.7	22.8	6.8
D03_6F	842134	817259	4.4	6	33.70	38.10	90.8	37.4	16.8	49.8	20.0	28.6	11.6	22.7	6.8
D03_7F	842134	817259	4.4	7	36.80	41.20	89.6	36.9	16.6	49.7	19.6	28.6	11.5	22.7	6.8
D03_8F	842134	817259	4.4	8	39.90	44.30	89.6	36.4	16.4	49.6	19.3	28.5	11.4	22.7	6.8
D03_9F	842134	817259	4.4	9	43.00	47.40	89.4	36.1	16.1	49.5	19.1	28.5	11.3	22.7	6.8
D03_10F	842134	817259	4.4	10	46.10	50.50	87.0	36.0	15.9	49.5	18.9	28.5	11.2	22.7	6.8
D03_11F	842134	817259	4.4	11	49.20	53.60	87.0	36.0	15.6	49.5	18.9	28.5	11.2	22.7	6.8
D03_12F	842134	817259	4.4	12	52.30	56.70	86.5	36.0	15.4	49.4	18.8	28.5	11.2	22.7	6.8
D03_13F	842134	817259	4.4	13	55.40	59.80	86.6	36.1	15.2	49.4	18.8	28.5	11.2	22.7	6.8
D03_14F	842134	817259	4.4	14	58.50	62.90	86.7	36.2	15.0	49.4	18.7	28.5	11.2	22.7	6.8
D03_15F	842134	817259	4.4	15	61.60	66.00	86.8	36.3	14.9	49.4	18.7	28.5	11.2	22.7	6.8
D03_17F	842134	817259	4.4	17	67.80	72.20	87.0	35.6	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D03_19F	842134	817259	4.4	19	74.00	78.40	87.1	34.9	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D03_22F	842134	817259	4.4	22	83.40	87.80	87.1	34.8	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D03_25F	842134	817259	4.4	25	92.85	97.25	88.3	34.7	14.0	49.4	18.6	28.5	11.1	22.7	6.8
D04_GF	842140	817247	4.4	G	1.5	5.9	98.5	43.3	24.7	50.4	19.7	28.9	11.6	22.8	6.9
D04_L1	842140	817247	4.4	L1	5.50	9.90	91.4	39.3	21.1	50.1	19.8	28.8	11.6	22.8	6.9
D04_L2	842140	817247	4.4	L2	10.00	14.40	91.2	36.4	17.6	51.4	20.7	28.7	11.8	22.8	6.8
D04_1F	842140	817247	4.4	1	18.20	22.60	89.6	36.3	17.3	51.6	21.1	28.7	11.9	22.8	6.8
D04_2F	842140	817247	4.4	2	21.30	25.70	90.2	36.3	17.3	49.9	20.1	28.6	11.6	22.8	6.8
D04_3F	842140	817247	4.4	3	24.40	28.80	91.7	36.5	17.4	50.8	20.7	28.6	11.8	22.8	6.8
D04_4F	842140	817247	4.4	4	27.50	31.90	92.1	36.7	17.3	51.8	22.1	28.9	12.2	22.8	6.8
D04_5F	842140	817247	4.4	5	30.60	35.00	92.1	37.0	17.2	51.7	21.8	28.7	12.1	22.8	6.8
D04_6F	842140	817247	4.4	6	33.70	38.10	91.8	37.4	17.1	51.1	20.6	28.6	11.8	22.8	6.8
D04_7F	842140	817247	4.4	7	36.80	41.20	90.4	37.7	16.8	49.7	19.8	28.6	11.5	22.8	6.8
D04_8F	842140	817247	4.4	8	39.90	44.30	90.2	37.7	16.5	49.6	19.3	28.5	11.4	22.7	6.8
D04_9F	842140	817247	4.4	9	43.00	47.40	89.4	37.4	16.2	49.5	19.1	28.5	11.3	22.7	6.8
D04_10F	842140	817247	4.4	10	46.10	50.50	88.4	37.2	16.0	49.5	18.9	28.5	11.2	22.7	6.8
D04_11F	842140	817247	4.4	11	49.20	53.60	87.1	36.9	15.7	49.4	18.9	28.5	11.2	22.7	6.8
D04_12F	842140	817247	4.4	12	52.30	56.70	87.1	36.5	15.5	49.4	18.8	28.5	11.2	22.7	6.8
D04_13F	842140	817247	4.4	13	55.40	59.80	86.8	36.5	15.3	49.4	18.8	28.5	11.2	22.7	6.8
D04_14F	842140	817247	4.4	14	58.50	62.90	87.0	36.4	15.1	49.4	18.7	28.5	11.2	22.7	6.8
D04_15F	842140	817247	4.4	15	61.60	66.00	87.1	36.1	14.9	49.4	18.7	28.5	11.2	22.7	6.8
D04_17F	842140	817247	4.4	17	67.80	72.20	87.1	35.7	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D04_19F	842140	817247	4.4	19	74.00	78.40	87.1	35.2	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D04_22F	842140	817247	4.4	22	83.40	87.80	87.1	34.9	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D04_25F	842140	817247	4.4	25	92.85	97.25	88.8	34.7	14.1	49.4	18.6	28.5	11.1	22.6	6.8

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ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=40)
	Easting	Northing													
D05_GF	842125	817239	4.4	G	1.5	5.9	90.3	37.4	20.1	50.6	19.7	28.8	11.5	22.8	6.9
D05_L1	842125	817239	4.4	L1	5.50	9.90	90.5	37.3	19.5	50.3	20.0	28.8	11.6	22.8	6.9
D05_L2	842125	817239	4.4	L2	10.00	14.40	91.7	37.0	18.1	51.0	21.1	28.8	11.9	22.8	6.8
D05_1F	842125	817239	4.4	1	18.20	22.60	91.4	37.8	17.8	50.9	22.1	28.7	12.2	22.8	6.8
D05_2F	842125	817239	4.4	2	21.30	25.70	91.9	38.8	18.0	49.8	20.1	28.6	11.7	22.8	6.8
D05_3F	842125	817239	4.4	3	24.40	28.80	92.6	39.1	18.1	50.2	20.6	28.6	11.8	22.8	6.8
D05_4F	842125	817239	4.4	4	27.50	31.90	94.3	39.7	18.1	59.9	26.2	29.9	13.4	22.8	6.8
D05_5F	842125	817239	4.4	5	30.60	35.00	94.2	39.9	18.0	54.9	25.2	29.0	13.1	22.8	6.8
D05_6F	842125	817239	4.4	6	33.70	38.10	92.9	39.7	17.7	50.0	21.4	28.7	12.0	22.8	6.8
D05_7F	842125	817239	4.4	7	36.80	41.20	93.3	39.8	17.4	49.7	19.9	28.6	11.6	22.8	6.8
D05_8F	842125	817239	4.4	8	39.90	44.30	92.6	39.3	17.0	49.6	19.3	28.5	11.4	22.8	6.8
D05_9F	842125	817239	4.4	9	43.00	47.40	91.6	38.5	16.7	49.5	19.1	28.5	11.3	22.8	6.8
D05_10F	842125	817239	4.4	10	46.10	50.50	90.9	37.9	16.3	49.5	18.9	28.5	11.3	22.7	6.8
D05_11F	842125	817239	4.4	11	49.20	53.60	89.4	37.4	16.0	49.5	18.8	28.5	11.2	22.7	6.8
D05_12F	842125	817239	4.4	12	52.30	56.70	87.7	37.0	15.7	49.4	18.8	28.5	11.2	22.7	6.8
D05_13F	842125	817239	4.4	13	55.40	59.80	89.3	36.7	15.4	49.4	18.8	28.5	11.2	22.7	6.8
D05_14F	842125	817239	4.4	14	58.50	62.90	89.1	36.2	15.2	49.4	18.7	28.5	11.2	22.7	6.8
D05_15F	842125	817239	4.4	15	61.60	66.00	89.3	36.2	15.0	49.4	18.7	28.5	11.2	22.7	6.8
D05_17F	842125	817239	4.4	17	67.80	72.20	89.4	35.7	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D05_19F	842125	817239	4.4	19	74.00	78.40	89.3	35.3	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D05_22F	842125	817239	4.4	22	83.40	87.80	88.5	34.9	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D05_25F	842125	817239	4.4	25	92.85	97.25	89.1	34.6	14.1	49.4	18.6	28.5	11.1	22.6	6.8
D06_GF	842111	817232	4.4	G	1.5	5.9	90.6	37.0	18.8	50.7	19.9	28.9	11.6	22.8	6.9
D06_L1	842111	817232	4.4	L1	5.50	9.90	90.5	37.3	18.6	50.8	20.5	28.9	11.7	22.8	6.9
D06_L2	842111	817232	4.4	L2	10.00	14.40	91.5	37.4	18.2	55.1	24.0	29.8	12.8	22.8	6.9
D06_1F	842111	817232	4.4	1	18.20	22.60	93.0	41.0	18.7	54.8	24.3	29.7	12.9	22.8	6.8
D06_2F	842111	817232	4.4	2	21.30	25.70	93.3	42.3	19.0	51.6	20.9	28.9	11.9	22.8	6.8
D06_3F	842111	817232	4.4	3	24.40	28.80	94.0	42.4	19.1	54.6	23.4	29.7	12.7	22.8	6.8
D06_4F	842111	817232	4.4	4	27.50	31.90	95.8	42.2	19.0	**89.2**	**40.7**	**35.7**	**17.7**	22.8	6.8
D06_5F	842111	817232	4.4	5	30.60	35.00	95.5	41.2	18.8	70.1	31.8	32.7	15.1	22.8	6.8
D06_6F	842111	817232	4.4	6	33.70	38.10	95.8	40.8	18.4	52.4	22.6	29.1	12.4	22.8	6.8
D06_7F	842111	817232	4.4	7	36.80	41.20	96.3	40.5	18.0	51.0	20.2	28.8	11.7	22.8	6.8
D06_8F	842111	817232	4.4	8	39.90	44.30	94.4	39.9	17.5	49.7	19.4	28.6	11.4	22.8	6.8
D06_9F	842111	817232	4.4	9	43.00	47.40	94.1	39.7	17.1	49.6	19.1	28.6	11.3	22.8	6.8
D06_10F	842111	817232	4.4	10	46.10	50.50	94.0	39.5	16.6	49.5	18.9	28.5	11.3	22.8	6.8
D06_11F	842111	817232	4.4	11	49.20	53.60	94.0	38.6	16.3	49.5	18.8	28.5	11.2	22.7	6.8
D06_12F	842111	817232	4.4	12	52.30	56.70	94.1	37.9	15.9	49.5	18.8	28.5	11.2	22.7	6.8
D06_13F	842111	817232	4.4	13	55.40	59.80	93.4	37.1	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D06_14F	842111	817232	4.4	14	58.50	62.90	92.1	36.6	15.4	49.5	18.7	28.5	11.2	22.7	6.8
D06_15F	842111	817232	4.4	15	61.60	66.00	90.4	36.3	15.2	49.5	18.7	28.5	11.2	22.7	6.8
D06_17F	842111	817232	4.4	17	67.80	72.20	90.1	35.9	14.8	49.4	18.7	28.5	11.1	22.7	6.8
D06_19F	842111	817232	4.4	19	74.00	78.40	90.0	35.7	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D06_22F	842111	817232	4.4	22	83.40	87.80	89.3	35.4	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D06_25F	842111	817232	4.4	25	92.85	97.25	89.3	34.7	14.1	49.4	18.6	28.5	11.1	22.6	6.8
D07_GF	842097	817225	4.4	G	1.5	5.9	90.7	37.0	18.3	51.3	20.4	29.0	11.7	22.9	6.9
D07_L1	842097	817225	4.4	L1	5.50	9.90	90.8	37.3	18.3	51.9	21.5	29.4	12.0	22.8	6.9
D07_L2	842097	817225	4.4	L2	10.00	14.40	91.8	38.4	18.5	59.1	25.8	31.1	13.3	22.8	6.9
D07_1F	842097	817225	4.4	1	18.20	22.60	95.4	46.1	20.5	58.6	24.4	29.4	13.0	22.8	6.9
D07_2F	842097	817225	4.4	2	21.30	25.70	97.2	47.6	21.0	55.3	22.4	29.2	12.4	22.8	6.9
D07_3F	842097	817225	4.4	3	24.40	28.80	101.8	47.6	20.9	60.1	24.8	30.5	13.1	22.8	6.9
D07_4F	842097	817225	4.4	4	27.50	31.90	102.9	47.6	20.4	68.1	28.5	32.9	14.2	22.8	6.9
D07_5F	842097	817225	4.4	5	30.60	35.00	104.4	46.0	19.8	62.7	26.5	31.1	13.6	22.8	6.8
D07_6F	842097	817225	4.4	6	33.70	38.10	102.4	42.5	19.1	56.2	23.0	29.2	12.5	22.8	6.8
D07_7F	842097	817225	4.4	7	36.80	41.20	101.5	40.5	18.5	52.2	20.6	29.0	11.8	22.8	6.8
D07_8F	842097	817225	4.4	8	39.90	44.30	102.3	40.6	17.9	50.2	19.6	28.7	11.5	22.8	6.8
D07_9F	842097	817225	4.4	9	43.00	47.40	101.1	40.5	17.4	49.8	19.2	28.6	11.4	22.8	6.8
D07_10F	842097	817225	4.4	10	46.10	50.50	98.1	39.9	16.9	49.6	19.0	28.6	11.3	22.7	6.8
D07_11F	842097	817225	4.4	11	49.20	53.60	99.3	38.9	16.5	49.6	18.9	28.6	11.2	22.7	6.8
D07_12F	842097	817225	4.4	12	52.30	56.70	97.2	37.8	16.1	49.5	18.8	28.5	11.2	22.7	6.8
D07_13F	842097	817225	4.4	13	55.40	59.80	96.4	37.1	15.8	49.5	18.8	28.5	11.2	22.7	6.8
D07_14F	842097	817225	4.4	14	58.50	62.90	92.3	36.7	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D07_15F	842097	817225	4.4	15	61.60	66.00	92.3	36.4	15.3	49.5	18.7	28.5	11.2	22.7	6.8
D07_17F	842097	817225	4.4	17	67.80	72.20	90.8	35.9	15.0	49.5	18.7	28.5	11.2	22.7	6.8
D07_19F	842097	817225	4.4	19	74.00	78.40	89.9	35.8	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D07_22F	842097	817225	4.4	22	83.40	87.80	89.2	35.3	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D07_25F	842097	817225	4.4	25	92.85	97.25	89.2	34.5	14.1	49.4	18.6	28.5	11.1	22.6	6.8
D08_GF	842083	817218	4.4	G	1.5	5.9	90.4	38.2	18.1	52.5	21.5	29.1	12.0	22.9	6.9
D08_L1	842083	817218	4.4	L1	5.50	9.90	90.6	38.1	18.2	54.3	22.8	29.8	12.4	22.8	6.9
D08_L2	842083	817218	4.4	L2	10.00	14.40	92.7	40.8	19.4	57.1	24.6	30.3	13.0	22.8	6.9
D08_1F	842083	817218	4.4	1	18.20	22.60	136.1	56.6	**25.6**	55.8	22.8	29.2	12.6	22.9	6.9
D08_2F	842083	817218	4.4	2	21.30	25.70	**145.2**	**58.1**	25.5	55.9	22.5	29.2	12.5	**23.0**	**6.9**
D08_3F	842083	817218	4.4	3	24.40	28.80	143.9	55.0	24.2	57.4	22.9	29.6	12.6	22.9	6.9
D08_4F	842083	817218	4.4	4	27.50	31.90	129.2	51.1	22.5	58.1	23.2	29.8	12.6	22.9	6.9
D08_5F	842083	817218	4.4	5	30.60	35.00	120.5	48.3	21.0	56.4	22.6	29.6	12.4	22.9	6.8
D08_6F	842083	817218	4.4	6	33.70	38.10	115.2	46.1	19.8	54.2	21.5	28.9	12.1	22.8	6.8
D08_7F	842083	817218	4.4	7	36.80	41.20	108.4	44.8	18.9	51.8	20.5	28.8	11.8	22.8	6.8
D08_8F	842083	817218	4.4	8	39.90	44.30	106.4	42.2	18.2	50.6	19.7	28.8	11.5	22.8	6.8
D08_9F	842083	817218	4.4	9	43.00	47.40	104.3	40.4	17.7	50.0	19.3	28.7	11.4	22.7	6.8
D08_10F	842083	817218	4.4	10	46.10	50.50	104.0	39.7	17.2	49.8	19.1	28.6	11.3	22.7	6.8
D08_11F	842083	817218	4.4	11	49.20	53.60	103.5	38.7	16.8	49.6	18.9	28.6	11.3	22.7	6.8
D08_12F	842083	817218	4.4	12	52.30	56.70	104.2	38.1	16.5	49.6	18.9	28.6	11.2	22.7	6.8
D08_13F	842083	817218	4.4	13	55.40	59.80	104.1	37.7	16.2	49.6	18.8	28.5	11.2	22.7	6.8
D08_14F	842083	817218	4.4	14	58.50	62.90	103.8	36.8	15.9	49.5	18.8	28.5	11.2	22.7	6.8
D08_15F	842083	817218	4.4	15	61.60	66.00	99.0	36.3	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D08_17F	842083	817218	4.4	17	67.80	72.20	95.1	35.7	15.2	49.5	18.7	28.5	11.2	22.7	6.8
D08_19F	842083	817218	4.4	19	74.00	78.40	91.4	35.3	14.8	49.4	18.7	28.5	11.2	22.7	6.8
D08_22F	842083	817218	4.4	22	83.40	87.80	89.5	34.6	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D08_25F	842083	817218	4.4	25	92.85	97.25	89.4	34.4	14.1	49.4	18.7	28.5	11.1	22.6	6.8

Confidential

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=40)
	Easting	Northing													
D09_GF	842079	817230	4.4	G	1.5	5.9	89.4	37.2	18.0	51.9	21.0	29.1	11.9	22.8	6.9
D09_L1	842079	817230	4.4	L1	5.50	9.90	89.6	37.0	18.0	52.9	21.7	29.5	12.1	22.8	6.9
D09_L2	842079	817230	4.4	L2	10.00	14.40	91.2	38.0	18.3	55.3	23.1	29.9	12.5	22.8	6.9
D09_1F	842079	817230	4.4	1	18.20	22.60	100.8	47.2	20.7	55.5	22.9	29.1	12.5	22.8	6.9
D09_2F	842079	817230	4.4	2	21.30	25.70	111.8	47.9	21.2	55.3	22.7	29.0	12.5	22.9	6.9
D09_3F	842079	817230	4.4	3	24.40	28.80	108.1	48.3	21.2	56.0	23.2	29.2	12.6	22.9	6.9
D09_4F	842079	817230	4.4	4	27.50	31.90	110.1	45.6	20.6	56.7	23.4	29.4	12.7	22.8	6.8
D09_5F	842079	817230	4.4	5	30.60	35.00	104.8	43.2	19.9	56.2	22.7	29.0	12.4	22.8	6.8
D09_6F	842079	817230	4.4	6	33.70	38.10	102.2	41.5	19.1	54.2	21.6	29.0	12.1	22.8	6.8
D09_7F	842079	817230	4.4	7	36.80	41.20	102.2	40.3	18.4	52.1	20.6	28.9	11.8	22.8	6.8
D09_8F	842079	817230	4.4	8	39.90	44.30	102.2	39.6	17.8	50.7	19.9	28.8	11.6	22.8	6.8
D09_9F	842079	817230	4.4	9	43.00	47.40	101.2	38.6	17.3	50.0	19.4	28.7	11.4	22.7	6.8
D09_10F	842079	817230	4.4	10	46.10	50.50	102.2	38.0	16.9	49.8	19.1	28.6	11.3	22.7	6.8
D09_11F	842079	817230	4.4	11	49.20	53.60	99.9	38.1	16.5	49.7	19.0	28.6	11.3	22.7	6.8
D09_12F	842079	817230	4.4	12	52.30	56.70	99.8	37.7	16.2	49.6	18.9	28.6	11.2	22.7	6.8
D09_13F	842079	817230	4.4	13	55.40	59.80	98.9	37.3	15.9	49.6	18.8	28.6	11.2	22.7	6.8
D09_14F	842079	817230	4.4	14	58.50	62.90	95.4	36.8	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D09_15F	842079	817230	4.4	15	61.60	66.00	95.5	35.9	15.4	49.5	18.8	28.5	11.2	22.7	6.8
D09_17F	842079	817230	4.4	17	67.80	72.20	92.3	35.7	15.0	49.5	18.7	28.5	11.2	22.7	6.8
D09_19F	842079	817230	4.4	19	74.00	78.40	90.1	34.9	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D09_22F	842079	817230	4.4	22	83.40	87.80	89.4	34.5	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D09_25F	842079	817230	4.4	25	92.85	97.25	89.4	34.4	14.1	49.4	18.7	28.5	11.1	22.7	6.8
D10_GF	842075	817244	4.4	G	1.5	5.9	89.4	36.5	17.9	51.4	20.7	29.1	11.8	22.8	6.9
D10_L1	842075	817244	4.4	L1	5.50	9.90	89.4	36.4	17.8	51.9	21.0	29.3	11.9	22.8	6.9
D10_L2	842075	817244	4.4	L2	10.00	14.40	90.8	36.9	17.8	53.1	21.8	29.6	12.1	22.8	6.8
D10_1F	842075	817244	4.4	1	18.20	22.60	91.2	39.7	18.5	53.6	22.0	29.3	12.2	22.8	6.8
D10_2F	842075	817244	4.4	2	21.30	25.70	91.6	41.4	18.9	53.7	21.9	29.2	12.2	22.8	6.8
D10_3F	842075	817244	4.4	3	24.40	28.80	95.6	42.8	19.0	54.0	22.2	29.2	12.3	22.8	6.8
D10_4F	842075	817244	4.4	4	27.50	31.90	98.6	42.2	19.0	53.9	22.2	29.2	12.3	22.8	6.8
D10_5F	842075	817244	4.4	5	30.60	35.00	99.9	40.0	18.7	53.2	21.6	29.2	12.1	22.8	6.8
D10_6F	842075	817244	4.4	6	33.70	38.10	100.1	39.4	18.3	52.2	20.9	29.1	11.9	22.8	6.8
D10_7F	842075	817244	4.4	7	36.80	41.20	98.1	38.3	17.9	51.4	20.3	29.0	11.7	22.8	6.8
D10_8F	842075	817244	4.4	8	39.90	44.30	96.7	37.6	17.4	50.7	19.8	28.9	11.5	22.8	6.8
D10_9F	842075	817244	4.4	9	43.00	47.40	96.6	37.3	17.0	50.3	19.4	28.8	11.4	22.7	6.8
D10_10F	842075	817244	4.4	10	46.10	50.50	96.8	36.8	16.6	49.9	19.1	28.7	11.3	22.7	6.8
D10_11F	842075	817244	4.4	11	49.20	53.60	97.1	36.5	16.3	49.7	19.0	28.6	11.3	22.7	6.8
D10_12F	842075	817244	4.4	12	52.30	56.70	96.5	36.3	16.0	49.7	18.9	28.6	11.2	22.7	6.8
D10_13F	842075	817244	4.4	13	55.40	59.80	96.5	36.1	15.7	49.6	18.8	28.6	11.2	22.7	6.8
D10_14F	842075	817244	4.4	14	58.50	62.90	95.2	36.0	15.4	49.5	18.8	28.5	11.2	22.7	6.8
D10_15F	842075	817244	4.4	15	61.60	66.00	96.4	35.8	15.2	49.5	18.8	28.5	11.2	22.7	6.8
D10_17F	842075	817244	4.4	17	67.80	72.20	92.3	35.5	14.9	49.5	18.7	28.5	11.2	22.7	6.8
D10_19F	842075	817244	4.4	19	74.00	78.40	89.7	34.9	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D10_22F	842075	817244	4.4	22	83.40	87.80	89.4	34.6	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D10_25F	842075	817244	4.4	25	92.85	97.25	89.4	34.5	14.1	49.4	18.7	28.5	11.1	22.7	6.8
D11_GF	842071	817257	4.4	G	1.5	5.9	89.0	36.2	17.9	51.0	20.4	29.0	11.7	22.8	6.9
D11_L1	842071	817257	4.4	L1	5.50	9.90	89.4	36.3	17.8	51.2	20.5	29.0	11.7	22.8	6.8
D11_L2	842071	817257	4.4	L2	10.00	14.40	89.4	36.5	17.6	51.3	20.9	29.0	11.9	22.8	6.8
D11_1F	842071	817257	4.4	1	18.20	22.60	90.6	37.8	17.6	51.8	21.1	29.0	11.9	22.8	6.8
D11_2F	842071	817257	4.4	2	21.30	25.70	90.8	38.2	17.7	51.9	21.1	29.0	11.9	22.8	6.8
D11_3F	842071	817257	4.4	3	24.40	28.80	91.0	38.4	17.8	52.2	21.2	29.0	12.0	22.8	6.8
D11_4F	842071	817257	4.4	4	27.50	31.90	93.3	38.8	17.9	52.2	21.1	29.0	11.9	22.8	6.8
D11_5F	842071	817257	4.4	5	30.60	35.00	93.9	38.7	17.8	51.4	20.8	28.9	11.8	22.8	6.8
D11_6F	842071	817257	4.4	6	33.70	38.10	94.5	38.4	17.6	50.7	20.3	28.8	11.7	22.8	6.8
D11_7F	842071	817257	4.4	7	36.80	41.20	95.2	37.5	17.4	50.5	19.9	28.8	11.6	22.8	6.8
D11_8F	842071	817257	4.4	8	39.90	44.30	95.0	36.6	17.1	50.0	19.6	28.7	11.5	22.7	6.8
D11_9F	842071	817257	4.4	9	43.00	47.40	95.3	36.3	16.7	49.9	19.3	28.6	11.4	22.7	6.8
D11_10F	842071	817257	4.4	10	46.10	50.50	95.0	36.0	16.4	49.8	19.1	28.6	11.3	22.7	6.8
D11_11F	842071	817257	4.4	11	49.20	53.60	96.5	35.7	16.1	49.7	19.0	28.6	11.3	22.7	6.8
D11_12F	842071	817257	4.4	12	52.30	56.70	96.5	35.5	15.8	49.7	18.9	28.6	11.2	22.7	6.8
D11_13F	842071	817257	4.4	13	55.40	59.80	94.2	35.2	15.6	49.7	18.8	28.5	11.2	22.7	6.8
D11_14F	842071	817257	4.4	14	58.50	62.90	92.5	35.3	15.3	49.6	18.8	28.5	11.2	22.7	6.8
D11_15F	842071	817257	4.4	15	61.60	66.00	91.3	35.4	15.1	49.5	18.8	28.5	11.2	22.7	6.8
D11_17F	842071	817257	4.4	17	67.80	72.20	90.7	35.7	14.8	49.5	18.7	28.5	11.2	22.7	6.8
D11_19F	842071	817257	4.4	19	74.00	78.40	89.4	34.7	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D11_22F	842071	817257	4.4	22	83.40	87.80	89.1	34.6	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D11_25F	842071	817257	4.4	25	92.85	97.25	89.1	34.5	14.1	49.4	18.7	28.5	11.1	22.7	6.8
D12_GF	842084	817263	4.4	G	1.5	5.9	89.0	36.5	18.3	50.4	20.0	28.8	11.6	22.8	6.9
D12_L1	842084	817263	4.4	L1	5.50	9.90	89.4	36.5	18.1	51.0	20.2	28.7	11.6	22.8	6.8
D12_L2	842084	817263	4.4	L2	10.00	14.40	89.6	36.8	17.7	51.1	20.7	28.7	11.8	22.8	6.8
D12_1F	842084	817263	4.4	1	18.20	22.60	89.8	36.4	17.2	51.0	20.6	28.7	11.8	22.8	6.8
D12_2F	842084	817263	4.4	2	21.30	25.70	89.9	37.0	17.3	50.9	20.6	28.7	11.8	22.8	6.8
D12_3F	842084	817263	4.4	3	24.40	28.80	90.8	37.1	17.3	50.9	20.8	28.7	11.8	22.8	6.8
D12_4F	842084	817263	4.4	4	27.50	31.90	91.5	37.1	17.4	50.8	20.8	28.6	11.8	22.8	6.8
D12_5F	842084	817263	4.4	5	30.60	35.00	92.2	37.1	17.3	50.8	20.5	28.6	11.7	22.8	6.8
D12_6F	842084	817263	4.4	6	33.70	38.10	92.7	37.0	17.2	50.5	20.0	28.6	11.6	22.7	6.8
D12_7F	842084	817263	4.4	7	36.80	41.20	93.9	36.7	17.0	49.9	19.7	28.6	11.5	22.7	6.8
D12_8F	842084	817263	4.4	8	39.90	44.30	93.8	36.4	16.8	49.8	19.4	28.6	11.4	22.7	6.8
D12_9F	842084	817263	4.4	9	43.00	47.40	94.5	36.1	16.5	49.8	19.2	28.5	11.3	22.7	6.8
D12_10F	842084	817263	4.4	10	46.10	50.50	94.3	35.8	16.2	49.7	19.0	28.5	11.3	22.7	6.8
D12_11F	842084	817263	4.4	11	49.20	53.60	94.3	35.6	15.9	49.7	18.9	28.5	11.2	22.7	6.8
D12_12F	842084	817263	4.4	12	52.30	56.70	94.3	35.4	15.6	49.6	18.9	28.5	11.2	22.7	6.8
D12_13F	842084	817263	4.4	13	55.40	59.80	92.3	35.3	15.4	49.6	18.8	28.5	11.2	22.7	6.8
D12_14F	842084	817263	4.4	14	58.50	62.90	91.7	35.5	15.2	49.5	18.8	28.5	11.2	22.7	6.8
D12_15F	842084	817263	4.4	15	61.60	66.00	91.0	35.6	15.0	49.5	18.7	28.5	11.2	22.7	6.8
D12_17F	842084	817263	4.4	17	67.80	72.20	90.5	35.8	14.7	49.5	18.7	28.5	11.2	22.7	6.8
D12_19F	842084	817263	4.4	19	74.00	78.40	89.2	34.7	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D12_22F	842084	817263	4.4	22	83.40	87.80	88.1	34.6	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D12_25F	842084	817263	4.4	25	92.85	97.25	88.4	34.6	14.1	49.4	18.7	28.5	11.1	22.7	6.8

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ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=40)
	Easting	Northing													
D13_GF	842096	817270	4.4	G	1.5	5.9	90.5	36.9	19.0	50.3	19.7	28.7	11.5	22.8	6.9
D13_L1	842096	817270	4.4	L1	5.50	9.90	90.7	36.7	18.6	50.1	19.8	28.7	11.6	22.8	6.8
D13_L2	842096	817270	4.4	L2	10.00	14.40	90.4	36.8	17.7	50.9	20.2	28.8	11.7	22.8	6.8
D13_1F	842096	817270	4.4	1	18.20	22.60	89.7	36.2	17.0	50.8	20.1	28.9	11.6	22.8	6.8
D13_2F	842096	817270	4.4	2	21.30	25.70	89.6	37.2	17.0	50.8	20.1	28.7	11.6	22.8	6.8
D13_3F	842096	817270	4.4	3	24.40	28.80	89.5	37.1	17.0	50.9	20.3	28.8	11.7	22.8	6.8
D13_4F	842096	817270	4.4	4	27.50	31.90	89.5	36.8	17.0	50.9	20.3	28.8	11.7	22.7	6.8
D13_5F	842096	817270	4.4	5	30.60	35.00	90.8	36.8	17.0	50.7	20.0	28.7	11.6	22.7	6.8
D13_6F	842096	817270	4.4	6	33.70	38.10	90.7	36.5	16.9	49.8	19.7	28.6	11.5	22.7	6.8
D13_7F	842096	817270	4.4	7	36.80	41.20	92.1	36.2	16.8	49.8	19.4	28.6	11.4	22.7	6.8
D13_8F	842096	817270	4.4	8	39.90	44.30	93.2	36.0	16.5	49.8	19.2	28.5	11.4	22.7	6.8
D13_9F	842096	817270	4.4	9	43.00	47.40	92.3	35.7	16.3	49.7	19.1	28.5	11.3	22.7	6.8
D13_10F	842096	817270	4.4	10	46.10	50.50	91.6	35.5	16.0	49.6	19.0	28.5	11.3	22.7	6.8
D13_11F	842096	817270	4.4	11	49.20	53.60	91.7	35.3	15.7	49.6	18.9	28.5	11.2	22.7	6.8
D13_12F	842096	817270	4.4	12	52.30	56.70	91.6	35.4	15.5	49.5	18.8	28.5	11.2	22.7	6.8
D13_13F	842096	817270	4.4	13	55.40	59.80	90.5	35.5	15.3	49.5	18.8	28.5	11.2	22.7	6.8
D13_14F	842096	817270	4.4	14	58.50	62.90	89.6	35.7	15.1	49.5	18.8	28.5	11.2	22.7	6.8
D13_15F	842096	817270	4.4	15	61.60	66.00	89.9	35.8	14.9	49.5	18.7	28.5	11.2	22.7	6.8
D13_17F	842096	817270	4.4	17	67.80	72.20	89.5	34.8	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D13_19F	842096	817270	4.4	19	74.00	78.40	88.0	34.8	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D13_22F	842096	817270	4.4	22	83.40	87.80	87.8	34.7	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D13_25F	842096	817270	4.4	25	92.85	97.25	89.0	34.6	14.0	49.4	18.7	28.5	11.1	22.7	6.8
D14_GF	842108	817276	4.4	G	1.5	5.9	90.6	37.8	20.4	50.3	19.6	28.8	11.5	22.8	6.9
D14_L1	842108	817276	4.4	L1	5.50	9.90	90.3	37.2	19.5	50.1	19.6	28.7	11.5	22.8	6.8
D14_L2	842108	817276	4.4	L2	10.00	14.40	89.4	37.0	17.6	50.0	20.0	28.6	11.6	22.8	6.8
D14_1F	842108	817276	4.4	1	18.20	22.60	89.6	36.2	16.8	49.9	19.9	28.6	11.5	22.8	6.8
D14_2F	842108	817276	4.4	2	21.30	25.70	89.4	36.0	16.7	49.9	19.8	28.6	11.5	22.7	6.8
D14_3F	842108	817276	4.4	3	24.40	28.80	89.4	36.0	16.7	49.9	20.0	28.8	11.6	22.7	6.8
D14_4F	842108	817276	4.4	4	27.50	31.90	89.6	36.3	16.7	49.9	20.1	28.8	11.6	22.7	6.8
D14_5F	842108	817276	4.4	5	30.60	35.00	89.6	36.1	16.7	49.8	19.8	28.6	11.5	22.7	6.8
D14_6F	842108	817276	4.4	6	33.70	38.10	91.1	36.1	16.6	49.7	19.5	28.6	11.4	22.7	6.8
D14_7F	842108	817276	4.4	7	36.80	41.20	90.8	36.1	16.5	49.6	19.3	28.5	11.4	22.7	6.8
D14_8F	842108	817276	4.4	8	39.90	44.30	90.2	35.9	16.3	49.6	19.2	28.5	11.3	22.7	6.8
D14_9F	842108	817276	4.4	9	43.00	47.40	90.4	35.6	16.0	49.5	19.0	28.5	11.3	22.7	6.8
D14_10F	842108	817276	4.4	10	46.10	50.50	89.4	35.5	15.8	49.5	18.9	28.5	11.2	22.7	6.8
D14_11F	842108	817276	4.4	11	49.20	53.60	88.3	35.5	15.6	49.5	18.9	28.5	11.2	22.7	6.8
D14_12F	842108	817276	4.4	12	52.30	56.70	86.8	35.6	15.3	49.5	18.8	28.5	11.2	22.7	6.8
D14_13F	842108	817276	4.4	13	55.40	59.80	86.6	35.2	15.1	49.5	18.8	28.5	11.2	22.7	6.8
D14_14F	842108	817276	4.4	14	58.50	62.90	87.1	35.0	15.0	49.4	18.8	28.5	11.2	22.7	6.8
D14_15F	842108	817276	4.4	15	61.60	66.00	87.0	35.0	14.8	49.4	18.7	28.5	11.2	22.7	6.8
D14_17F	842108	817276	4.4	17	67.80	72.20	87.1	34.9	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D14_19F	842108	817276	4.4	19	74.00	78.40	87.3	34.8	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D14_22F	842108	817276	4.4	22	83.40	87.80	87.1	34.7	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D14_25F	842108	817276	4.4	25	92.85	97.25	88.3	34.7	14.0	49.4	18.7	28.5	11.1	22.7	6.8
						Max.	145.2	58.1	25.6	89.2	40.7	35.7	17.7	23.0	6.9
						New AQO	**200**	**120**	**40**	**75**	**30**	**37.5**	**15**	**500**	**40**

Note:

1. Shaded cell in orange denotes the predicted air quality exceeds the relevant AQOs.
2. Bolded cell denotes the largest value.

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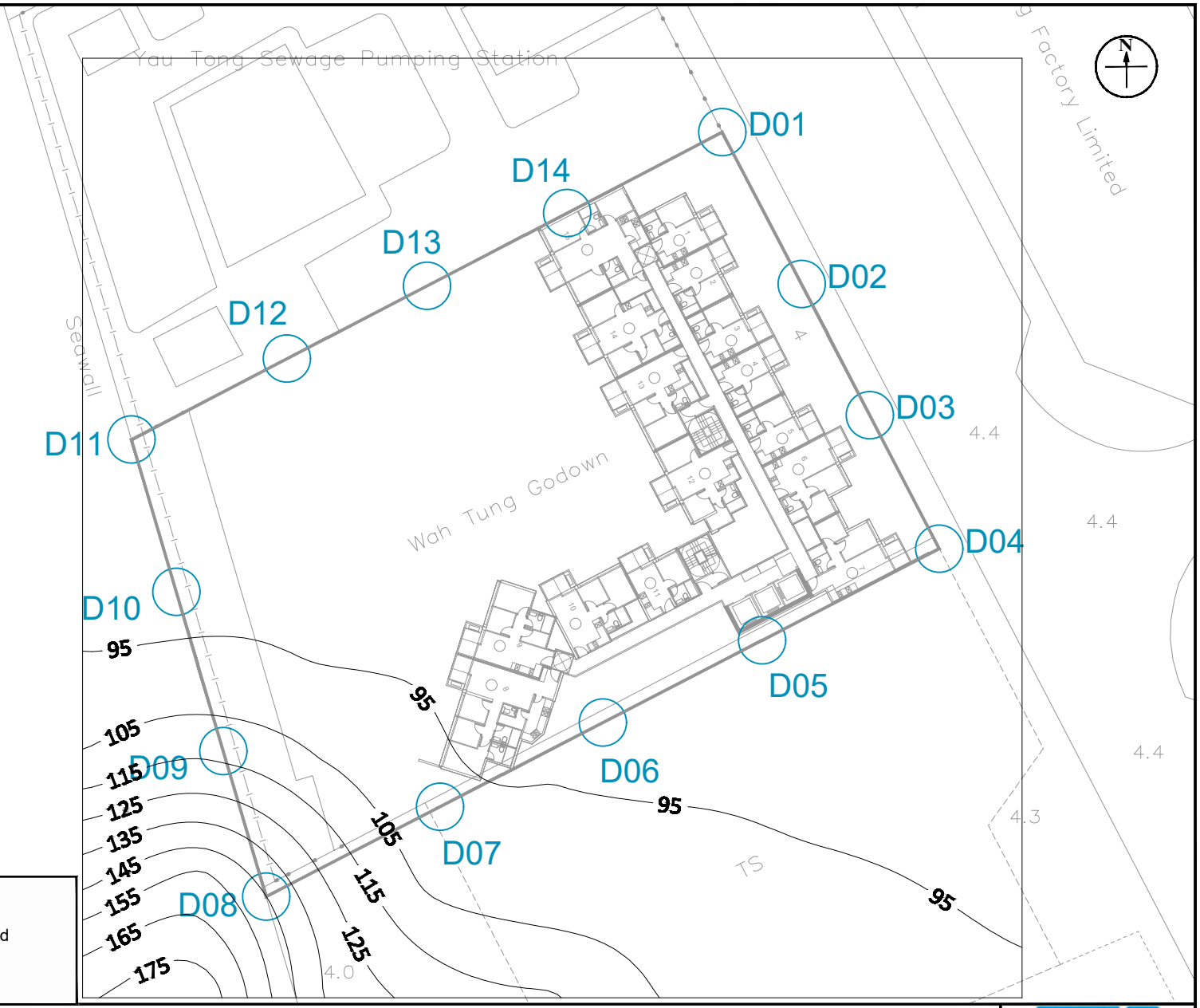
Appendix 2.14 Contour Map for SO2, NO2, RSP and FSP



Legend:

- Concentration (ug/m^3) exceeding the AQO Standard
- Concentration (ug/m^3) below the AQO Standard

Appendix: 2.14 1

Title: Contour Map of 19th Highest Hourly Average Concentration of NO_2 at 25.7mPD (2/F) (AQO Standard: 200ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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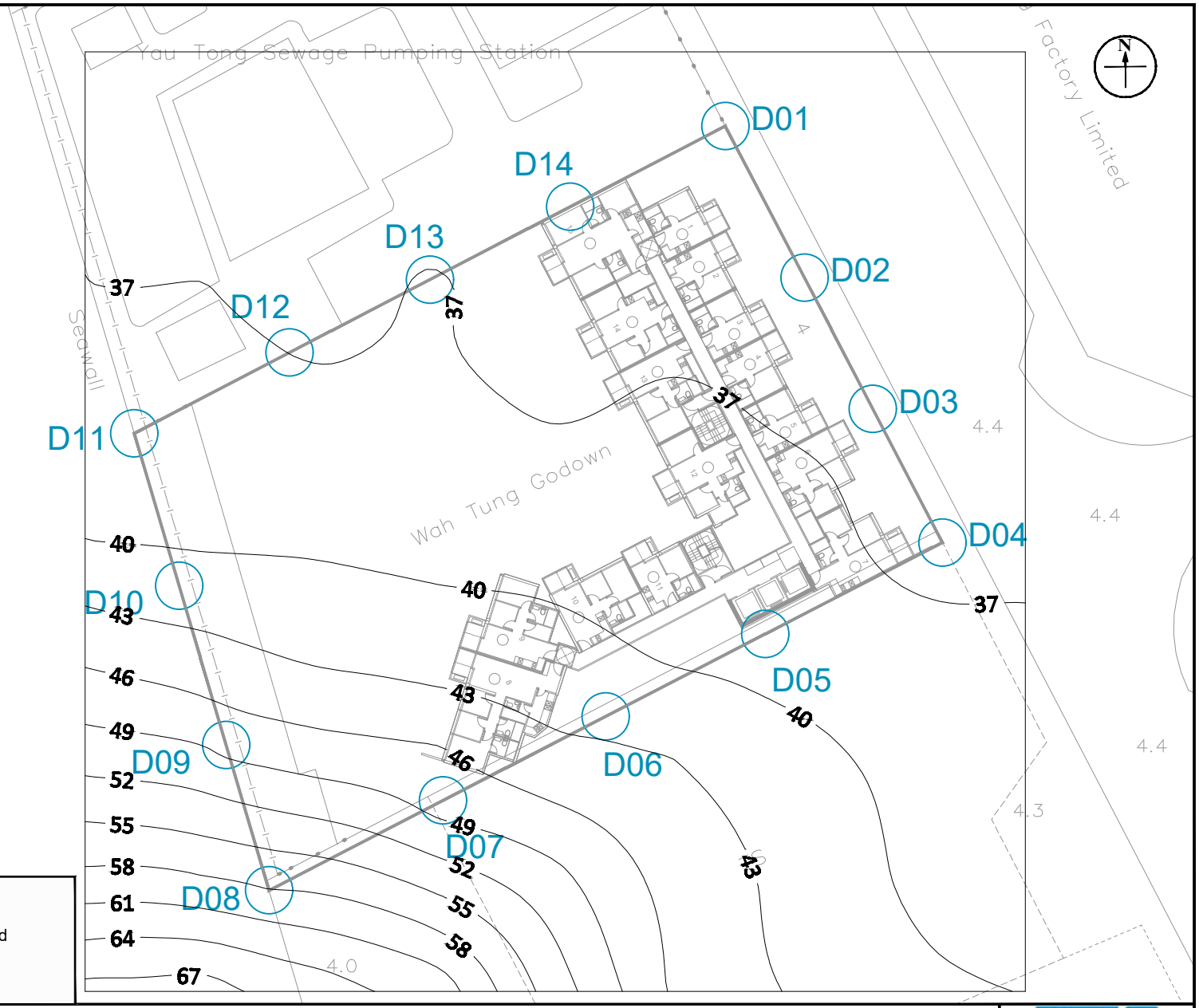

Appendix: 2.14 2

Title: Contour Map of 10th Highest Daily Average Concentration of NO_2 at 25.7mPD (2/F) (AQO Standard: 120ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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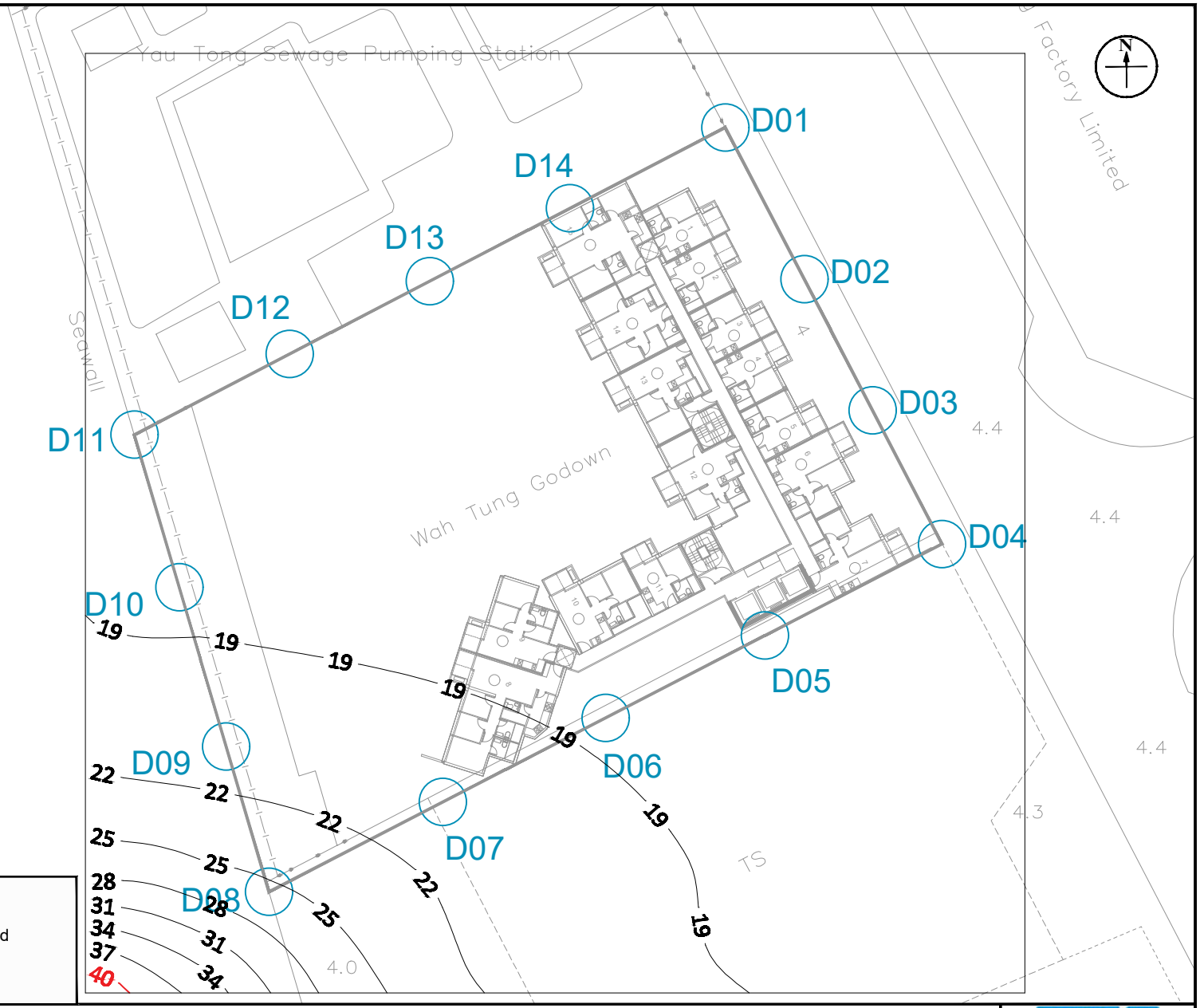

Legend:

- Concentration (ug/m^3) exceeding the AQO Standard
- Concentration (ug/m^3) below the AQO Standard

Appendix: 2.14

Title: Contour Map of Annual Average Concentration of NO_2 at 22.6mPD (1/F) (AQO Standard: 40ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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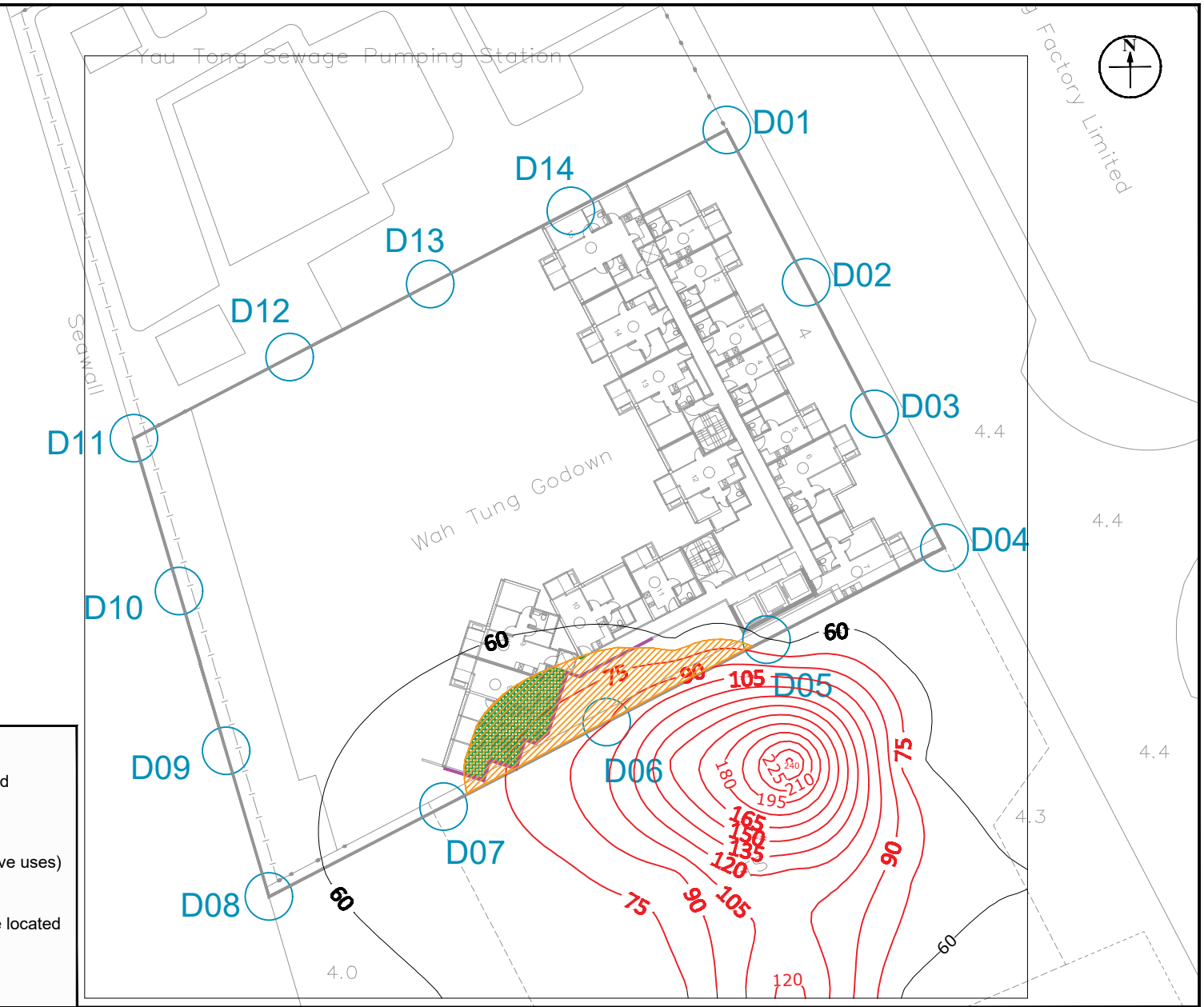

Legend:

- Concentration (ug/m^3) exceeding the AQO Standard
- Concentration (ug/m^3) below the AQO Standard
- Exceedance Zone (No fresh air intake or air sensitive uses)
- Indoor Area falls within the Exceedance Zone (i.e. Its openable window / fresh air intake would be located outside the exceedance zone)
- Blank Wall / Facade not for ventilation

Appendix: 2.14 4

Title: Contour Map of 10th Highest 24-hour Average Concentration of RSP at 31.9mPD (4/F) (AQO Standard: 75ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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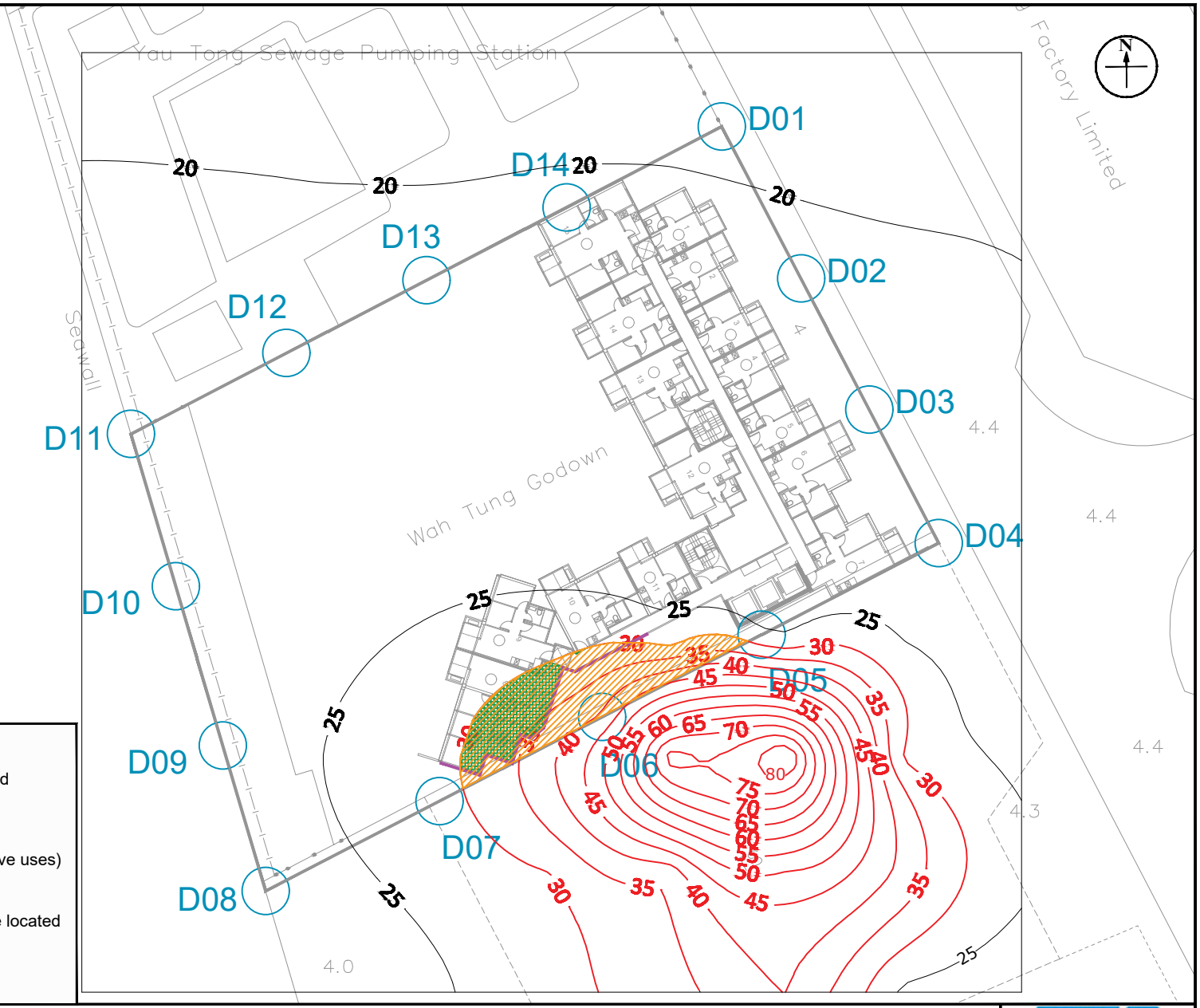

Legend:

- Concentration (ug/m^3) exceeding the AQO Standard
- Concentration (ug/m^3) below the AQO Standard
- Exceedance Zone (No fresh air intake or air sensitive uses)
- Indoor Area falls within the Exceedance Zone (i.e. Its openable window / fresh air intake would be located outside the exceedance zone)
- Blank Wall / Facade not for ventilation

Appendix: 2.14 5a

Title: Contour Map of Annual Average Concentration of RSP at 31.9mPD (4/F) (AQO Standard: 30ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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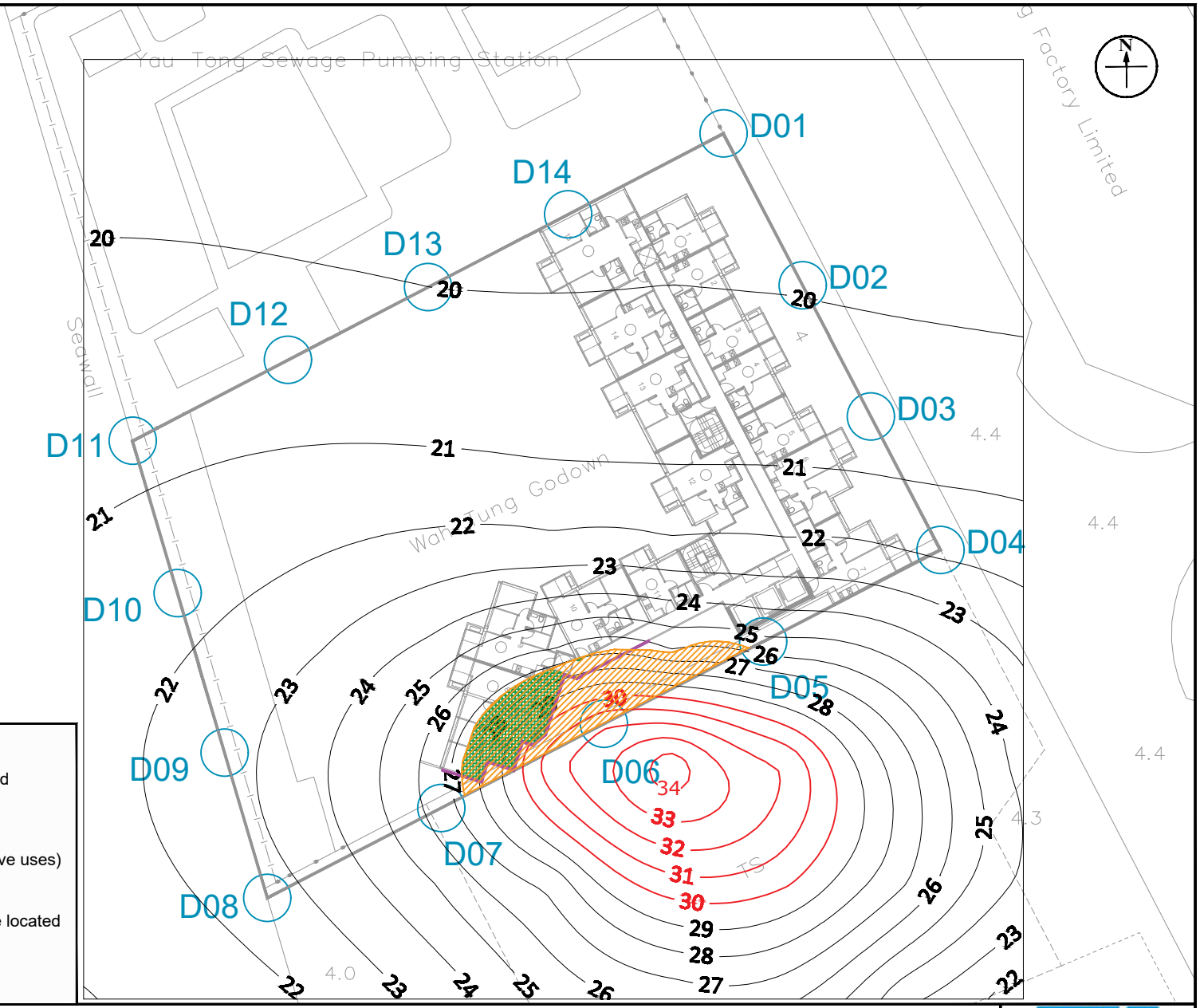

Legend:

- Concentration (ug/m^3) exceeding the AQO Standard
- Concentration (ug/m^3) below the AQO Standard
- Exceedance Zone (No fresh air intake or air sensitive uses)
- Indoor Area falls within the Exceedance Zone (i.e. Its openable window / fresh air intake would be located outside the exceedance zone)
- Blank Wall / Facade not for ventilation

Appendix: 2.14 5b

Title: Contour Map of Annual Average Concentration of RSP at 35.0mPD (5/F) (AQO Standard: 30ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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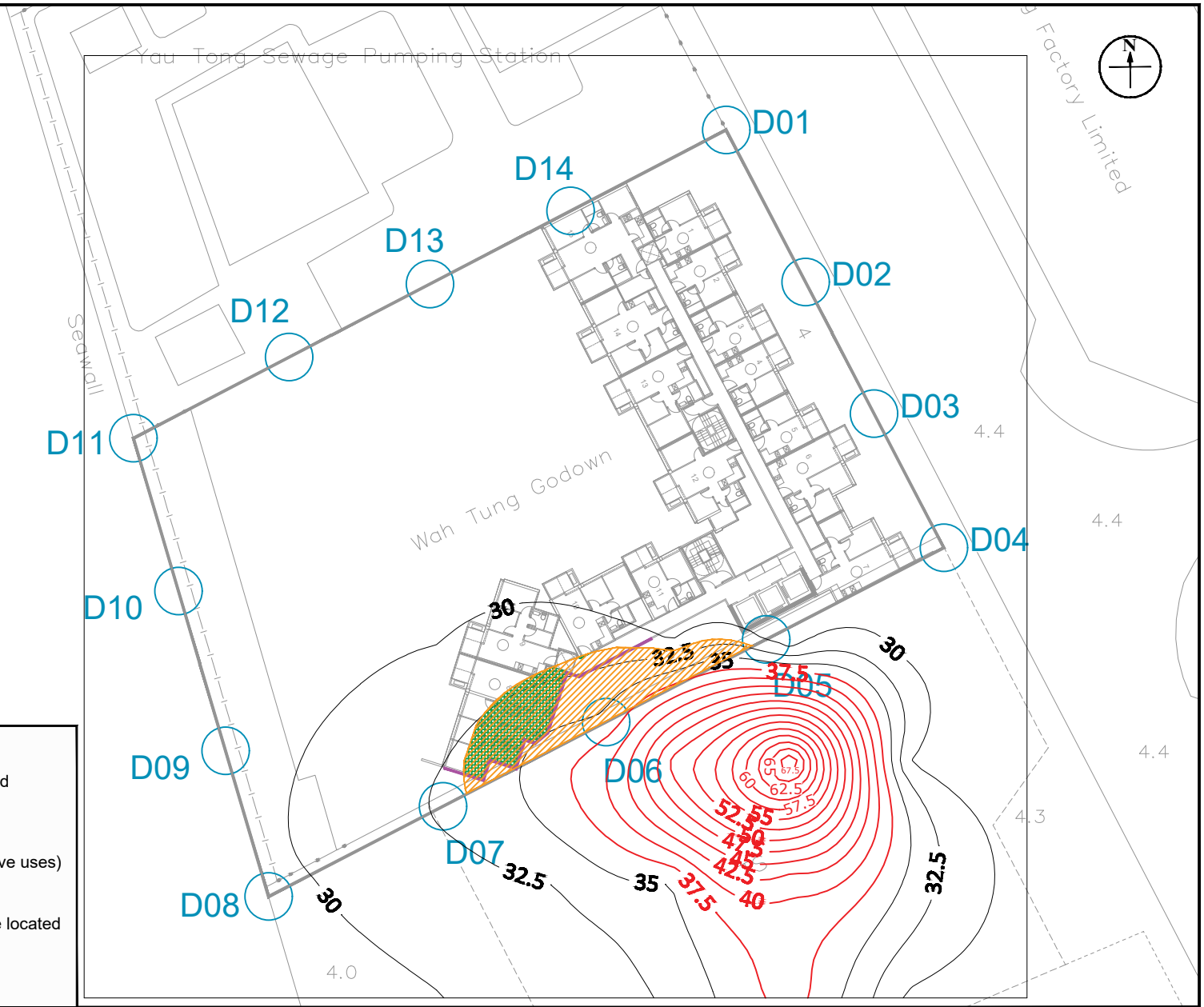

Legend:

- Concentration (ug/m^3) exceeding the AQO Standard
- Concentration (ug/m^3) below the AQO Standard
- Exceedance Zone (No fresh air intake or air sensitive uses)
- Indoor Area falls within the Exceedance Zone (i.e. Its openable window / fresh air intake would be located outside the exceedance zone)
- Blank Wall / Facade not for ventilation

Appendix: 2.14 6

Title: Contour Map of 19th Highest 24-hour Average Concentration of FSP at 31.9mPD (4/F) (AQO Standard: 37.5ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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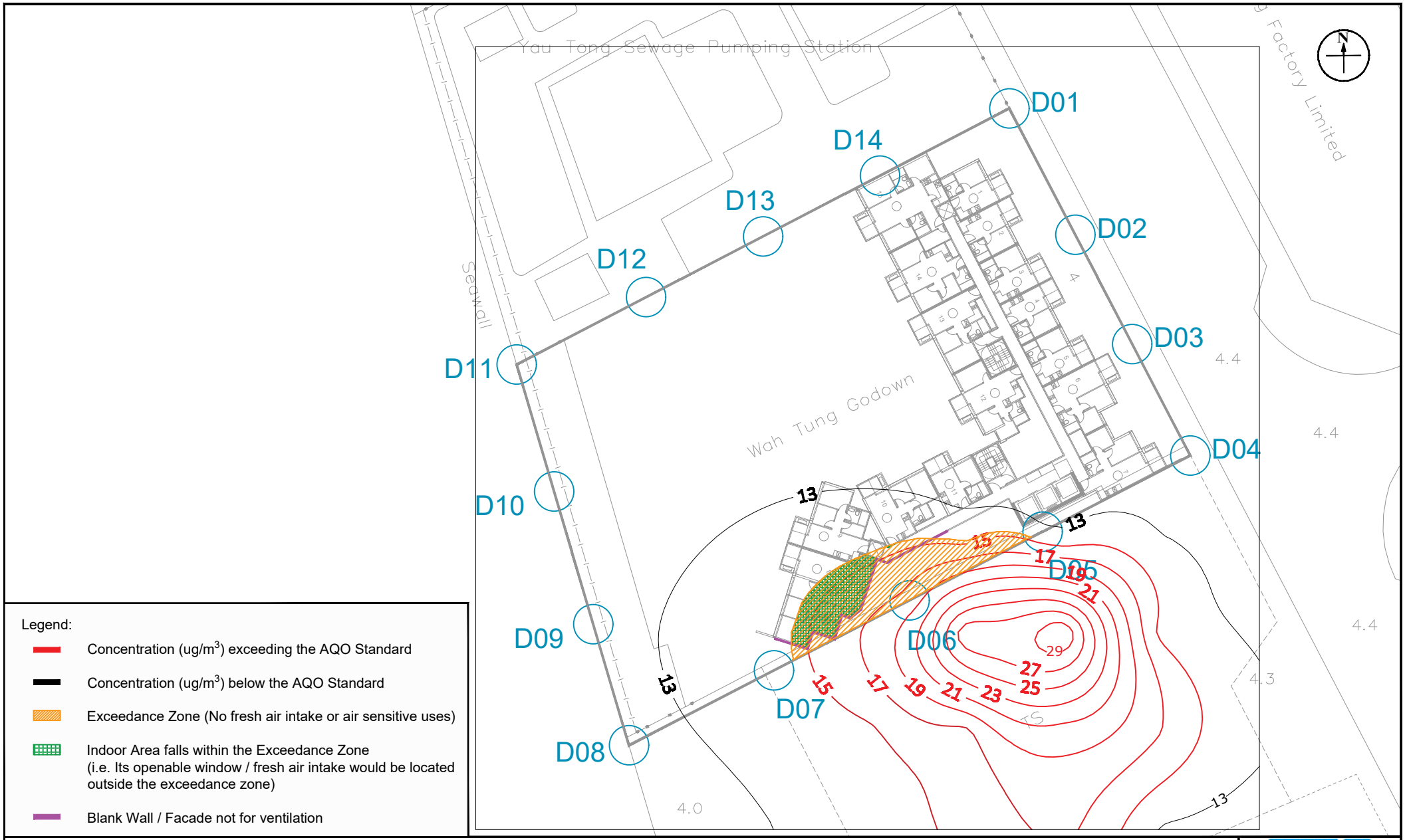

Appendix: 2.14 7a

Title: Contour Map of Annual Average Concentration of FSP at 31.9mPD (4/F) (AQO Standard: 15ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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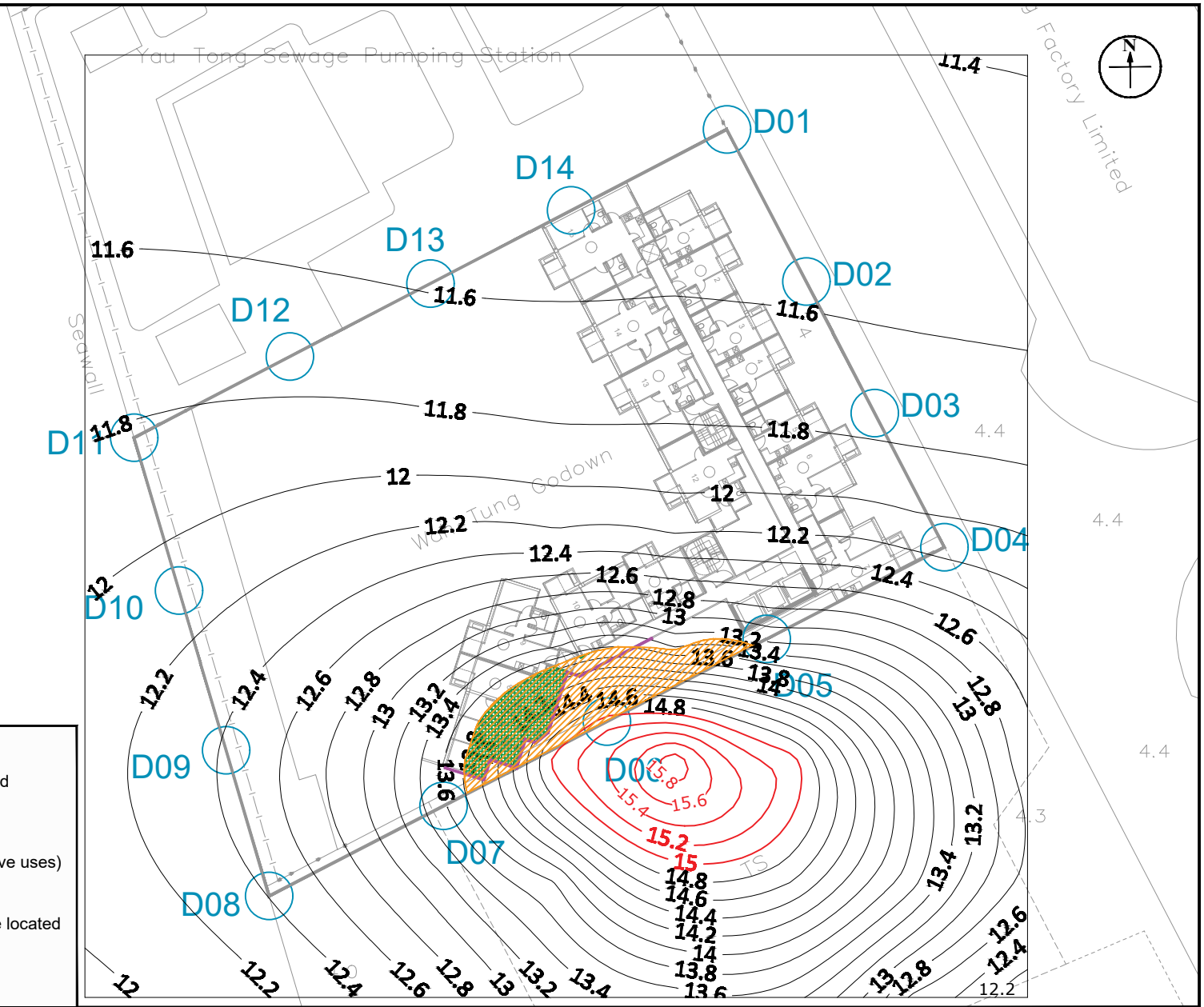

Legend:

- Concentration (ug/m^3) exceeding the AQO Standard
- Concentration (ug/m^3) below the AQO Standard
- Exceedance Zone (No fresh air intake or air sensitive uses)
- Indoor Area falls within the Exceedance Zone (i.e. Its openable window / fresh air intake would be located outside the exceedance zone)
- Blank Wall / Facade not for ventilation

Appendix: 2.14 7b

Title: Contour Map of Annual Average Concentration of FSP at 35.0mPD (5/F) (AQO Standard: 15ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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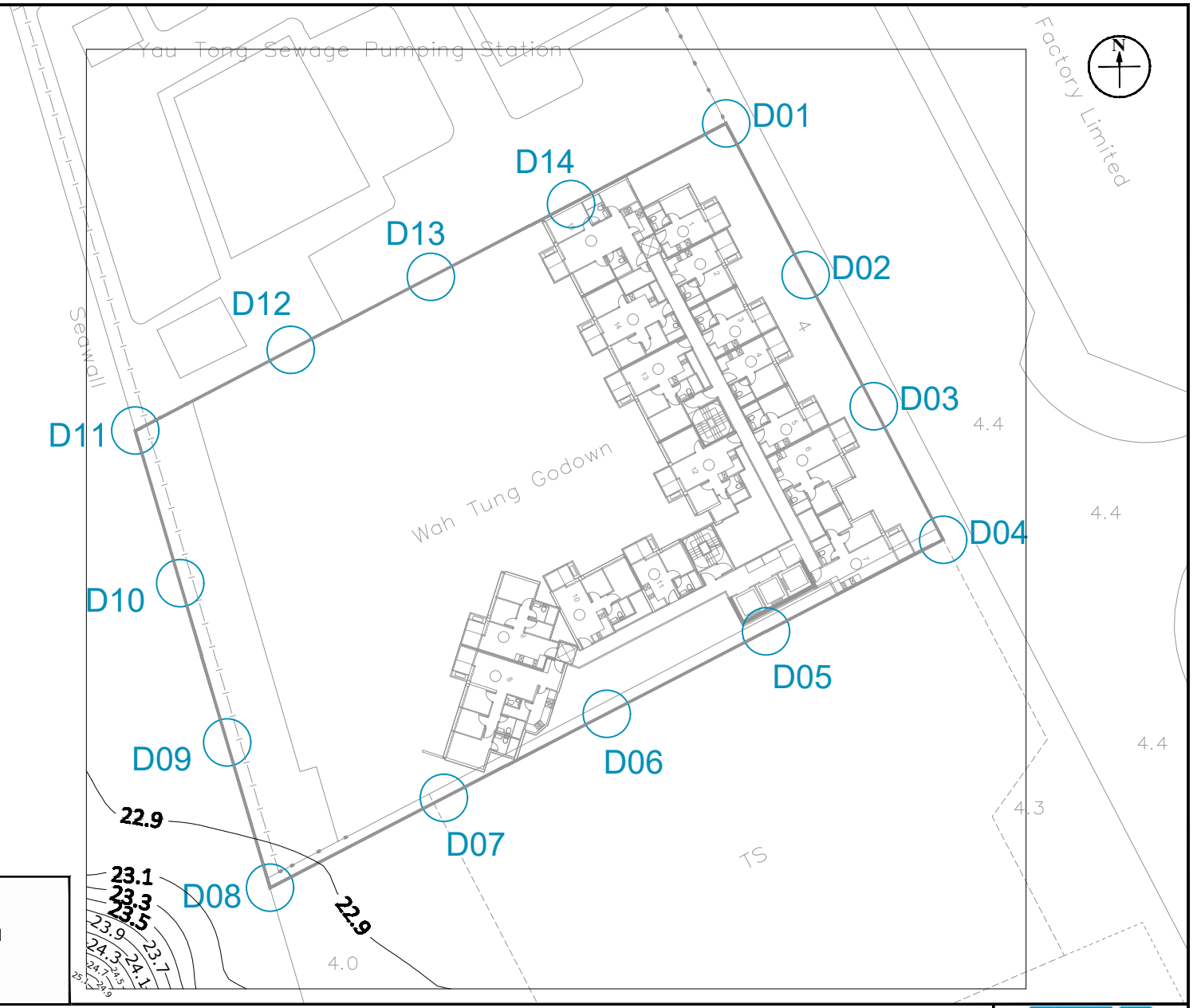

Legend:

- Concentration (ug/m^3) exceeding the AQO Standard
- Concentration (ug/m^3) below the AQO Standard

Appendix: 2.14

Title: Contour Map of 4th Highest 10-min Average Concentration of SO_2 at 25.7mPD (2/F) (AQO Standard: 500ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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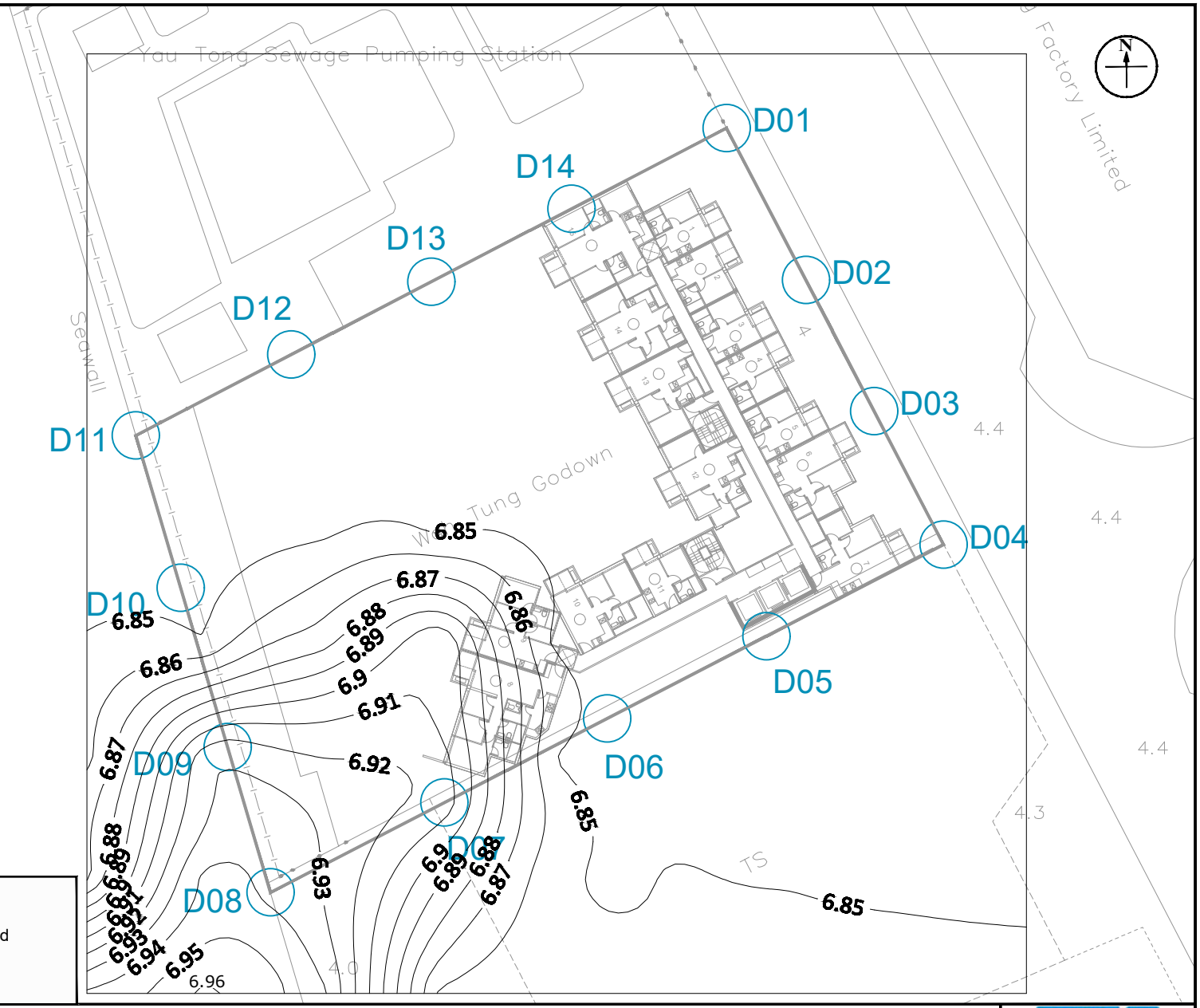

Legend:

- Concentration (ug/m^3) exceeding the AQO Standard
- Concentration (ug/m^3) below the AQO Standard

Appendix: 2.14

Title: Contour Map of 4th Highest Daily Average Concentration of SO_2 at 25.7mPD (2/F) (AQO Standard: 40ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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Appendix 2.15 Extracts from Approved Planning Application A/K15/126 – Input Parameters of Odour Sources in AERMOD

Odour Strength inside Kwun Tong Wholesale Fish Market

Sampling flowrate = 5.42E-05 m^3/s

Covered surface area = 0.13 m^2

Odour sources

Label	X1	Y1	X2	Y2	Z	Distance (m)	Width (m)	Angle (deg. Clockwise from N)	Release Height m	Area m^2	Sampling Concentration OU/m^3	Emission Rate (OU/s-m^2)	Plume Height m
PB01	842149	817159	842158	817167	4.4	11.8	7.54	45.6	3.0	89.1	14	**5.83E-03**	0.0
PB02	842162	817172	842165	817174	4.4	3.7	9.54	45.8	3.0	35.3	14	**5.83E-03**	0.0
PB03	842164	817144	842159	817149	4.4	7.5	10.88	-44.4	3.0	82.1	14	**5.83E-03**	0.0
PB04	842189	817104	842187	817106	4.4	2.5	39.74	-46.0	3.0	99.2	14	**5.83E-03**	0.0
FT01	842177	817119	842159	817138	4.4	26.5	26	-43.9	3.0	688.3	59	**2.46E-02**	0.0
FT02	842187	817115	842180	817122	4.4	9.7	21.1	-43.4	3.0	204.7	59	**2.46E-02**	0.0
WF01	842152	817132	842137	817147	4.4	21.5	17.17	-44.6	3.0	369.4	180	**7.50E-02**	0.0
WF02	842159	817149	842155	817154	4.4	6.3	17.9	-44.2	3.0	113.3	180	**7.50E-02**	0.0
WF03	842207	817126	842169	817165	4.4	54.3	11.5	-43.8	3.0	624.3	180	**7.50E-02**	0.0
WF04	842171	817113	842152	817132	4.4	26.5	9	-44.2	3.0	238.5	180	**7.50E-02**	0.0
WF05	842177	817106	842171	817113	4.4	9.5	13.6	-43.8	3.0	129.2	180	**7.50E-02**	0.0
WF06	842182	817101	842178	817106	4.4	6.5	34.6	-43.7	3.0	224.5	180	**7.50E-02**	0.0
WF07	842184	817099	842182	817101	4.4	2.8	6.46	-43.8	3.0	17.8	180	**7.50E-02**	0.0

Note:

Due to the erected concrete block wall at the northeast side of KTFM, release height is set at 3m, which is the worst-case scenario for the proposed residential development comprising residential units starting from 9m above ground.

Appendix 2.16 Predicted Odour Impact Assessment Results

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D01_GF	842121	817283	4.4	G	1.5	5.9	0.3
D01_L1	842121	817283	4.4	L1	5.50	9.90	0.3
D01_L2	842121	817283	4.4	L2	10.00	14.40	0.2
D01_1F	842121	817283	4.4	1	18.20	22.60	0.2
D01_2F	842121	817283	4.4	2	21.30	25.70	0.1
D01_3F	842121	817283	4.4	3	24.40	28.80	0.1
D01_4F	842121	817283	4.4	4	27.50	31.90	0.1
D01_5F	842121	817283	4.4	5	30.60	35.00	0.1
D01_6F	842121	817283	4.4	6	33.70	38.10	0.1
D01_7F	842121	817283	4.4	7	36.80	41.20	0.1
D01_8F	842121	817283	4.4	8	39.90	44.30	0.1
D01_9F	842121	817283	4.4	9	43.00	47.40	0.1
D01_10F	842121	817283	4.4	10	46.10	50.50	0.0
D01_11F	842121	817283	4.4	11	49.20	53.60	0.0
D01_12F	842121	817283	4.4	12	52.30	56.70	0.0
D01_13F	842121	817283	4.4	13	55.40	59.80	0.0
D01_14F	842121	817283	4.4	14	58.50	62.90	0.0
D01_15F	842121	817283	4.4	15	61.60	66.00	0.0
D01_17F	842121	817283	4.4	17	67.80	72.20	0.0
D01_19F	842121	817283	4.4	19	74.00	78.40	0.0
D01_22F	842121	817283	4.4	22	83.40	87.80	0.0
D01_25F	842121	817283	4.4	25	92.85	97.25	0.0
D02_GF	842128	817270	4.4	G	1.5	5.9	0.3
D02_L1	842128	817270	4.4	L1	5.50	9.90	0.3
D02_L2	842128	817270	4.4	L2	10.00	14.40	0.3
D02_1F	842128	817270	4.4	1	18.20	22.60	0.2
D02_2F	842128	817270	4.4	2	21.30	25.70	0.1
D02_3F	842128	817270	4.4	3	24.40	28.80	0.1
D02_4F	842128	817270	4.4	4	27.50	31.90	0.1
D02_5F	842128	817270	4.4	5	30.60	35.00	0.1
D02_6F	842128	817270	4.4	6	33.70	38.10	0.1
D02_7F	842128	817270	4.4	7	36.80	41.20	0.1
D02_8F	842128	817270	4.4	8	39.90	44.30	0.1
D02_9F	842128	817270	4.4	9	43.00	47.40	0.1
D02_10F	842128	817270	4.4	10	46.10	50.50	0.1
D02_11F	842128	817270	4.4	11	49.20	53.60	0.1
D02_12F	842128	817270	4.4	12	52.30	56.70	0.0
D02_13F	842128	817270	4.4	13	55.40	59.80	0.0
D02_14F	842128	817270	4.4	14	58.50	62.90	0.0
D02_15F	842128	817270	4.4	15	61.60	66.00	0.0
D02_17F	842128	817270	4.4	17	67.80	72.20	0.0
D02_19F	842128	817270	4.4	19	74.00	78.40	0.0
D02_22F	842128	817270	4.4	22	83.40	87.80	0.0
D02_25F	842128	817270	4.4	25	92.85	97.25	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D03_GF	842134	817259	4.4	G	1.5	5.9	0.4
D03_L1	842134	817259	4.4	L1	5.50	9.90	0.3
D03_L2	842134	817259	4.4	L2	10.00	14.40	0.3
D03_1F	842134	817259	4.4	1	18.20	22.60	0.2
D03_2F	842134	817259	4.4	2	21.30	25.70	0.1
D03_3F	842134	817259	4.4	3	24.40	28.80	0.1
D03_4F	842134	817259	4.4	4	27.50	31.90	0.1
D03_5F	842134	817259	4.4	5	30.60	35.00	0.1
D03_6F	842134	817259	4.4	6	33.70	38.10	0.1
D03_7F	842134	817259	4.4	7	36.80	41.20	0.1
D03_8F	842134	817259	4.4	8	39.90	44.30	0.1
D03_9F	842134	817259	4.4	9	43.00	47.40	0.1
D03_10F	842134	817259	4.4	10	46.10	50.50	0.1
D03_11F	842134	817259	4.4	11	49.20	53.60	0.1
D03_12F	842134	817259	4.4	12	52.30	56.70	0.0
D03_13F	842134	817259	4.4	13	55.40	59.80	0.0
D03_14F	842134	817259	4.4	14	58.50	62.90	0.0
D03_15F	842134	817259	4.4	15	61.60	66.00	0.0
D03_17F	842134	817259	4.4	17	67.80	72.20	0.0
D03_19F	842134	817259	4.4	19	74.00	78.40	0.0
D03_22F	842134	817259	4.4	22	83.40	87.80	0.0
D03_25F	842134	817259	4.4	25	92.85	97.25	0.0
D04_GF	842140	817247	4.4	G	1.5	5.9	0.4
D04_L1	842140	817247	4.4	L1	5.50	9.90	0.4
D04_L2	842140	817247	4.4	L2	10.00	14.40	0.3
D04_1F	842140	817247	4.4	1	18.20	22.60	0.2
D04_2F	842140	817247	4.4	2	21.30	25.70	0.1
D04_3F	842140	817247	4.4	3	24.40	28.80	0.1
D04_4F	842140	817247	4.4	4	27.50	31.90	0.1
D04_5F	842140	817247	4.4	5	30.60	35.00	0.1
D04_6F	842140	817247	4.4	6	33.70	38.10	0.1
D04_7F	842140	817247	4.4	7	36.80	41.20	0.1
D04_8F	842140	817247	4.4	8	39.90	44.30	0.1
D04_9F	842140	817247	4.4	9	43.00	47.40	0.1
D04_10F	842140	817247	4.4	10	46.10	50.50	0.1
D04_11F	842140	817247	4.4	11	49.20	53.60	0.1
D04_12F	842140	817247	4.4	12	52.30	56.70	0.0
D04_13F	842140	817247	4.4	13	55.40	59.80	0.0
D04_14F	842140	817247	4.4	14	58.50	62.90	0.0
D04_15F	842140	817247	4.4	15	61.60	66.00	0.0
D04_17F	842140	817247	4.4	17	67.80	72.20	0.0
D04_19F	842140	817247	4.4	19	74.00	78.40	0.0
D04_22F	842140	817247	4.4	22	83.40	87.80	0.0
D04_25F	842140	817247	4.4	25	92.85	97.25	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D05_GF	842125	817239	4.4	G	1.5	5.9	**0.4**
D05_L1	842125	817239	4.4	L1	5.50	9.90	0.4
D05_L2	842125	817239	4.4	L2	10.00	14.40	0.3
D05_1F	842125	817239	4.4	1	18.20	22.60	0.2
D05_2F	842125	817239	4.4	2	21.30	25.70	0.1
D05_3F	842125	817239	4.4	3	24.40	28.80	0.1
D05_4F	842125	817239	4.4	4	27.50	31.90	0.1
D05_5F	842125	817239	4.4	5	30.60	35.00	0.1
D05_6F	842125	817239	4.4	6	33.70	38.10	0.1
D05_7F	842125	817239	4.4	7	36.80	41.20	0.1
D05_8F	842125	817239	4.4	8	39.90	44.30	0.1
D05_9F	842125	817239	4.4	9	43.00	47.40	0.1
D05_10F	842125	817239	4.4	10	46.10	50.50	0.0
D05_11F	842125	817239	4.4	11	49.20	53.60	0.0
D05_12F	842125	817239	4.4	12	52.30	56.70	0.0
D05_13F	842125	817239	4.4	13	55.40	59.80	0.0
D05_14F	842125	817239	4.4	14	58.50	62.90	0.0
D05_15F	842125	817239	4.4	15	61.60	66.00	0.0
D05_17F	842125	817239	4.4	17	67.80	72.20	0.0
D05_19F	842125	817239	4.4	19	74.00	78.40	0.0
D05_22F	842125	817239	4.4	22	83.40	87.80	0.0
D05_25F	842125	817239	4.4	25	92.85	97.25	0.0
D06_GF	842111	817232	4.4	G	1.5	5.9	0.4
D06_L1	842111	817232	4.4	L1	5.50	9.90	0.4
D06_L2	842111	817232	4.4	L2	10.00	14.40	0.3
D06_1F	842111	817232	4.4	1	18.20	22.60	0.1
D06_2F	842111	817232	4.4	2	21.30	25.70	0.1
D06_3F	842111	817232	4.4	3	24.40	28.80	0.1
D06_4F	842111	817232	4.4	4	27.50	31.90	0.1
D06_5F	842111	817232	4.4	5	30.60	35.00	0.1
D06_6F	842111	817232	4.4	6	33.70	38.10	0.1
D06_7F	842111	817232	4.4	7	36.80	41.20	0.0
D06_8F	842111	817232	4.4	8	39.90	44.30	0.0
D06_9F	842111	817232	4.4	9	43.00	47.40	0.0
D06_10F	842111	817232	4.4	10	46.10	50.50	0.0
D06_11F	842111	817232	4.4	11	49.20	53.60	0.0
D06_12F	842111	817232	4.4	12	52.30	56.70	0.0
D06_13F	842111	817232	4.4	13	55.40	59.80	0.0
D06_14F	842111	817232	4.4	14	58.50	62.90	0.0
D06_15F	842111	817232	4.4	15	61.60	66.00	0.0
D06_17F	842111	817232	4.4	17	67.80	72.20	0.0
D06_19F	842111	817232	4.4	19	74.00	78.40	0.0
D06_22F	842111	817232	4.4	22	83.40	87.80	0.0
D06_25F	842111	817232	4.4	25	92.85	97.25	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D07_GF	842097	817225	4.4	G	1.5	5.9	0.3
D07_L1	842097	817225	4.4	L1	5.50	9.90	0.3
D07_L2	842097	817225	4.4	L2	10.00	14.40	0.3
D07_1F	842097	817225	4.4	1	18.20	22.60	0.2
D07_2F	842097	817225	4.4	2	21.30	25.70	0.1
D07_3F	842097	817225	4.4	3	24.40	28.80	0.1
D07_4F	842097	817225	4.4	4	27.50	31.90	0.1
D07_5F	842097	817225	4.4	5	30.60	35.00	0.0
D07_6F	842097	817225	4.4	6	33.70	38.10	0.0
D07_7F	842097	817225	4.4	7	36.80	41.20	0.0
D07_8F	842097	817225	4.4	8	39.90	44.30	0.0
D07_9F	842097	817225	4.4	9	43.00	47.40	0.0
D07_10F	842097	817225	4.4	10	46.10	50.50	0.0
D07_11F	842097	817225	4.4	11	49.20	53.60	0.0
D07_12F	842097	817225	4.4	12	52.30	56.70	0.0
D07_13F	842097	817225	4.4	13	55.40	59.80	0.0
D07_14F	842097	817225	4.4	14	58.50	62.90	0.0
D07_15F	842097	817225	4.4	15	61.60	66.00	0.0
D07_17F	842097	817225	4.4	17	67.80	72.20	0.0
D07_19F	842097	817225	4.4	19	74.00	78.40	0.0
D07_22F	842097	817225	4.4	22	83.40	87.80	0.0
D07_25F	842097	817225	4.4	25	92.85	97.25	0.0
D08_GF	842083	817218	4.4	G	1.5	5.9	0.3
D08_L1	842083	817218	4.4	L1	5.50	9.90	0.3
D08_L2	842083	817218	4.4	L2	10.00	14.40	0.2
D08_1F	842083	817218	4.4	1	18.20	22.60	0.2
D08_2F	842083	817218	4.4	2	21.30	25.70	0.1
D08_3F	842083	817218	4.4	3	24.40	28.80	0.1
D08_4F	842083	817218	4.4	4	27.50	31.90	0.1
D08_5F	842083	817218	4.4	5	30.60	35.00	0.0
D08_6F	842083	817218	4.4	6	33.70	38.10	0.0
D08_7F	842083	817218	4.4	7	36.80	41.20	0.0
D08_8F	842083	817218	4.4	8	39.90	44.30	0.0
D08_9F	842083	817218	4.4	9	43.00	47.40	0.0
D08_10F	842083	817218	4.4	10	46.10	50.50	0.0
D08_11F	842083	817218	4.4	11	49.20	53.60	0.0
D08_12F	842083	817218	4.4	12	52.30	56.70	0.0
D08_13F	842083	817218	4.4	13	55.40	59.80	0.0
D08_14F	842083	817218	4.4	14	58.50	62.90	0.0
D08_15F	842083	817218	4.4	15	61.60	66.00	0.0
D08_17F	842083	817218	4.4	17	67.80	72.20	0.0
D08_19F	842083	817218	4.4	19	74.00	78.40	0.0
D08_22F	842083	817218	4.4	22	83.40	87.80	0.0
D08_25F	842083	817218	4.4	25	92.85	97.25	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D09_GF	842079	817230	4.4	G	1.5	5.9	0.2
D09_L1	842079	817230	4.4	L1	5.50	9.90	0.2
D09_L2	842079	817230	4.4	L2	10.00	14.40	0.2
D09_1F	842079	817230	4.4	1	18.20	22.60	0.2
D09_2F	842079	817230	4.4	2	21.30	25.70	0.1
D09_3F	842079	817230	4.4	3	24.40	28.80	0.1
D09_4F	842079	817230	4.4	4	27.50	31.90	0.0
D09_5F	842079	817230	4.4	5	30.60	35.00	0.0
D09_6F	842079	817230	4.4	6	33.70	38.10	0.0
D09_7F	842079	817230	4.4	7	36.80	41.20	0.0
D09_8F	842079	817230	4.4	8	39.90	44.30	0.0
D09_9F	842079	817230	4.4	9	43.00	47.40	0.0
D09_10F	842079	817230	4.4	10	46.10	50.50	0.0
D09_11F	842079	817230	4.4	11	49.20	53.60	0.0
D09_12F	842079	817230	4.4	12	52.30	56.70	0.0
D09_13F	842079	817230	4.4	13	55.40	59.80	0.0
D09_14F	842079	817230	4.4	14	58.50	62.90	0.0
D09_15F	842079	817230	4.4	15	61.60	66.00	0.0
D09_17F	842079	817230	4.4	17	67.80	72.20	0.0
D09_19F	842079	817230	4.4	19	74.00	78.40	0.0
D09_22F	842079	817230	4.4	22	83.40	87.80	0.0
D09_25F	842079	817230	4.4	25	92.85	97.25	0.0
D10_GF	842075	817244	4.4	G	1.5	5.9	0.2
D10_L1	842075	817244	4.4	L1	5.50	9.90	0.2
D10_L2	842075	817244	4.4	L2	10.00	14.40	0.2
D10_1F	842075	817244	4.4	1	18.20	22.60	0.1
D10_2F	842075	817244	4.4	2	21.30	25.70	0.1
D10_3F	842075	817244	4.4	3	24.40	28.80	0.1
D10_4F	842075	817244	4.4	4	27.50	31.90	0.1
D10_5F	842075	817244	4.4	5	30.60	35.00	0.0
D10_6F	842075	817244	4.4	6	33.70	38.10	0.0
D10_7F	842075	817244	4.4	7	36.80	41.20	0.0
D10_8F	842075	817244	4.4	8	39.90	44.30	0.0
D10_9F	842075	817244	4.4	9	43.00	47.40	0.0
D10_10F	842075	817244	4.4	10	46.10	50.50	0.0
D10_11F	842075	817244	4.4	11	49.20	53.60	0.0
D10_12F	842075	817244	4.4	12	52.30	56.70	0.0
D10_13F	842075	817244	4.4	13	55.40	59.80	0.0
D10_14F	842075	817244	4.4	14	58.50	62.90	0.0
D10_15F	842075	817244	4.4	15	61.60	66.00	0.0
D10_17F	842075	817244	4.4	17	67.80	72.20	0.0
D10_19F	842075	817244	4.4	19	74.00	78.40	0.0
D10_22F	842075	817244	4.4	22	83.40	87.80	0.0
D10_25F	842075	817244	4.4	25	92.85	97.25	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D11_GF	842071	817257	4.4	G	1.5	5.9	0.2
D11_L1	842071	817257	4.4	L1	5.50	9.90	0.2
D11_L2	842071	817257	4.4	L2	10.00	14.40	0.2
D11_1F	842071	817257	4.4	1	18.20	22.60	0.1
D11_2F	842071	817257	4.4	2	21.30	25.70	0.1
D11_3F	842071	817257	4.4	3	24.40	28.80	0.1
D11_4F	842071	817257	4.4	4	27.50	31.90	0.1
D11_5F	842071	817257	4.4	5	30.60	35.00	0.0
D11_6F	842071	817257	4.4	6	33.70	38.10	0.0
D11_7F	842071	817257	4.4	7	36.80	41.20	0.0
D11_8F	842071	817257	4.4	8	39.90	44.30	0.0
D11_9F	842071	817257	4.4	9	43.00	47.40	0.0
D11_10F	842071	817257	4.4	10	46.10	50.50	0.0
D11_11F	842071	817257	4.4	11	49.20	53.60	0.0
D11_12F	842071	817257	4.4	12	52.30	56.70	0.0
D11_13F	842071	817257	4.4	13	55.40	59.80	0.0
D11_14F	842071	817257	4.4	14	58.50	62.90	0.0
D11_15F	842071	817257	4.4	15	61.60	66.00	0.0
D11_17F	842071	817257	4.4	17	67.80	72.20	0.0
D11_19F	842071	817257	4.4	19	74.00	78.40	0.0
D11_22F	842071	817257	4.4	22	83.40	87.80	0.0
D11_25F	842071	817257	4.4	25	92.85	97.25	0.0
D12_GF	842084	817263	4.4	G	1.5	5.9	0.3
D12_L1	842084	817263	4.4	L1	5.50	9.90	0.3
D12_L2	842084	817263	4.4	L2	10.00	14.40	0.2
D12_1F	842084	817263	4.4	1	18.20	22.60	0.1
D12_2F	842084	817263	4.4	2	21.30	25.70	0.1
D12_3F	842084	817263	4.4	3	24.40	28.80	0.1
D12_4F	842084	817263	4.4	4	27.50	31.90	0.0
D12_5F	842084	817263	4.4	5	30.60	35.00	0.0
D12_6F	842084	817263	4.4	6	33.70	38.10	0.0
D12_7F	842084	817263	4.4	7	36.80	41.20	0.0
D12_8F	842084	817263	4.4	8	39.90	44.30	0.0
D12_9F	842084	817263	4.4	9	43.00	47.40	0.0
D12_10F	842084	817263	4.4	10	46.10	50.50	0.0
D12_11F	842084	817263	4.4	11	49.20	53.60	0.0
D12_12F	842084	817263	4.4	12	52.30	56.70	0.0
D12_13F	842084	817263	4.4	13	55.40	59.80	0.0
D12_14F	842084	817263	4.4	14	58.50	62.90	0.0
D12_15F	842084	817263	4.4	15	61.60	66.00	0.0
D12_17F	842084	817263	4.4	17	67.80	72.20	0.0
D12_19F	842084	817263	4.4	19	74.00	78.40	0.0
D12_22F	842084	817263	4.4	22	83.40	87.80	0.0
D12_25F	842084	817263	4.4	25	92.85	97.25	0.0

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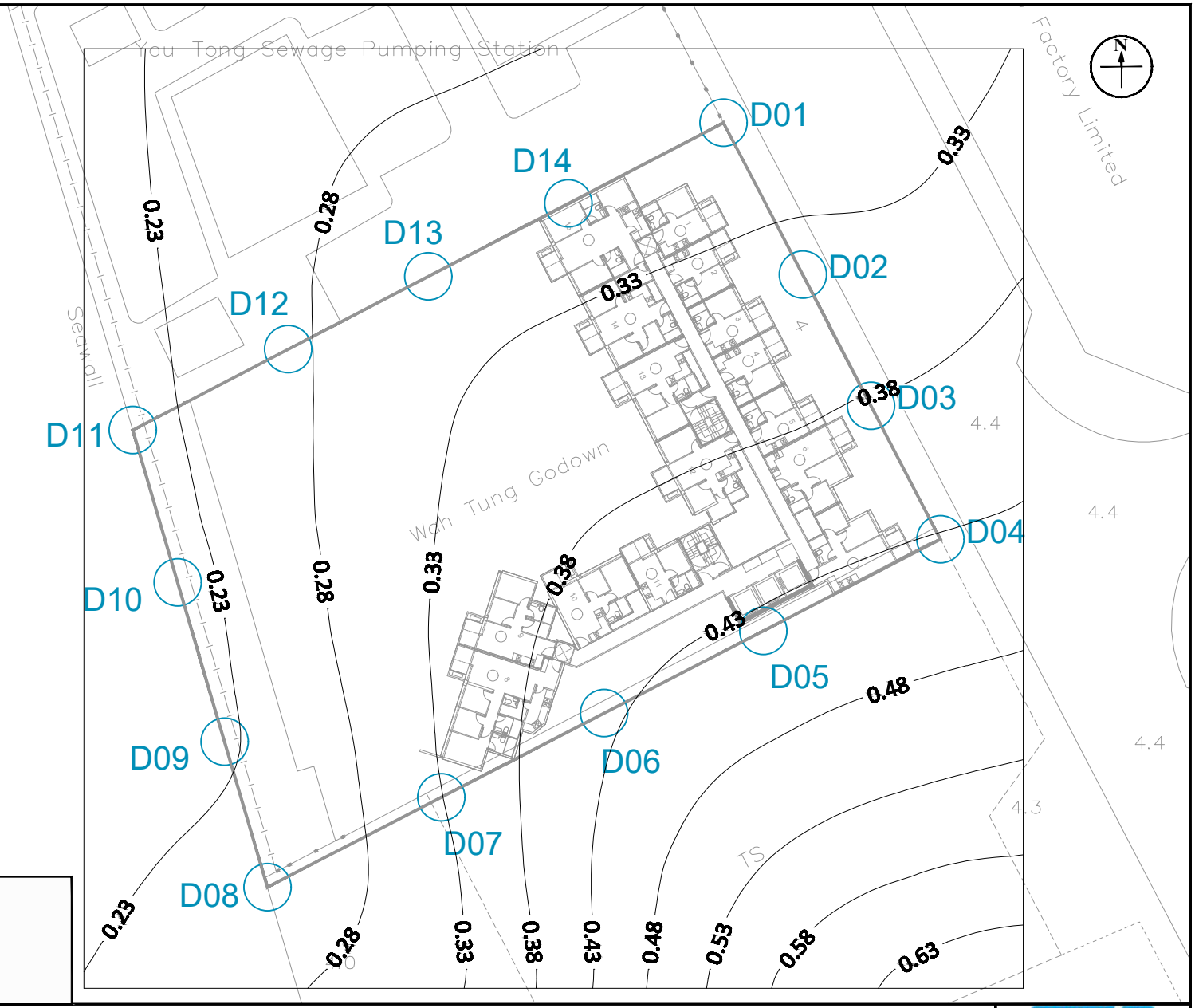
ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D13_GF	842096	817270	4.4	G	1.5	5.9	0.3
D13_L1	842096	817270	4.4	L1	5.50	9.90	0.3
D13_L2	842096	817270	4.4	L2	10.00	14.40	0.2
D13_1F	842096	817270	4.4	1	18.20	22.60	0.1
D13_2F	842096	817270	4.4	2	21.30	25.70	0.1
D13_3F	842096	817270	4.4	3	24.40	28.80	0.1
D13_4F	842096	817270	4.4	4	27.50	31.90	0.0
D13_5F	842096	817270	4.4	5	30.60	35.00	0.0
D13_6F	842096	817270	4.4	6	33.70	38.10	0.0
D13_7F	842096	817270	4.4	7	36.80	41.20	0.0
D13_8F	842096	817270	4.4	8	39.90	44.30	0.0
D13_9F	842096	817270	4.4	9	43.00	47.40	0.0
D13_10F	842096	817270	4.4	10	46.10	50.50	0.0
D13_11F	842096	817270	4.4	11	49.20	53.60	0.0
D13_12F	842096	817270	4.4	12	52.30	56.70	0.0
D13_13F	842096	817270	4.4	13	55.40	59.80	0.0
D13_14F	842096	817270	4.4	14	58.50	62.90	0.0
D13_15F	842096	817270	4.4	15	61.60	66.00	0.0
D13_17F	842096	817270	4.4	17	67.80	72.20	0.0
D13_19F	842096	817270	4.4	19	74.00	78.40	0.0
D13_22F	842096	817270	4.4	22	83.40	87.80	0.0
D13_25F	842096	817270	4.4	25	92.85	97.25	0.0
D14_GF	842108	817276	4.4	G	1.5	5.9	0.3
D14_L1	842108	817276	4.4	L1	5.50	9.90	0.3
D14_L2	842108	817276	4.4	L2	10.00	14.40	0.2
D14_1F	842108	817276	4.4	1	18.20	22.60	0.1
D14_2F	842108	817276	4.4	2	21.30	25.70	0.1
D14_3F	842108	817276	4.4	3	24.40	28.80	0.1
D14_4F	842108	817276	4.4	4	27.50	31.90	0.1
D14_5F	842108	817276	4.4	5	30.60	35.00	0.1
D14_6F	842108	817276	4.4	6	33.70	38.10	0.1
D14_7F	842108	817276	4.4	7	36.80	41.20	0.1
D14_8F	842108	817276	4.4	8	39.90	44.30	0.0
D14_9F	842108	817276	4.4	9	43.00	47.40	0.0
D14_10F	842108	817276	4.4	10	46.10	50.50	0.0
D14_11F	842108	817276	4.4	11	49.20	53.60	0.0
D14_12F	842108	817276	4.4	12	52.30	56.70	0.0
D14_13F	842108	817276	4.4	13	55.40	59.80	0.0
D14_14F	842108	817276	4.4	14	58.50	62.90	0.0
D14_15F	842108	817276	4.4	15	61.60	66.00	0.0
D14_17F	842108	817276	4.4	17	67.80	72.20	0.0
D14_19F	842108	817276	4.4	19	74.00	78.40	0.0
D14_22F	842108	817276	4.4	22	83.40	87.80	0.0
D14_25F	842108	817276	4.4	25	92.85	97.25	0.0
						Max.	0.4

Note:

1. Bolded cell denotes the largest value.

Appendix 2.17 Contour Map for Odour



Legend:

- Concentration (OU) exceeding the Criterion
- Concentration (OU) below the Criterion

Appendix: 2.17

Title: Contour Map of Highest 5-s Average Concentration of Odour at 5.9mPD (G/F) (Criterion: 5OU)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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Appendix 2.18 Reply of Odour Complaint Record

Outlook

Re: No.4 Tung Yuen Street, Yau Tong - Enquiry for the Odour Complaints related to Potential Odour Emission Source/Area

From Herrick YW HO/EPD <herrickho@epd.gov.hk>
Date Wed 4/9/2025 13:39
To Tony Ling [redacted]
Cc Tommy TC TANG/EPD <tommytctang@epd.gov.hk>; FC CHAN/EPD <fcchan@epd.gov.hk>; Wendy Tin [redacted]

1 attachment (170 KB)
Tung Yuen Street_Potential Odour Issue.pdf;

Some people who received this message don't often get email from herrickho@epd.gov.hk. Learn why this is important

Dear Tony,

According to our record, there is **no odour complaint** in the concerned area.

Thanks & Regards,
Herrick HO / EPD
2117 7551

From: Tony Ling [redacted]
Sent: Wednesday, April 9, 2025 11:47 AM
To: Tommy TC TANG/EPD <tommytctang@epd.gov.hk>
Cc: FC CHAN/EPD <fcchan@epd.gov.hk>; Wendy Tin [redacted]
Subject: No.4 Tung Yuen Street, Yau Tong - Enquiry for the Odour Complaints related to Potential Odour Emission Source/Area

Dear Tommy,

As per our conversation, we have received comments (odour issue) from EPD and PlanD on Proposed Development located at No.4 Tung Yuen Street, Yau Tong **(See the attachment)**, they requested us to check with the Regional Office whether there are any odour complaints in past five years.

Therefore, we would be grateful if you could provide the odour complaints about the potential odour emission source/Area (e.g. Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market) within 200m assessment area from the Development Site, if any.

Should you have any queries, please do not hesitate to contact me at 3465 2881. Thank you for your attention.

Best Regards,

Tony Ling

Environmental Consultant

D +852 3465 2881

[redacted]

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Appendix 2.19 Reply of Estimated % of VKT for Local and Rural Roads with Possible Starting Emission

Outlook

[redacted]

From Steven TM LEE/EPD <stevenlee@epd.gov.hk>
Date Fri 3/28/2025 17:00
To Billy Fan [redacted]
Cc [redacted]

Dear Billy,

Thank you for your email dated 26 Mar 25 below concerning the captioned.

We agree with your suggested approach to handle the % Roads with Start Emission in SAMP v2.1. Please proceed with the remaining work to complete the report.

File: EP24/DYAT/2

S.Lee PTPO(ASM)81
Tel : 2835 2517 / 28 March 2025

From: Billy Fan [redacted]
Sent: Wednesday, March 26, 2025 7:29 PM
To: Josephine SW WONG/EPD <josephineswwong@epd.gov.hk>; KY NG/EPD <kyng@epd.gov.hk>
Cc: [redacted]
Subject: [redacted]

Dear Josephine and Jacky,

For your update, we have received an updated reply from TD's officer directly (the email is attached for your reference). With the suggested road grouping and following the methodology stated in the Traffic Census 2023, the figures in the table of Section 3.4 of Traffic Census 2023 can be obtained.

With the calculated vehicle kilometre of Local Distributor (LD) and Rural Road (RR) in Hong Kong can be obtained. By using these data, the % of LD and RR can be obtained, which is 21.7988%. Generally, LD and RR should be the roads considered with start emission. Therefore, I would propose using this % as the entry of % Roads with Start Emission on SAMP V2.1.

You are much appreciated if you can advise your view on this issue. Many thanks.

Kind regards

Billy Fan

Principal Consultant

D [redacted]

M [redacted]

[redacted]

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Appendix 2.20 Location of Exceedance Zone



Appendix: 2.20

Title: Location of Exceedance Zone [4/F-5/F | 27.5mAG-30.6mAG | 31.9mPD-35.0mPD]

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jul 2025

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Appendix 2.21 Correspondence with DSD regarding Proposed Enhancement Work at YTSPS

Tony Ling

From: Andy Ho Cheung LAW <andyhclaw@dsd.gov.hk>
Sent: Friday, June 13, 2025 2:34 PM
To: Tony Ling
Cc: Peter Ka Man CHAN; Jolitta LM CHAN/EPD; Kenneth Pak Cheong WONG/PLAND; Tony Cheng; Wendy Tin
Subject: Re: [Internet]RE: S.16 Application at No. 4 Tung Yuen Street, Yau Tong (A/K15/132) - Enquiry for Enhancement Work of Yau Tong Sewage Pumping Station

Dear Tony,

We spoke.

Regarding DSD's proposed project on enhancement works at YTSPS, please find the below information for your reference: -

1. The tentative completion of enhancement works at YTSPS is 2032 subject to funding availability.

2. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical SPS subject to funding and detailed design.

You are reminded that DSD's enhancement works is to serve the Yau Tong region. The applicant shall employ any required mitigation measures due to applicant's planning application and subsequent development.

For your information, the E&M advisor/Project Engineer of the proposed works is Mr. Peter CHAN. If you have further enquiries regarding the proposed works, you may contact Mr. Peter CHAN at 2594 7211, or me. Thanks.

Regards,
Andy H.C. LAW
EME/ST2/1/3, DSD
Tel: 2195 3459



From: "Tony Ling" [redacted]
To: "andyhclaw@dsd.gov.hk" <andyhclaw@dsd.gov.hk>
Cc: "Tony Cheng" [redacted], "Wendy Tin" [redacted]
Date: 06/06/2025 15:37
Subject: [Internet]RE: S.16 Application at No. 4 Tung Yuen Street, Yau Tong (A/K15/132) - Enquiry for Enhancement Work of Yau Tong Sewage Pumping Station
Serial No.:

==========
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Dear Andy,

As discussed today, it is understood that YTSPS enhancement work is under initial stage, details regarding the design are limited to provide.

Therefore, we would like to confirm the following information first for facilitating the captioned application.

1. Tentative completion year of YTSPS enhancement work is Year 2030.
2. Proposed Enhancement Work at YTSPS would be comparable to other existing/typical SPSs (i.e. deodorising unit)

Thank you for your attention. Your prompt reply would be greatly appreciated.

Best Regards,
Tony Ling

Environmental Consultant

[redacted]

[redacted]

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Classification: Confidential

From: Tony Ling
Sent: Thursday, June 5, 2025 4:59 PM
To: andyhclaw@dsd.gov.hk
Cc: Tony Cheng [redacted]; Wendy Tin[redacted]
Subject: S.16 Application at No. 4 Tung Yuen Street, Yau Tong (A/K15/132) - Enquiry for Enhancement Work of Yau Tong Sewage Pumping Station

Dear Andy,

As per our conversation, it is understood that the enhancement work will take place at Yau Tong Sewage Pumping Station(YTSPS) .

In view of that YTSPS enhancement work is under initial stage, could you please provide the details about enhancement work for our air quality impact assessment.

Items:
1. Construction Programme (i.e. Tentative Completion Year)
2. Proposed Exhaust Location(s) and Enhancement Design (i.e. Types of Serving Units (e.g. wet well. inlet chamber, etc...) , No. of Deodouriser and its removal efficiency, etc...)
3. Any enclosure/ cover for potential odour sources and equipped with deodorising unit?
4. Design Capacity (m3 per day) after enhancement

Best Regards,
Tony Ling

Environmental Consultant

[redacted]

[redacted]

Ramboll Hong Kong Limited

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Appendix 2.22 Extracts from Approved Planning Application A/K15/121 – Input Parameters of Concrete Batching Plant



LEGEND

- PROJECT BOUNDARY
- AREA SOURCE OF CONCRETE BATCHING PLANTS
- POINT SOURCE OF CHIMNEY EMISSIONS
- POINT SOURCE OF CONCRETE BATCHING PLANTS

Rev	Description	By	Date
C	THIRD ISSUE	SF	04/20
B	SECOND ISSUE	GL	12/19
A	FIRST ISSUE	GL	10/19

Consultant

ARUP

Contract No. and Title

Environmental Review for Proposed Residentiail Development at 18 Tung Yuen Street, Cha Kwo Ling, Yau Tong, Lei Yue Mun, Kowloon

Drawing title

LOCATION OF EMISSION SOURCES - CONCRETE BATCHING PLANTS AND CHIMNEYS DURING ULTIMATE SCENARIO

Drawing no.			Rev.
APPENDIX 3.5			C
Drawn SF	Date 04/20	Checked RC	Approved FC
Scale AS SHOWN		Status PRELIMINARY	

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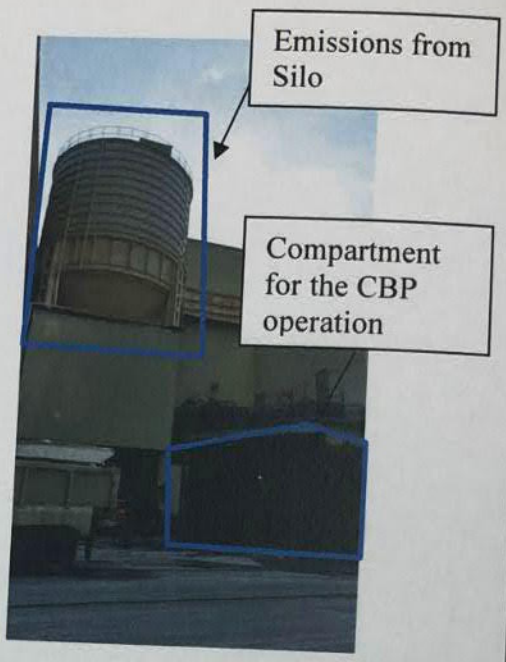
Report\Appendix 3.5 - Location of Emission Sources - Concrete Batching Plants and Chimneys - Ultimate.dgn

Redland Concrete Limited



Source: Extracted from GeoInfo Map



Sourece: Site Photos taken on 19 Sep 2019

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2_PHOTO OF REDLAND CBP DOC

Table 4: Calculation of RSP Emission factor for Paved Road within Concrete Batching Plants

$$E = k\,(sL)^{0.91} \times (W)^{1.02}$$

(ref: Section 13.2.1.3 of USEPA AP-42)

Where

E = Emission Factor in grams per vehicle kilometer traveled (g/veh-km) (Ref. AP42 S13.2.1.3)

k = Particle size multiplier, k = 0.62 g/veh-km for RSP and 0.15 g/veh-km for FSP as defined according to Table 2 of S13.2.1-1

sL = road surface silt loading (grams per square meter) (g/m^2) (i.e. 12g/m^2 as per AP-42 Table 13.2.1-3 mean silt loading for concrete batching)

W = average weight (tons) of the vehicles traveling the road (22 tons is assumed in the equation)

Therefore

RSP emission factor = $0.62 \times 12^{0.91} \times 22^{1.02}$ = 139.2252 g/veh-km

FSP emission factor = $0.15 \times 12^{0.91} \times 22^{1.02}$ = 33.6835 g/veh-km

Detailed calculation of RSP and FSP emission rate by each segment

Company	Source / Segment ID	Distance	Road Width	Road Surface Area	Peak hourly no. of mixer trucks [1]	Dust removal efficiency [2]	RSP Emission Rate [3]		FSP Emission Rate [3]	
		(m)	(m)	(m^2)	(veh/hr)	(%)	(g/s)	($g/s/m^2$)	(g/s)	($g/s/m^2$)
China Concrete Co. Ltd. [4] [5] [6]	L11	17	6	102	NA	NA	1.15E-02	3.10E-05	2.77E-03	7.49E-06
	L12	6	45	268	NA	NA	1.15E-02	3.10E-05	2.77E-03	7.49E-06
HK Concrete Co. Ltd.	L31	3	18	53	22	91.7	2.13E-04	4.01E-06	5.15E-05	9.70E-07
	L32	37	3	113	22	91.7	2.66E-03	2.35E-05	6.43E-04	5.69E-06
Redland Concrete Ltd.	L21	7	16	110	22	91.7	4.91E-04	4.44E-06	1.19E-04	1.08E-06

Notes:

[1] Peak hourly traffic count of each concrete batching plants based on site observations

[2] Refer to "Calculation of Dust Removal Efficiency by Watering for Paved Road within Concrete Batching Plants"

[3] Emission Rate (g/s) = Emission Factor x (1 - Dust Removal Efficiency) x No. of Trucks per hour x Travelling Distance

Emission Rate ($g/s/m^2$) = Emission Factor x (1 - Dust Removal Efficiency) x No. of Trucks per hour x Travelling Distance / Road Surface Area

[4] According to SP License for China Concrete (L3-194(4)), dust emission rate from paved roads is 0.215kg/hr.

[5] According to Table 13.2.1-1, particle size multiplier (k) of TSP, RSP and FSP for paved road is defined as 3.23g/veh-km, 0.62 g/veh-km and 0.15 g/veh-km respectively. The conversion ratio of TSP to RSP and FSP for paved road has thus referenced to the particle size multiplier. As such, TSP = 3.23 / 0.62; RSP = 3.23 / 0.15 FSP

[6] Emission sources at China Concrete Co. Ltd. and HK Concrete Co. Ltd. (L11-L12, L31-L32) would only be operational during interim phase.

Table 1 : Emission Inventory for Chimney (In-use only)

Company	Source ID	Type	X	Y	Release Height	Exit Temperature	Exit velocity	Internal diameter	Length of X side	Length of Y side	Angle (deg. Clockwise from N)	Emission Rate (g/s) or (g/m²-s)					Operation hours [1]
			(m)	(m)	(mAG)	(K)	(m/s)	(m)	(m)	(m)	(°)	NO_x	SO_2	CO	RSP [7]	FSP [7]	
China Concrete Co. Ltd. [1] [4] [5] [6]	P101	Point	842301	817005	31	Ambient	15.6	0.20							4.86E-03	1.43E-03	14 hours a day (0700 to 2100)
	P102	Point	842298	817002	31	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P103	Point	842300	817009	8	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P104	Point	842294	817003	8	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P105	Area	842282	817004	6				4	4	136				6.86E-03	2.02E-03	
	P106	Point	842307	817023	30	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P107	Point	842309	817025	30	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P108	Point	842314	817030	30	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P109	Point	842312	817028	30	Ambient	15.6	0.28							4.86E-03	1.43E-03	
	P110	Point	842313	817029	12	Ambient	15.6	0.28							4.86E-03	1.43E-03	
	P111	Point	842308	817024	12	Ambient	15.6	0.28							4.86E-03	1.43E-03	
	L11	Area	842311	817033	0.5				17	6	45				9.72E-03	2.86E-03	
	L12	Area	842293	816992	0.5				6	45	46				9.72E-03	2.86E-03	
HK Concrete Co. Ltd. [1] [4] [5] [6]	P301	Point	842273	817039	33	Ambient	13.8	0.20							3.08E-05	7.45E-06	
	P302	Point	842271	817036	33	Ambient	13.8	0.20							3.08E-05	7.45E-06	
	P303	Point	842276	817036	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	12 hours a day (0700 to 1900)
	P304	Point	842278	817034	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P305	Point	842276	817032	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P306	Point	842282	817029	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P307	Point	842280	817027	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P308	Point	842289	817024	28	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P309	Point	842295	817030	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P310	Point	842279	817042	13	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P311	Point	842282	817039	13	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P312	Point	842286	817035	13	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P313	Area	842266	817019	9				3	5	135				4.31E-03	1.27E-03	
	L31	Area	842300	817044	0.5				3	18	-43				8.78E-03	2.58E-03	
	L32	Area	842273	817018	0.5				37	3	44				4.01E-06	9.70E-07	
Redland Concrete Ltd. [1] [4] [5] [6]	P201	Point	842116	817205	26	Ambient	27.5	0.15							2.55E-05	5.69E-06	
	P202	Point	842127	817210	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	12 hours a day (0700 to 1900)
	P203	Point	842133	817213	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P204	Point	842141	817216	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P205	Point	842134	817226	8	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P206	Point	842136	817214	10	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P207	Point	842124	817209	10	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P208	Point	842122	817208	10	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P209	Point	842122	817218	8	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P210	Point	842128	817227	26	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P211	Point	842128	817227	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P212	Point	842128	817227	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P213	Point	842128	817227	12	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P214	Point	842130	817221	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P215	Point	842130	817221	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P216	Point	842130	817221	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P217	Point	842130	817221	12	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P218	Point	842118	817226	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P219	Point	842118	817226	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P220	Point	842118	817226	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P221	Point	842118	817226	12	Ambient	7.7	0.40							5.56E-04	1.63E-04	
	P222	Point	842123	817228	26	Ambient	27.5	0.15							9.72E-03	2.86E-03	
	P223	Point	842123	817228	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P224	Point	842123	817228	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P225	Point	842123	817228	12	Ambient	7.7	0.40							5.56E-04	1.63E-04	
	P226	Point	842134	817226	8	Ambient	1.8	0.20							9.72E-03	2.86E-03	
	P227	Point	842125	817219	8	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	P228	Point	842130	817221	12	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	P229	Point	842123	817228	12	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	P230	Point	842100	817199	3	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	L21	Area	842149	817213	0.5		14.4	0.50							2.41E-02	7.08E-03	
Lei Yue Mun Seafood Restaurant [2] [3]	C01	Point	842049	816895	15	373	6.0	0.2	7	10	-26	1.63E-02	2.33E-04		4.44E-06	1.08E-06	
Golden Dragon Seafood Restaurant [2] [3]	C02	Point	842572	816798	8	373	6.0	0.2				1.58E-03	9.48E-06		3.21E-04	2.47E-04	24 hours a day
Lung Mun Seafood Restaurant [2] [3]	C03	Point	842622	816846	8	373	6.0	0.2				1.27E-02	1.81E-04		1.20E-04	1.20E-04	24 hours a day
Tai Hing Restaurant [2] [3]	C04	PointCap	842670	816949	6	373	6.0	0.2				3.16E-04	1.90E-06		2.50E-04	1.92E-04	24 hours a day
Wai Lung Seafood Restaurant [2] [3]	C05	Point	842579	816815	8	373	6.0	0.5				1.58E-03	9.48E-06		2.40E-05	2.40E-05	24 hours a day
							6.0	0.2							1.20E-04	1.20E-04	24 hours a day

Emission Rate From Wind Erosion of Sand Barge

Pollutant: RSP

Source ID	Source Type	Coordinates		Dimension (m)		Height	Angle / Width	Emission Rate (g/s/sq.m)	
		X1	Y1	X2	Y2			Wind Erosion	
		(m)	(m)	(m)	(m)	(m)	(deg / m)	Daytime	Non-working Hours
SB01 [4]	Area	842232.7	816960.7	20	50	1.5	46	1.2748E-06	1.2748E-06
SB02 [4]	Area	842214.2	816979.4	20	50	1.5	46	1.2748E-06	1.2748E-06
SB04	Area	842026.2	817196.7	20	50	1.5	71	1.2748E-06	1.2748E-06

Pollutant: FSP

Source ID	Source Type	Coordinates		Dimension (m)		Height	Angle / Width	Emission Rate (g/s/sq.m)	
		X1	Y1	X2	Y2			Wind Erosion	
		(m)	(m)	(m)	(m)	(m)	(deg / m)	Daytime	Non-working Hours
SB01 [4]	Area	842232.7	816960.7	20	50	1.5	46	1.9304E-07	1.9304E-07
SB02 [4]	Area	842214.2	816979.4	20	50	1.5	46	1.9304E-07	1.9304E-07
SB04	Area	842026.2	817196.7	20	50	1.5	71	1.9304E-07	1.9304E-07

Remarks:

As a conservative approach, the following assumptions have been made:

[1] The size of the sand storage area is assumed to be the same as the size of the sand barge. The size of the sand barge is measured by aerial photos.

[2] All the sand storage area of the sand barges are assumed to be non-enclosed.

[3] Water spraying and covering of sand are observed at some sand barges. Nevertheless, no watering and covering are assumed in emission rate calculation as a conservative approach.

[4] Emission sources at China Concrete Co. Ltd. and HK Concrete Co. Ltd. (SB01, SB02) would only be operational during interim phase.

Appendix H

Air Ventilation Assessment

Prepared by

Ramboll Hong Kong Limited

S16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, EATING PLACES WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

AIR VENTILATION ASSESSMENT

Date	**25 November 2024**
Prepared by	**Echo Cao** **Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
Project Reference	**CRC_4TYSEI00**
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APPENDICES

Appendix 1 Layout Plan for Baseline Scheme
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Appendix 4 Contour and Vector Result of the CFD Simulation
Appendix 5 Detailed CFD Simulation Result for Selected Test Points
Appendix 6 Supplementary Document for Future/ Committed Developments

1. INTRODUCTION

1.1 Project Background

1.1.1 The Subject Site is situated at Yau Tong Marine Lot No.70. The Site is zoned as "Residential (Group E)" (R(E)) under the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP S/K15/27.

1.1.2 Ramboll Hong Kong Limited has been commissioned by the project proponent to undertake an Air Ventilation Assessment (AVA) for the Subject Sites in support of the lease application.

1.2 Objectives

1.2.1 This AVA contains a quantitative Computational Fluid Dynamics (CFD) assessment of the potential ventilation impact of the proposed building design on the future pedestrian wind environment.

1.3 Subject Site and its Environs

1.3.1 The Subject Site covers an area of about 2,419 m^2 and currently occupied by Wah Tung Godown Building.

1.3.2 The Subject Site is located at a harbourfront site and bounded by Tung Yuen Street to the east. Tung Yuen Street runs from northwest to the southeast immediate northeast of the Site. Yau Tong Sewage Pumping Station is located to the immediate northwest of the Site. Ko Fai Road is located to the further north. A concrete batching plant ran by Redland Concrete Ltd. is located to the immediate south of the Site. The Coast Line I, which is a residential development under construction, is located to the further south of the Site; while the Coast Line II is located east of the Site, opposite site of the Tung Yuen Street. Future high-rise developments are planned to be developed along the water front of the Yau Tong Bay. In general, the surrounding area is dominated by industrial and residential developments.

1.3.3 **Figure 1** shows the location and the environs of the Subject Site.

1.4 Future/ Committed Development

1.4.1 The following future/ committed developments have been considered in this study. **Figure 3** illustrates the location and building blocks of these developments which have been included in the CFD simulation.

1. Planning Application A/K15/112 and 130
2. The Coast Line I & II
3. Planning Application A/K15/126
4. Planning Application A/K15/121
5. Montego Bay
6. Planning Application A/K15/90
7. Planning Application A/K15/129
8. Planning Application A/K15/127

1.5 Baseline Scheme

1.5.1 The Baseline Scheme adopts existing site condition in the quantitative assessment, i.e. one seven-storey industrial building which extent cover the whole Site without any setback from site boundary.

1.5.2 **Appendix 1** shows the layout plan of the Baseline Scheme from Common Spatial Data Infrastructure (CSDI) of Lands Department.

1.6 Proposed Scheme

1.6.1 **Appendix 2** shows the Master Layout Plan (MLP) of the Proposed Scheme.

1.6.2 The Proposed Scheme consists of one residential tower, which is situated atop a three-storey podium. The podium is for accommodation for retail and clubhouse.

1.6.3 The overall layout of the residential tower forms an L shape. The inland portion of the Proposed Scheme, positioned along Tung Yuen Street, has an elevation of 100mPD, while the residential band towards the waterfront promenade is oriented in a west-east direction and is slightly lower at 80mPD.

1.6.4 The Proposed Scheme includes a 5m-wide public passageway on the ground floor, connecting the Tung Yuen Street to the promenade in a west-east direction. Additionally, there is a 15m-wide setback from the Proposed Scheme to the western site boundary at the waterfront promenade.

2. SITE WIND AVAILABILITY

2.1 Site Wind Availability Data

2.1.1 According to the Planning Department's website, a meso-scale Regional Atmospheric Modeling System (RAMS) was used to produce a simulated 10-year wind climate at the horizontal resolution of 0.5 km x 0.5 km covering the whole territory of Hong Kong. The simulated wind data represents the annual, winter and summer wind conditions at various levels, i.e. 200 m, 300 m, and 500 m above terrain.

2.1.2 It is considered an acceptable starting point to use the simulated RAMS data for Site wind availability. The use of RAMS data (grid: X;092, Y:037) is preferred over measurement data at Waglan Island as it can reflect the effect of topography to wind availability.

2.1.3 The relevant annual windrose for the district under concern has been extracted from the Planning Department's website for Subject Sites wind availability data. **Figure 5** shows the relevant windrose diagram (at 500 m) representing the frequency and wind speed distribution of the district concerned for both summer and annual conditions. The simulated windroses show that the annual prevailing is coming from E direction (20.5%) with contributions from ENE (15.0%); while the summer prevailing is coming from SW direction (14.5%) with contributions from SSW (11.7%). In this quantitative AVA, a CFD software has been used. According to the *Technical Guide*, simplification of wind data for the initial study has been adopted. The wind directions with highest probability of occurrence are selected for AVA purposes. 8 most frequently occurred prevailing wind directions were selected for both annual and summer conditions with overall frequency of occurrence equivalent to 77.6% and 79.3% respectively of the time in a year.

2.1.4 **Table 2.1** summarizes the simulated wind availability data including probability of occurrence.

Table 2.1 Summary of RAMS Data and Wind Direction

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
N	2.7	0.9
NNE	5.5	1.1
NE	8.3	1.6
ENE	15.0	3.3
E	20.5	8.9
ESE	10.7	9.0
SE	6.2	7.3
SSE	4.2	8.0
S	4.5	10.4
SSW	5.4	11.7
SW	6.0	14.5
WSW	3.8	9.5
W	3.0	6.8
WNW	1.5	3.0
NW	1.3	2.5

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
NNW	1.1	1.0

2.2 Topography and Building Morphology

Topography

2.2.1 The Subject Site is located at Yau Tong Area. Lei Yue Mun and Victoria Harbour are located to the south and west of Yau Tong Area respectively. Kwun Tong Tsai Wan is located to the north. Devil's Peak, with an elevation at about 200mPD is located to the further east of the Subject Site.

2.2.2 The terrain in the immediate vicinity of the Subject Site is rather flat with hilly terrain (Devil's Peak) from approximately 1 km to the east. On the other hand, the terrain height is gradually increased towards inland, i.e. from Tung Yuen Street to Shung Yiu Street.

2.2.3 Although the influence of local topography to the wind flow pattern around the Subject Site is minimal, the Subject Site is surrounded by a number of existing and planned developments in all most all directions. As such, the wind flow pattern in the vicinity would be influenced by these surrounding built environments. Since Lei Yue Mun and Victoria Harbour are located to the south and west of the Subject Site and sea breeze would be the dominant wind in summer condition. South to west prevailing wind towards the Subject Site is currently unobstructed and the wind availability is considered to be optimal.

Building Morphology

2.2.4 The Subject Site is surrounded by a number of existing and planned developments, such as The Coast Line 1 at 80mPD to the south and Peninsula East at 148mPD to the east. Coast Line II at 100mPD is also located further east of the Site. The planned residential developments at ~ 70 to 100 mPD along the water front of Yau Tong Bay is located further north of the site. Since surrounding buildings are already closely located, it is generally considered to be unfavourable for wind penetration. Under such circumstances, most wind could only skim over the low or mid-rises developments such as podium of developments of the existing low-rise industrial buildings, or flow along carriageways at pedestrian level rather than through the building gaps. Since the frontage of the inland portion of the Proposed Scheme is slightly wide, it is likely slightly block incoming wind to its surrounding area. Nevertheless, the public passageway allows penetration of summer prevailing wind such as WSW direction.

2.2.5 **Table 2.2** highlights the building height of the nearby developments.

Table.2 Surrounding Developments

Name of Development	Max. Building Height (mPD)	Location from Site
The Coast Line I	80	South
The Coast Line II	100	Southeast
Planning Application A/K15/126	80-100	Southeast
Peninsula East	148	East
Gloria Weaving & Knitting Factory Ltd	30	Northeast

Name of Development	Max. Building Height (mPD)	Location from Site
Union Industrial Building	~31	Northeast
Yau Tong Sewage Pumping Station	~10	North
Planning Application A/K15/112 and 130	T1: 72 T2: 81.5 T3: 91.1 T4: 100.7	North/ Northeast
Planning Application A/K15/129	120	Southeast

3. QUANTITATIVE ASSESSMENT METHODOLOGY

3.1 Atmospheric Conditions

3.1.1 Simulated wind profile curves are extracted from the Planning Department's website using RAMS site wind availability data and is directly adopted for this quantitative AVA. **Figure 6** shows the wind profile curves for grid X:092, Y:037.

3.1.2 Wind profile curves (i.e. approach condition from the detail study) 0, 1, and 2 would be utilized for quantitative AVA according to the selected wind directions in **Table 2.1**.

3.1.3 For elevation from 0 to 10 m where wind profile information is not available, the wind speed is assumed based on fitted Log Law and measured wind speed value at 10 m from the RAMS Site wind availability data for each wind profile curve.

3.1.4 The wind profile of 0 m to 10 m is interpolated and then combined with the wind profile curves on RAMS site wind availability data.

3.2 CFD Code and Major Parameters

3.2.1 A quantitative assessment based on the requirement for Initial Study stipulated in the relevant Technical Guide has been conducted for the purpose of comparing the air ventilation performance between the Proposed and the Baseline Schemes.

3.2.2 The quantitative assessment is conducted by using a commercial CFD code, FLUENT. FLUENT model has been widely applied for various AVA research and studies worldwide. The accuracy level of the FLUENT model is well-accepted by the industry for AVA application.

3.2.3 Realizable K-epsilon turbulence providing better prediction of separation and vortexes has been adopted for air ventilation assessment as recommended in COST action C14.

3.2.4 Generally, the assessment area is determined by the height (H) of the highest building within the surrounding area (i.e. The Spectacle with a building height of around 150mPD).

3.2.5 The domain covers the model area of over 300m. The surrounding area is determined by 2 times the height of the highest building within the model area which is equivalent to at least 2H of the highest building (i.e. >2H where H=150 m) from the Project Site boundary. It is confirmed that all major noise barriers, elevated structures, and planned / committed / existing developments in the model area have been modelled in the simulation. **Figure 1** indicates the assessment area and the surrounding area of the CFD model.

3.2.6 The domain dimension is about 5200m x 5400m and with an elevation of 1700m. More than 6,400,000 grid cells have been defined to simulate the air flow. Given the large domain adopted in this assessment and the physical limitation on the computational resources of the CFD model, the horizontal and vertical grid size employed in the CFD model in the vicinity of the Project Area is taken as a global minimum size of 2m, and the size of the grid cells further away from the Project Area is increased by a growth ratio of 1.3. The global maximum size of cells is 32m while smaller cells size of 0.5m were used. Besides, four layers of prism cells (each layer of 0.5m thickness) are employed above the terrain of Subject Sites. The blockage ratio is less than 3%.

3.2.7 The windward boundary is defined as inflow with the wind profile defined. The leeward boundary is defined as outflow. The sky and lateral boundaries are defined as a symmetric boundary condition.

3.2.8 **Appendix 3** shows the domain size and the CFD model in different views.

3.2.9 The advection terms of the momentum and viscous terms are resolved with the second order numerical schemes. The scaled residuals are converged to an order of magnitude of at least 1 x 10-4 as recommended in COST action C14.

3.3 Important Areas

3.3.1 For the proposed development, important surrounding areas that the public would often access have been identified as follows:

(1) Ko Fai Road

(2) Shung Tai Wai

(3) Tung Yuen Street

(4) Shung Wo Path

(5) Shung Yiu Street

(6) Waterfront Promenade

(7) The Coast Line I

(8) The Coast Line II

(9) Peninsula East

(10) Approved Application No. A/K15/130

(11) Approved Application No. A/K15/126

3.4 Test Point Location

3.4.1 A total of 104 test points (including 30 numbers of perimeter test points defined along the boundary of the Subject Sites, 53 numbers of overall test points within the assessment area and 21 number of special test points) have been selected. The overall test point generally represents important pedestrian areas which are listed in **Section 3.3** above. All test points are located at 2m above ground level. **Figure 7** shows the test points selected for quantitative air ventilation assessment.

4. KEY FINDINGS

4.1 Spatial Average Wind Velocity Ratios

4.1.1 The velocity ratio under a specific wind direction at a test point is calculated by dividing the simulated wind speed at the test point under a certain wind direction by the velocity at gradient height under the same wind direction. All test points are located at 2m above ground level.

4.1.2 **Table 4.1** shows the Subject Sites spatial average velocity ratio (SVR), local spatial average velocity ratio (LVR), and average wind velocity ratio along surrounding sensitive area during annual condition and summer condition (for the Proposed Scheme (PS) and Baseline Scheme (BS)).

4.1.3 **Appendix 6** shows the detailed simulation results of the Proposed Scheme and the Baseline Scheme.

Table 4.1 Summary of Spatial Average Wind Velocity Ratios (VR) – Annual and Summer Condition

Location	Test Point	Annual Condition		Summer Condition	
		BS	PS	BS	PS
SVR	P01-P30	0.07	**0.10**	0.10	**0.18**
LVR	P01-P30, T01-T55	0.14	0.14	0.16	**0.20**
Ko Fai Road	T01-T13	0.19	**0.20**	0.24	**0.27**
Shung Tai Wai	T14-T19	**0.19**	0.15	**0.18**	0.17
Tung Yuen Street	T05, T20-T30, T54-55 P12, P16, P20	0.13	**0.14**	0.19	**0.21**
Shung Yiu Street	T37, T40-T44	**0.19**	0.18	**0.16**	0.15
Waterfront Promenade	T45-T53	**0.19**	0.18	0.19	0.19
The Coast Line I	S01-S03	**0.12**	0.10	**0.19**	0.18
The Coast Line II	S04-S08	**0.16**	0.15	0.14	0.14
Peninsula East	S10-S12	**0.15**	0.14	0.10	**0.12**
Approved Application No. A/K15/130	S13- S16	0.17	0.17	0.16	0.16

Note: Highlighted in **red** where VR is higher in the Proposed Scheme

Highlighted in **blue** where VR is higher in the Baseline Scheme

4.2 Discussion on Air Ventilation Performance

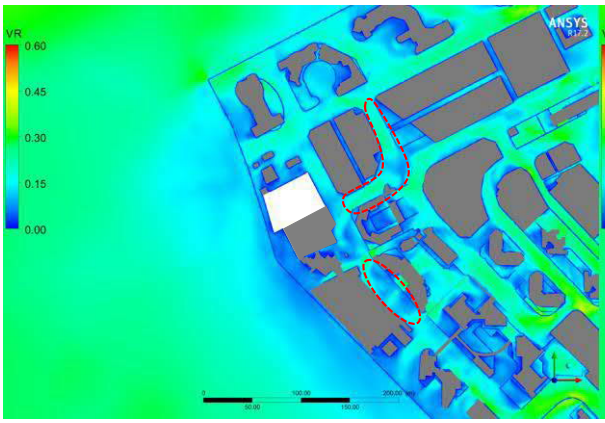
Discussion for VR Table

4.2.1 According to **Table 4.1** above, it is noted that the SVR and LVR are better in the Proposed Scheme under both annual and summer conditions. The large increment of SVR in the Proposed Scheme is due to the reduced footprint of the building blocks such as the 5m public passage to promenade and 15m promenade. Similarly, the higher LVR in the Proposed Scheme is owing to the large increment of VR of perimeter test points. It is believed that the Proposed Scheme has comparable VR of overall test points with the Baseline Scheme.

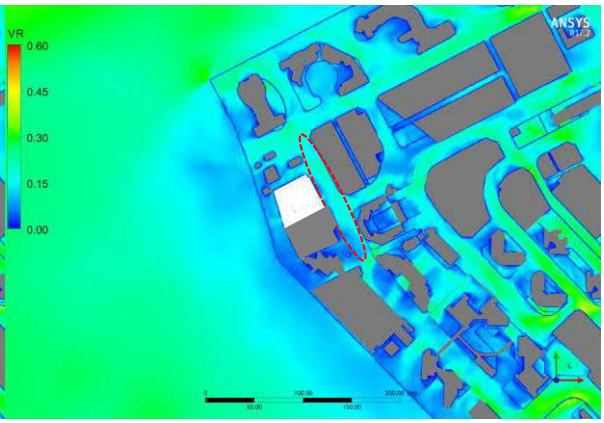
4.2.2 There are some variations between the Baseline Scheme and Proposed Scheme. The VR is higher under the Proposed Scheme at Ko Fai Road (annual and summer condition), Tung Yuen Street (annual and summer condition) and Peninsula East (summer condition).

4.2.3 On the other hand, the VR is higher under the Baseline Scheme at Shung Tai Wai (annual and summer condition), Shung Yiu Street (annual and summer condition), Waterfront Promenade (annual condition), The Coast Line I (annual and summer condition), The Coast Line II (annual condition) and Peninsula East (annual condition).

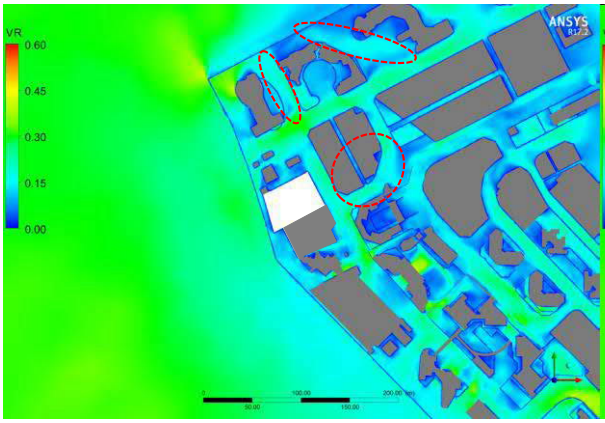
4.2.4 Discussion for Weighted Average contour Plot



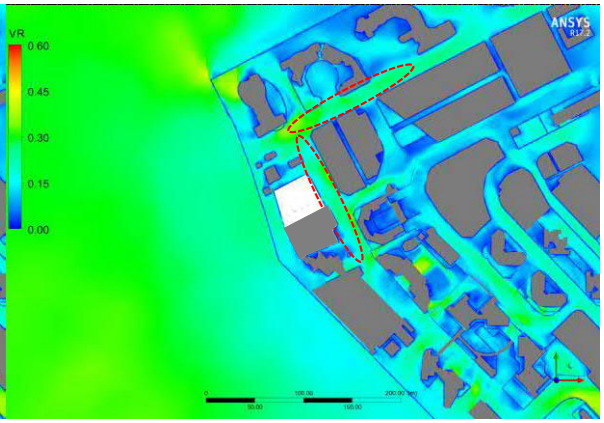
Annual Condition - Baseline Scheme



Annual Condition - Proposed Scheme



Summer Condition - Baseline Scheme



Summer Condition - Proposed Scheme

4.2.5 According to the weighted average contour plot, the ventilation performance of the Assessment Area (except the immediate area on the project site boundary) is likely to be similar between the Baseline Scheme and Proposed Scheme in annual condition and summer condition.

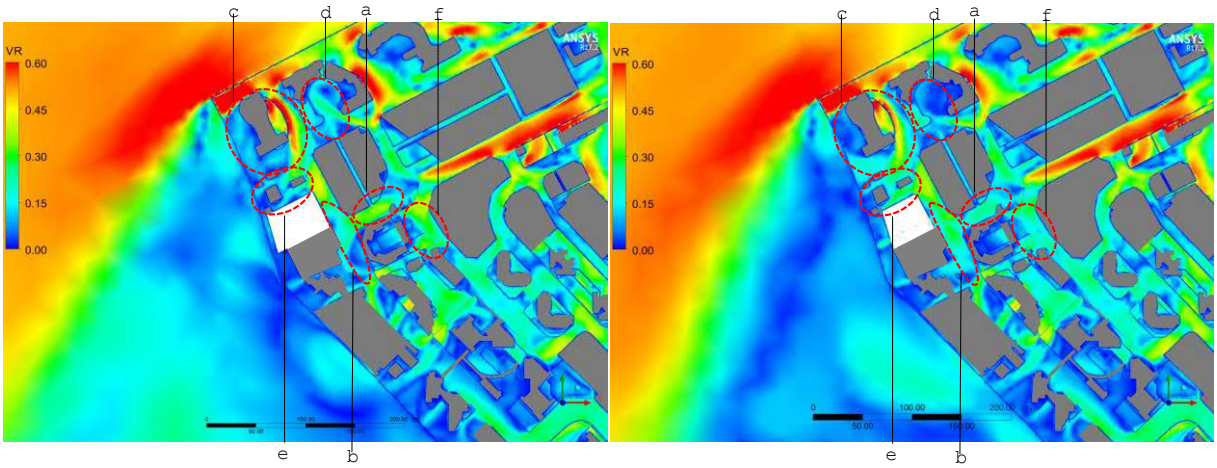
4.2.6 For the immediate area, as observed in the contours, Proposed Scheme would have lower VR at Shung Tak Wai, and some area within the Approved Application No. A/K15/130. Under the annual condition, the winds hit on the high level of the Proposed Development and flow from the proposed development across Tung Yuen Street, towards Shung Tak Wai. This downwash wind flow against the upcoming wind from Shung Tak Wai and create a turbulence at the southern portion of Shung Tak Wai, so a lower VR is observed in this area. While during the summer condition, flow from seaside flowing along the public passageway of the site would also counter the upcoming wind and induce wake area.

4.2.7 However, Tung Yuen Street portion to the east of the Subject Site has higher VR under the Proposed Scheme due to the downwash winds under the annual condition. The

high-level wind is captured by the proposed development and directed to the immediate pedestrian level, Tung Yuen Street. Under the summer condition, the 5m-wide public passage on the ground floor connects Tung Yuen Street to the promenade helping to divert more incoming seaside wind towards Tung Yuen Street.

4.3 Directional Analysis

Wind performance under wind direction of NNE



Contour plot for Baseline Scheme

Contour plot for Proposed Scheme

4.3.1 According to the contour plots under NNE wind, the upcoming wind flows from the seaside. While the contour of the sea on the downwind side of the buildings differs between the two schemes, there are no sensitive receivers in the sea area. Consequently, the assessment area can remain unchanged.

a. The upcoming NNE wind from Shung Yiu Street hits on Union Industrial Building and is diverted towards two directions of Shung Tak Wai. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. This downwash wind flows towards Shung Tak Wai would counter with abovementioned upcoming wind. Thus, there is a slightly reduction in wind flow is observed at this portion of Shung Tak Wai under the Proposed Scheme.

b. The higher residential towers under the Proposed Scheme capture the high-level wind and divert them towards two directions of Tung Yuen Street. The strong downwash wind improves the wind environment at Tung Yuen Street under the Proposed Scheme.

c. Under the Proposed Scheme, the strong downwash wind towards north along Tung Yuen Street counters with the upcoming wind from waterfront along the building separation within Approved Application No. A/K15/130. Therefore, the wind performance of the area at the above-mentioned building separation is slightly reduced in the Proposed Scheme. However, the wind performance at southern portion of the Approved Application is better and the waterfront area is slightly lower under the Proposed Scheme. From the vector, it is observed that more downwash wind is present at the southern tower of the Approved Application. This additional downwash wind may be due to the redirected wind from the Proposed Development. Some of NNE wind hits the Proposed Development and redirected towards north, then hit on the southern tower and flow towards the pedestrian level and benefit the surrounding areas.

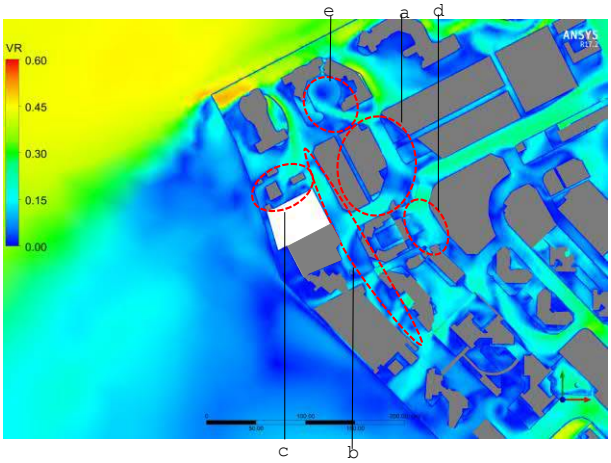
d. Under the Proposed Scheme, the wind flow along Shung Tai Wai is slightly reduced. With a reduced wind, the wind flow from Shung Tai Wai towards the

T2 of Approved Application No. A/K15/130 is slightly reduced under the Proposed Scheme. Thus, the VR of T2 is lower under the Proposed Scheme.

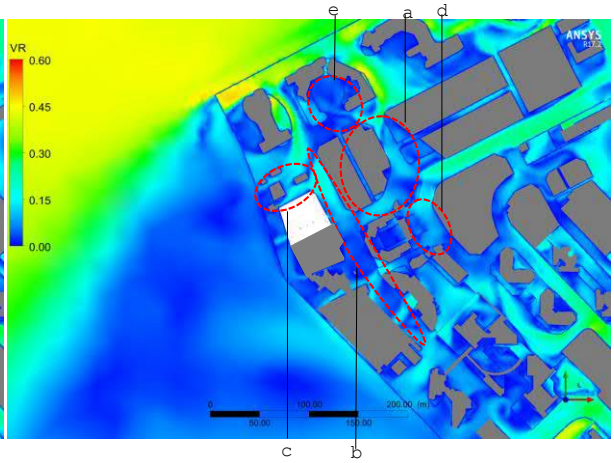
e. Downwash wind caused by the Proposed Development continuously flows towards Yau Tong Sewage Pumping Station. The wind performance of Yau Tong Sewage Pumping Station is better under the Proposed Scheme.

f. The high-level wind collected by Peninsula East is diverted to the pedestrian level of Shung Yiu Street. The wake area at Shung Tai Wai may have impact on Shung Yiu Street and reduces the wind performance at Shung Yiu Street under the Proposed Scheme.

Wind performance under wind direction of NE



Contour plot for Baseline Scheme



Contour plot for Proposed Scheme

4.3.2 According to the contour plots under NE wind, the upcoming wind flows from the seaside. While the contour of the sea on the downwind side of the buildings differs between the two schemes, there are no sensitive receivers in the sea area. Consequently, the assessment area can remain unchanged.

a. The upcoming NE wind from Shung Yiu Street hits on Union Industrial Building and is diverted towards two directions of Shung Tak Wai. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. This downwash wind flows towards Shung Tak Wai would counter with abovementioned upcoming wind. Thus, lower VR is observed at Shung Tak Wai under the Proposed Scheme.

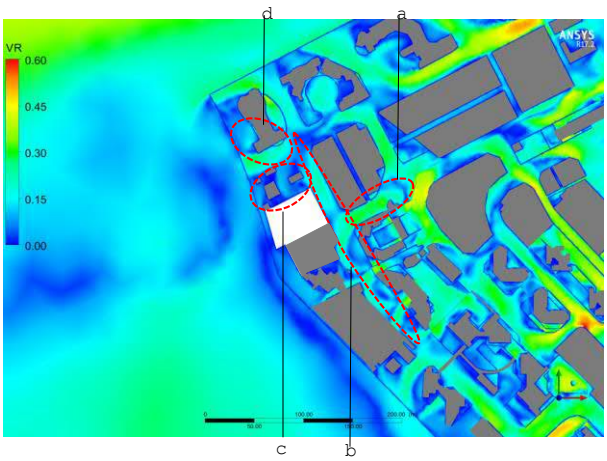
b. In the Baseline Scheme, the wind flow from Shung Tai Wai would be diverted towards north and south directions along Tung Yuen Street. While the higher residential towers under the Proposed Scheme cause downwash wind and divert it towards two directions of Tung Yuen Street. This downwash wind may counter the wind from the eastern portion of Tung Yuen Street. Therefore, from the contour plot, a lower VR along Tung Yuen Street is observed under the Proposed Scheme.

c. Downwash wind caused by the residential towers continuously flows towards Yau Tong Sewage Pumping Station. Therefore, a slightly better wind performance at north of the subject site is observed in the Proposed Scheme.

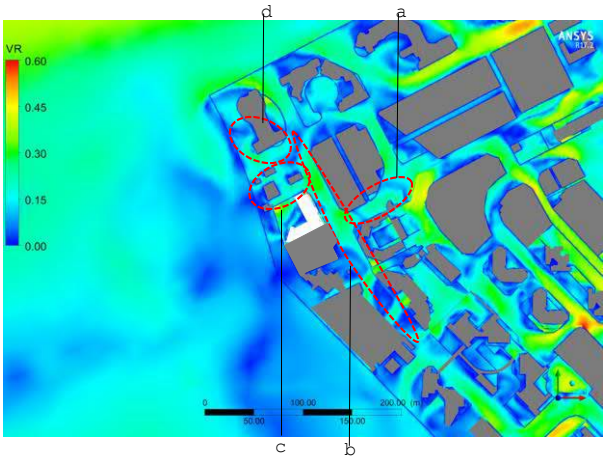
d. Under the Proposed Scheme, the wake area at Shung Tai Wai mentioned in point a) above may have impact on Shung Yiu Street and reduces its wind performance.

e. Under the Proposed Scheme, the wind flow along Shung Tai Wai is reduced. With a reduced wind, the wind flow from Shung Tai Wai towards the T2 of Approved Application No. A/K15/130 is slightly reduced under the Proposed Scheme. Thus, the VR of T2 is lower under the Proposed Scheme.

Wind performance under wind direction of ENE



Contour plot for Baseline Scheme



Contour plot for Proposed Scheme

4.3.3 According to the contour plots under ENE wind, the upcoming wind flows from the seaside as well as the streets aligned in ENE-WSW direction. While the contour of the sea on the downwind side of the buildings differs between the two schemes, there are no sensitive receivers in the sea area. Consequently, the assessment area can remain unchanged.

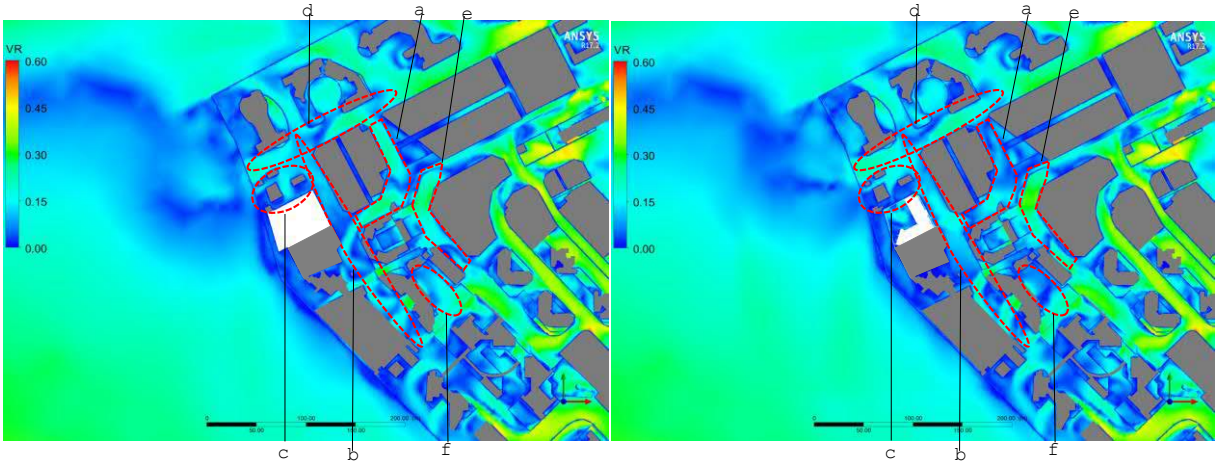
a. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. This downwash wind flows towards Shung Tak Wai and counters with the upcoming ENE wind. Thus, lower VR is observed at portion of Shung Tak Wai under the Proposed Scheme.

b. The higher residential towers under the Proposed Scheme capture high level wind and cause downwash wind and divert it towards two directions of Tung Yuen Street. As a result, the wind performance in the section of Tung Yuen Street north of The Coast Line II is slightly improved in the Proposed Scheme. However, unlike the Baseline Scheme, where winds from Shung Tak Wai are diverted south along Tung Yuen Street, the Proposed Scheme generates more downwash winds that also flow south. This change alters the wind patterns further south, specifically in the section of Tung Yuen Street between The Coast Line II and the Kwun Tong Wholesale Fish Market.

c. Downwash wind caused by the residential towers of the Proposed Scheme continuously flows towards Yau Tong Sewage Pumping Station. The VR of Yau Tong Sewage Pumping Station is higher under the Proposed Scheme.

d. The abovementioned downwash wind under the Proposed Scheme penetrates into Yau Tong Sewage Pumping Station and increases the VR around T1 of Approved Application No. A/K15/130.

Wind performance under wind direction of E



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.4 According to the contour plots under E wind,

a. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. Part of this downwash wind flows towards Shung Tak Wai and counters with the upcoming wind from east. Thus, lower VR is observed at portion of Shung Tak Wai under the Proposed Scheme.

b. The higher residential towers under the Proposed Scheme cause downwash wind and divert it towards two directions of Tung Yuen Street. Thus, the wind performance along Tung Yuen Street, particular the area in front of the tower is better in the Proposed Scheme.

c. The upcoming E wind along Ko Fai Road hits on T1 of Approved Application No. A/K15/130 and is diverted towards south along Tung Yuen Street as well as Yau Tong Sewage Pumping Station. However, the downwash wind caused by the Proposed Scheme would be diverted towards west along the building separation between the Subject Site and Yau Tong Sewage Pumping Station. Therefore, the wind flow pattern at Yau Tong Sewage Pumping Station is different under the two schemes.

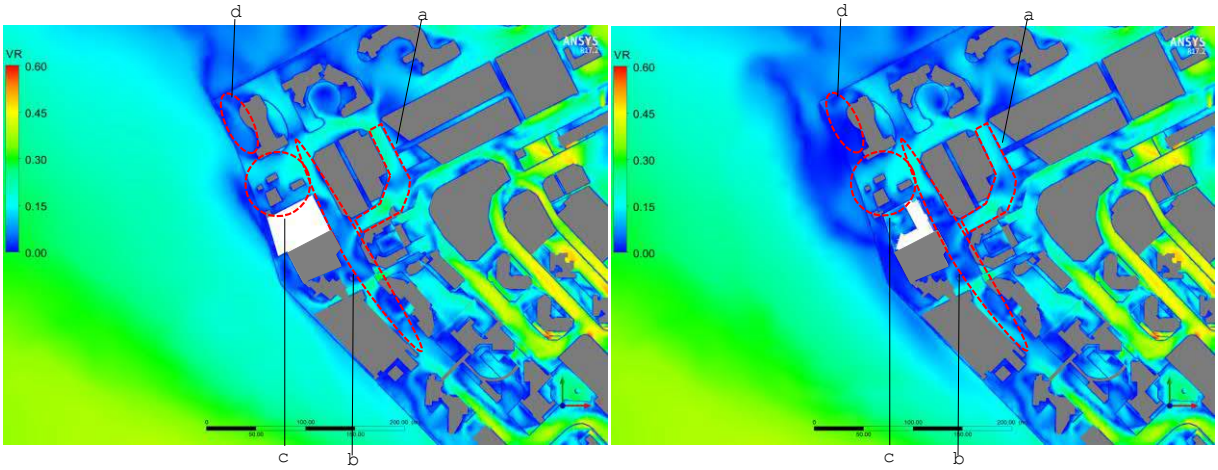
d. The upwind flows from east to west along Ko Fai Road. Since the wind flowing from Shung Tai Wai and Tung Yuen Street would also join Ko Fai Road, the wind patterns at Ko Fai Road are different under the two schemes due to the different wind environments at Shung Tai Wai as well as Tung Yuen Street.

e. The downwash wind caused by the Proposed Scheme towards Shung Tak Wai may have impact on the VR at Shung Yiu Street that the wind pattern at this street seems to be slightly different under the two schemes.

f. From the vector plot, under the Baseline Scheme, wind flows from east to west along the building separation between Peninsula East and The Coast Line II to

reach Tung Yuen Street. This flow will be rebounded towards the building separation between Tower 2A & 2B of Coast Line II and slightly improves the wind environment at Coast Line II. However, in the Proposed Scheme, this mentioned wind flow is likely to be diverted by the downwash wind from the Proposed Scheme. From the vector plot, no rebounded wind is observed and so there is less wind flowing towards the building separation between Tower 2A & 2B of The Coast Line II, thus the wind performance at the area behind the Coast Line II is reduced in comparing with that in the Baseline Scheme.

Wind performance under wind direction of ESE



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.5 According to the contour plots under ESE wind,

a. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. Part of this downwash wind flows towards Shung Tak Wai and counters with the upcoming wind from east. Thus, lower VR is observed at portion of Shung Tak Wai under the Proposed Scheme.

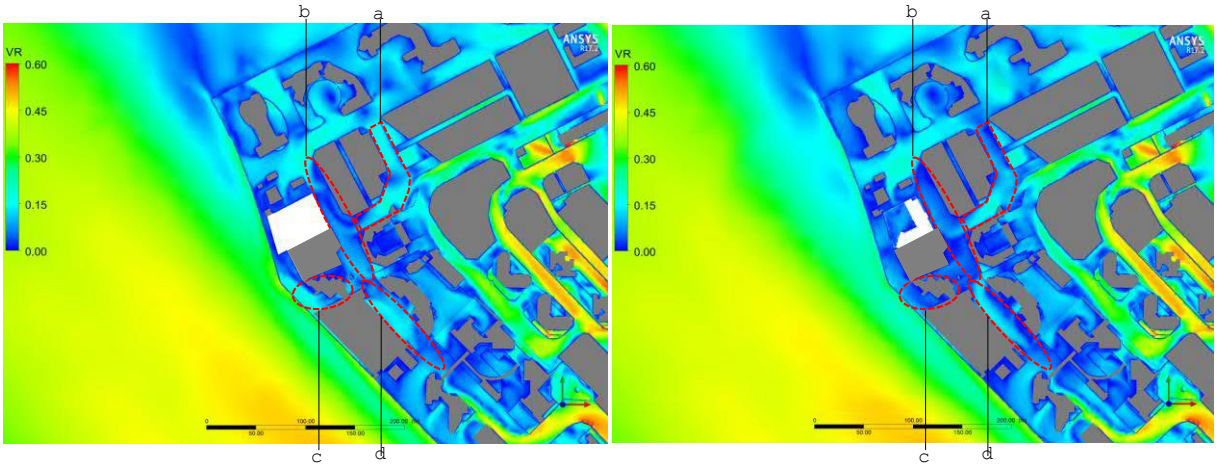
b. From the vector plots of both schemes, the upcoming ESE wind along Shung Yiu Street hits on Union Industrial Building and is diverted towards north along Shung Tak Wai. It continues along Ko Fai Road before entering Tung Yuen Street. In the Baseline Scheme, due to the longer façade along the northwestern boundary, the wind hits on the existing Wah Tung Godown Building and flow toward Tung Yuen Street, and this rediverted wind joins the flow direction of the upcoming ESE wind from the junction of the Ko Fai Road and Tung Yuen Street and flowing along Tung Yuen Street, as shown in the vector plot. However, in the Proposed Scheme, with the setback of the building and provision of the podium garden, from the vector plot, there is less rebounded wind flowing along the northwestern boundary, allowing more wind to flow directly along Tung Yuen Street. Consequently, the wind performance in the area—especially in front of the subject site—is slightly reduced.

c. Comparing to the Proposed Scheme, the northern building façade is slightly longer in the Baseline Scheme, which could divert more upcoming wind from Ko Fai Road to flow through Yau Tong Sewage Pumping Station along the building façade towards Tung Yuen Street. There is setback of the residential

tower and the podium garden in the Proposed Scheme, and part of the above-mentioned wind may flow into the podium garden instead of rebounding from façade of the existing godown to the sewage pumping station. Therefore, the VR of Yau Tong Sewage Pumping Station is slightly lower in the Proposed Scheme.

d. from the vector plots, the upcoming wind flows from the seaside to the north of Application no. A/K15/130 and reaches the area to the west of T1. The increased building height in the Proposed Scheme creates a larger wake area, which may affect the flow patterns in this region. As a result, the ventilation rate (VR) is lower to the west of T1 under the Proposed Scheme.

Wind performance under wind direction of SE



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.6 According to the contour plots under SE wind,

a. The upcoming SE wind along Shung Yiu Street hits on Union Industrial Building and is rebounded to flow along Shung Tak Wai towards two sides. Comparing to the seven-storey height block of the Baseline Scheme, higher residential tower of the Proposed Scheme could capture the high-level wind and divert it towards pedestrian level at Tung Yuen Street. This downwash wind counters with the wind flow along Shung Tak Wai. As such, slightly lower VR is observed at Shung Tak Wai under the Proposed Scheme.

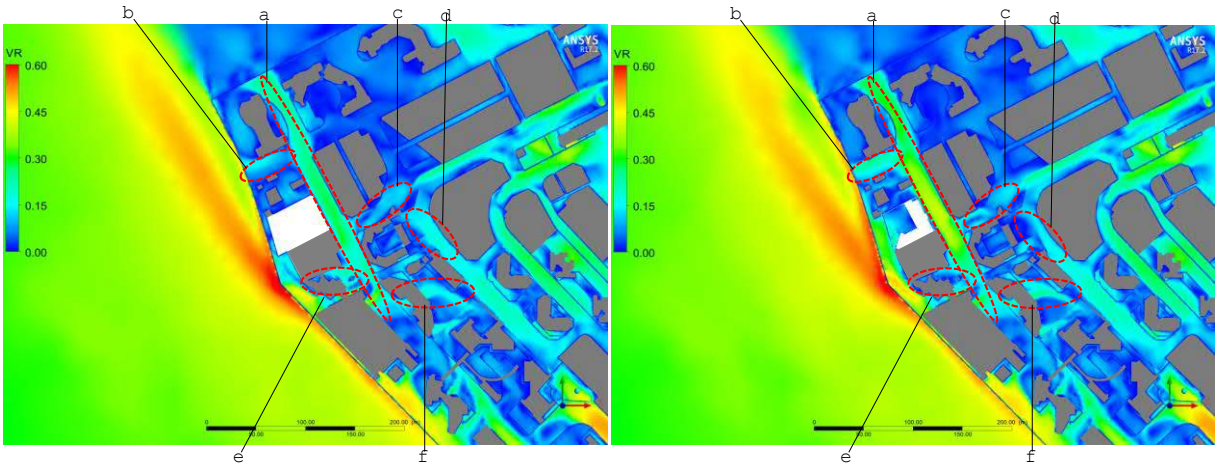
b. The downwash wind from the Proposed Scheme will flow along Tung Yuen Street towards Ko Fai Road, as shown in the vector plot. The wind performance of Tung Yuen Street northeast of the Subject Site is therefore slightly better under the Proposed Scheme.

c. Under both schemes, the downwash wind captured by The Coast Line I merges with the upcoming wind from Kwun Tong Wholesale Fish Market to flow towards promenade area of The Coast Line I, as shown in the vector plots. The increased building height of the Proposed Scheme causes downwash winds which may interact with the abovementioned wind flow within The Coast Line I and reduces the wind performance in this promenade area.

d. From the vector plot, under the Baseline Scheme, the downwash wind along the building separation between Peninsula East and The Coast Line II is diverted towards south along Tung Yuen Street by the building block at the northern

portion of Kwun Tong Wholesale Fish Market. A turbulence is generated under the cover of the fish market. However, stronger downwash wind flows towards the fish market under the Proposed Scheme. This downwash wind may hit Tower 1 of the Peninsula East and join the wind flow between the Peninsula East and Coat Line II. This stronger wind hit the Fish Market and flow along its edge.

Wind performance under wind direction of SSE



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.7 According to the contour plots under SSE wind,

a. Comparing with the Baseline Scheme, the slightly larger setback from the eastern boundary of the proposed development allows more wind flow from south to flow along Tung Yuen Street. Thus, the VR at Tung Yuen Street is slightly higher under the Proposed Scheme.

b. The stronger wind flow along Tung Yuen Street is diverted towards west along Ko Fai Road. Therefore, better wind performance is observed at this area under the Proposed Scheme.

c. The upcoming SSE wind along Shung Yiu Street hits on Union Industrial Building and is rebounded to flow along Shung Tak Wai towards two sides. The stronger wind flow along the Tung Yuen Street may counter with the abovementioned upcoming wind. As such, a slightly larger wake area is observed at this area under the Proposed Scheme.

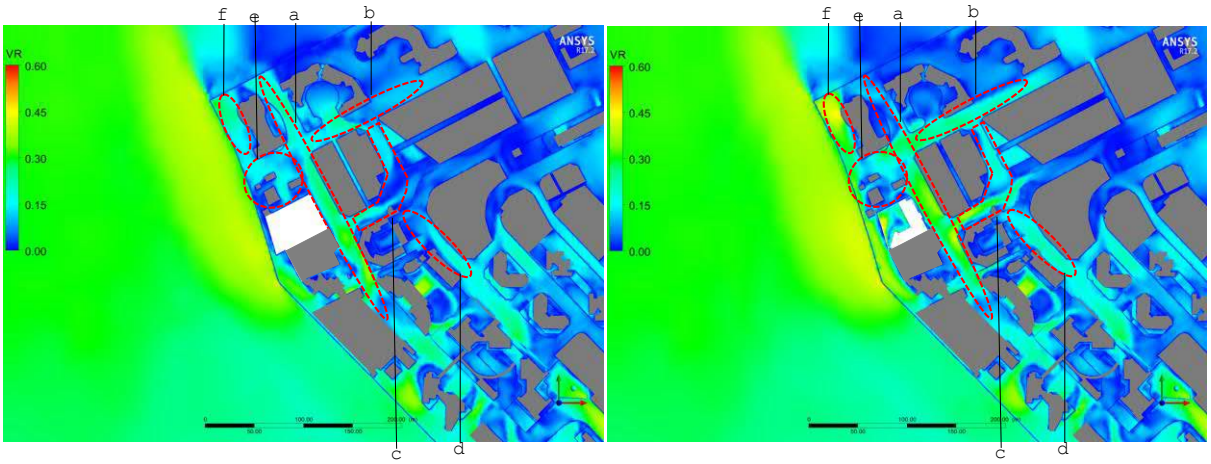
d. The stronger wind flow from Peninsula East would counter with the upcoming wind from SSE along Shung Yiu Street under the Proposed Scheme. Therefore, lower VR is observed at Shung Yiu Street under the Proposed Scheme.

e. The downwash wind from the taller building of the Proposed Scheme may counter the upcoming wind from east of Tung Yuen Street and create a turbulence at the immediate area. A lower wind performance at the area between the Subject Site and The Coast Line I is observed under the Proposed Scheme.

f. This wake area in front of The Coast Line I under the Proposed Scheme may create a barrier for the wind flow passing through the Fish Market. After passing through the Fish Market, more SSE wind may flow towards the Coast Line II

instead of flow towards the western portion of Tung Yuen Street. Therefore, a higher wind performance is observed at the area behind the Coat Line II under the Proposed Scheme.

Wind performance under wind direction of S



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.8 According to the contour plots under S wind,

a. Comparing with the Baseline Scheme, the slightly larger setback in the Proposed Scheme from the eastern boundary allows more wind flow from south to flow along Tung Yuen Street. Thus, the VR at Tung Yuen Street is slightly higher under the Proposed Scheme.

b. From the vector plots, a portion of the upcoming wind flow along Tung Yuen Street is diverted towards Ko Fai Road towards east in both schemes. In the Baseline Scheme, due to its low building height, T1 of Application No. A/515/130 captures high-level wind and diverts to the pedestrian level along Ko Fai Road. However, in the Proposed Scheme, there is no downwash wind generated from T1 due to the much higher building height of the Proposed Scheme. On the other hand, the 15m promenade setback allows more S wind to pass through the promenade and reach Ko Fai Road, where they can also be diverted eastward. As a result, the wind performance at Ko Fai Road is improved in the Proposed Scheme due to enhanced airflow along the promenade and Tung Yuen Street.

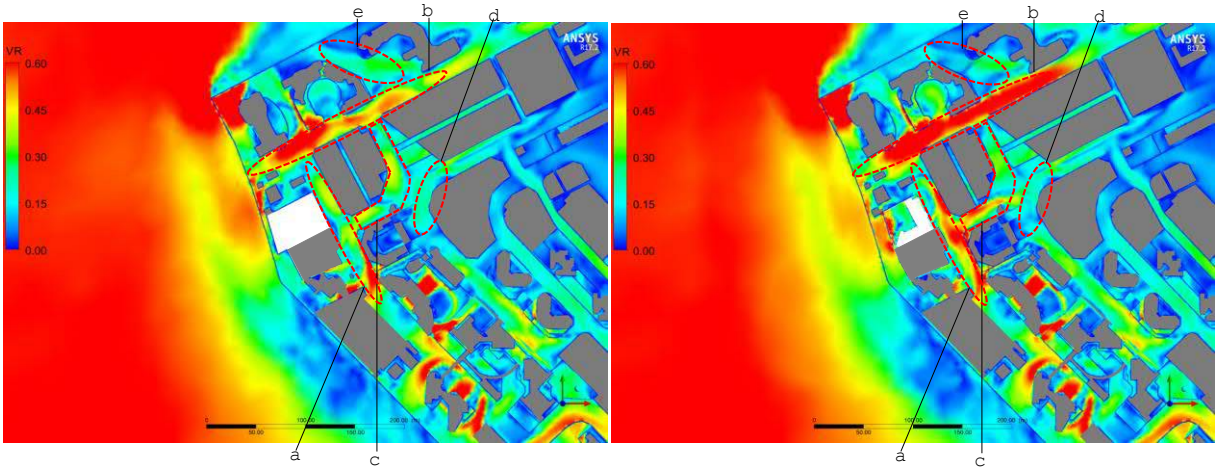
c. In the Baseline Scheme, the downwash caused by the T3 of Approved Application No. A/K15/130 flows towards Shung Tak Wai. However, in the Proposed Scheme, it is primarily the stronger wind flow along Ko Fai Road that is diverted towards Shung Tai Wai. Additionally, the enhanced wind flow along Tung Yuen Street further benefits the southern portion of Shung Tak Wai in the Proposed Scheme. As a result, the VR at Shung Tak Wai increases under the Proposed Scheme.

d. With a reduced wake zone to the southeast of Union Industrial Building, more upcoming wind from Shung Yiu Street could flow towards Shung Tak Wai. Thus, higher VR is observed at this portion of Shung Yiu Street under the Proposed Scheme.

e. Under the Baseline Scheme, T1 of Approved Application No. A/K15/130 would collect more high-level wind from south and divert it towards Ko Fai Road due to lower building height of the Baseline Scheme. However, the 15m promenade to the west of the Proposed Scheme allows more wind to pass through towards north. This wind is rebounded by T1 of Approved Application No. A/K15/130 and creates a turbulence at the pumping station. Thus, the VR at Yau Tong Sewage Pumping Station is reduced in the Proposed Scheme.

f. The 15m promenade to the west of the Proposed Scheme allows more wind to pass through towards north. The promenade to the west of T1 in Approved Application No. A/K15/130 is higher in the Proposed Scheme.

Wind performance under wind direction of SSW



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.9 According to the contour plots under SSW wind,

a. The SSW wind from waterfront flows under the cover of Kwun Tong Wholesale Fish Market to reach Tung Yuen Street. Comparing with the larger footprint of the Baseline Scheme block, the 5m public passage within the site and the 15m promenade in the Proposed Scheme allows upcoming wind to flow along the podium and is diverted towards east along the boundary of the Subject Site to the Tung Yuen Street. As such, the wind performance of Tung Yuen Street near the site is better in the Proposed Scheme.

b. The two storeys design of the podium in the Proposed Scheme as well as the 15m promenade allows much more upcoming wind from seaside towards Ko Fai Road. Therefore, the VR of Ko Fai Road is higher under the Proposed Scheme.

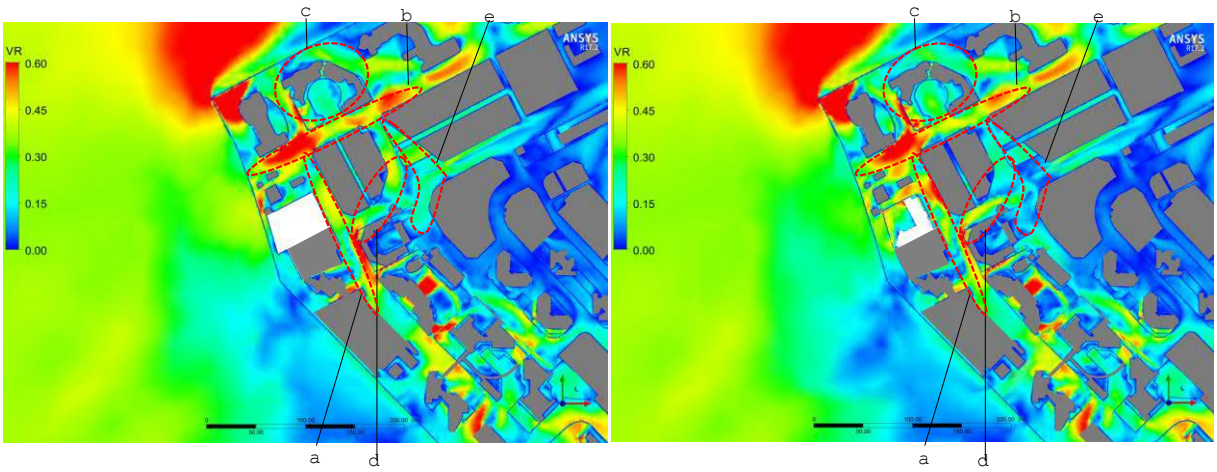
c. The 5m public passage within the site boundary in the Proposed Scheme allows upcoming flow towards Tung Yuen Street and continuously towards Shung Tak Wai. The wind performance at the southern portion of the Shung Tak Wai is better under the Proposed Scheme. However, this continuously flows along Shung Tak Wai may counters with the wind coming from north at Ko Fai Road, resulting that the wind performance at the northern and middle portion of Shung Tak Wai is lower in the Proposed Scheme.

d. The stronger wind flow from the southern portion of the Shung Tak Wai under the Proposed Scheme continuously flows along Shung Tak Wai and this wind

may counter the upcoming wind along the Shung Yiu Street. Therefore, the wind performance at Shing Yiu Street is lower under the Proposed Scheme.

e. Linear buildings are located along both sides of the Ko Rai Road and create a channel effect along it. The much stronger wind flow along Ko Fai Road under the Proposed Scheme may reduce the wind flowing into the gap between the buildings as the wind with high speed may by-pass the building gaps and continuously flow to further downwind area. From the vector plots, it is observed that there is less wind entering the area between T2 and T3 of the Approved Application No. A/K15/130 under the Proposed Scheme, but more wind continuously flows to downwind area, and thus a lower wind performance is observed in this area.

Wind performance under wind direction of SW



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.10 According to the contour plots under SW wind,

a. The upcoming SW wind from seaside flows towards inland through several building separations or streets, such as Ko Fai Road and Kwun Tong Wholesale Fish Market Substation. Comparing with the Baseline Scheme, the 15m promenade in the Proposed Scheme allows more SW wind to flow through it and divert this flow along the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station to reach Tung Yuen Street. In addition, the additional 5m public passage in the Proposed Scheme could facilitate the wind to flow along it and reach Tung Yuen Street. As such, the wind performance at Tung Yuen Street is slightly better under the Proposed Scheme.

b. However, the wind performance at Ko Fai Road under the Proposed Scheme is slightly lower than the Baseline Scheme, as shown in the contour. With more wind passing through the edge of subject site to Tung Yuen Street, it seems that there may be less wind passing along the Ko Fai Road, and so a slightly lower VR observed at the junction between Tung Yuen Street and Ko Fai Road, as well as the portion slightly further east of the Ko Fai Road.

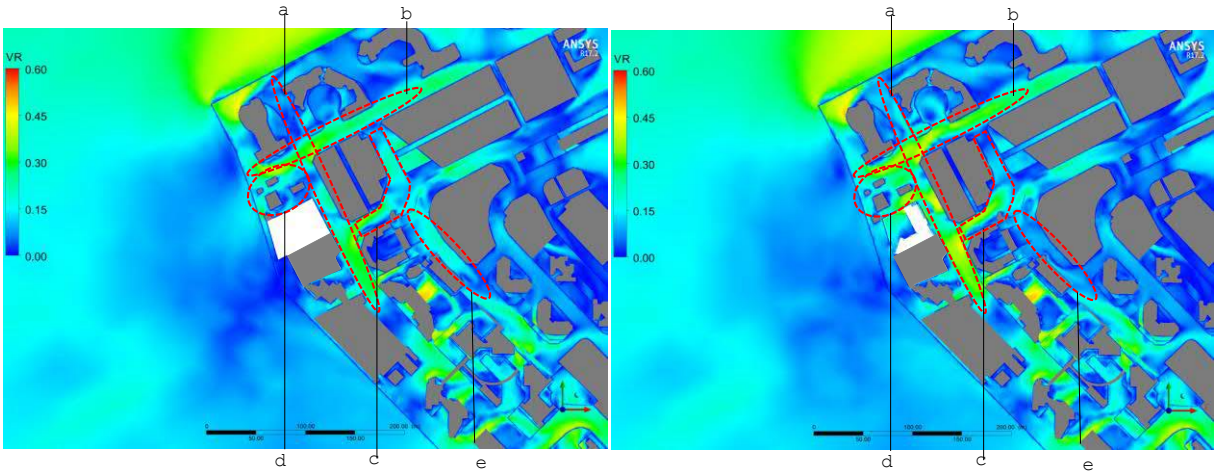
c. The 15m promenade and the L-shape of the residential tower in the Proposed Scheme allows more high-level wind to reach the inner area of T2 of Application No. A/K15/130. In contrast, the stronger wind flow along Ko Fai

Road in the Baseline Scheme continuously flows towards the area between T2 & T3 of Application No. A/K15/130 to the northern area of T2, which may counter with the upcoming flow along Tung Yuen Street. As such, under the Proposed Scheme, the inner area of T2 has better wind performance while the northern area of T2 has lower VR instead.

d. With the 5m public passage within the subject site, the SW wind would penetrate the Proposed Scheme and continuously flow towards Shung Tak Wai, therefore, a higher wind performance is observed at the junction of Tung Yuen Street and Shung Tak Wai. However, this stronger wind continuously flows along Shung Tak Wai and counters with the wind coming from north at Ko Fai Road. Therefore, the wind performance at the middle portion of Shung Tak Wai is lower under the Proposed Scheme.

e. The increased building height in the Proposed Scheme results in less high-level wind reaching the towers of Yau Tong Industrial City. According to the vector plot, the wind flow at the podiums of Yau Tong Industrial City is primarily downwash from its towers. This downwash wind above the podiums flows continuously toward Shung Yiu Street. As a result, the VR in this area is lower under the Proposed Scheme.

Wind performance under wind direction of WSW



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.11 According to the contour plots under WSW wind,

a. The upcoming WSW wind from seaside flows towards inland through several building separations or streets, such as Ko Fai Road, the building separation between The Coast Line I and Kwun Tong Wholesale Fish Market Substation. Comparing with the Baseline Scheme, the 15m promenade allows more WSW wind to flow through it and divert this flow along the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station to reach Tung Yuen Street. In addition, the 5m public passage could also facilitate the wind to flow along it and reach Tung Yuen Street. As such, the wind performance at the Tung Yuen Street is slightly better under the Proposed Scheme.

b. The 15m promenade and the 2-storey landscape podium in the Proposed Scheme allows much more upcoming wind from seaside towards Ko Fai Road

via the Sewerage Pumping Station and Tung Yuen Street in between. Therefore, the VR of Ko Fai Road is higher under the Proposed Scheme.

c. The stronger wind flow along Tung Yuen Street continuously towards the Shung Tak Wai. Therefore, the wind performance near junction area of Tung Yuen Street and Shung Tak Wai is slightly better under the Proposed Scheme. However, the increased building height in the Proposed Scheme results in less high-level wind reaching the towers of Yau Tong Industrial City. According to the vector plot, the wind flow at the podiums of Yau Tong Industrial City and Shung Tak Wai northern section is primarily downwash from its towers. As a result, the VR in this area is lower at the northern portion of Shung Tak Wai under the Proposed Scheme.

d. As mentioned above, the upcoming wind along the 15m promenade would be diverted towards the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station. As such, the wind performance at Yau Tong Sewage Pumping Station is better under the Proposed Scheme.

e. As mentioned above, the increased building height in the Proposed Scheme results in less high-level wind reaching the towers of Yau Tong Industrial City. The wind flow at the podiums of Yau Tong Industrial City and Shung Tak Wai is mainly downwash from the towers, which continuously directs the wind toward Shung Yiu Street. Consequently, the VR at Shung Yiu Street is lower in the Proposed Scheme.

5. CONCLUSION

5.1.1 The proposed development, which is located in Yau Tong area, has been evaluated from an air ventilation perspective.

5.1.2 According to section 4.2 above, it is noted that the SVR and LVR are better in the Proposed Scheme under both annual and summer conditions. The large increment of SVR in the Proposed Scheme is due to the reduced footprint of the building blocks such as the 5m public passageway to promenade and 15m promenade. While the block of the Baseline Scheme is very close to the site boundary. Similarly, the higher LVR in the Proposed Scheme is owing to the large increment of VR of perimeter test points. The result shows that the Proposed Scheme has comparable VR of overall test points with the Baseline Scheme.

5.1.3 There are some variations between the Baseline Scheme and Proposed Scheme. The VR is higher under the Proposed Scheme at Ko Fai Road (annual and summer condition), Tung Yuen Street (annual and summer condition) and Peninsula East (summer condition).

5.1.4 On the other hand, the VR is higher under the Baseline Scheme at Shung Tai Wai (annual and summer condition), Shung Yiu Street (annual and summer condition), Waterfront Promenade (annual condition), The Coast Line I (annual and summer condition), The Coast Line II (annual condition) and Peninsula East (annual condition).

5.1.5 From the simulation result, Tung Yuen Street portion to the east of the Subject Site is better in the Proposed Scheme under both annual and summer conditions. Under the annual condition, it is due to the downwash wind caused by the residential tower. While under the summer condition, the 5m public passage allows the upcoming wind to reach Tung Yuen Street. In addition, wind from seaside could flow along the 15m promenade and is diverted towards the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station to reach Tung Yuen Street.

5.1.6 However, slightly larger wake zone is observed at Shung Tak Wai in the Proposed Scheme under both annual and summer condition. With the Proposed Scheme, there will be stronger wind flow along Tung Yuen Street in view of the additional downwash wind captured from high-level during annual condition and the additional flow from sea flowing along the setback of the site during summer condition. The stronger wind flow along Tung Yuen Street may counter the upcoming wind from north to south along the Shung Tak Wai and induce a localized wake zone.

5.1.7 Based on the design features and the assessment result, the LVR of is comparable in annual condition. The increase of LVR in summer conditions is primarily attributed to the rise in permeable points, it is concluded that the proposed building design would not induce significant adverse impact to the nearby environment.

Figures

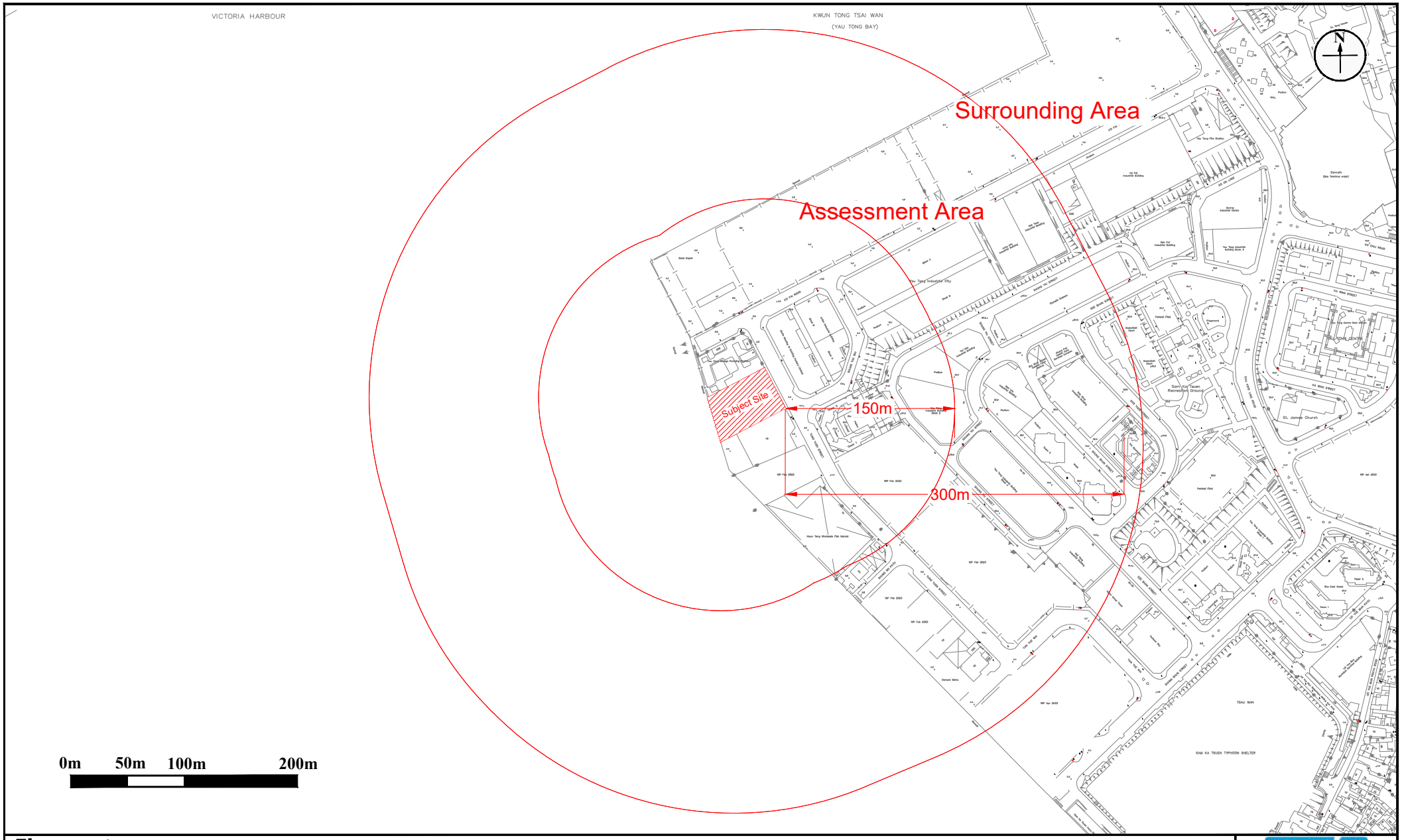


Figure: 1

Title: Location of the Subject Site and its Environs

RAMBOLL

Drawn by: KN

Checked by: EC

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Rev.: 1.0

Date: Nov 2024

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2a

Building Height of Existing, Future and Committed Development within the Surrounding Area (Northern Part)

RAMBOLL

Drawn by: WT



2b

Building Height of Existing, Future and Committed Development within the Surrounding Area (Southern Part)

RAMBØLL

Drawn by: KN

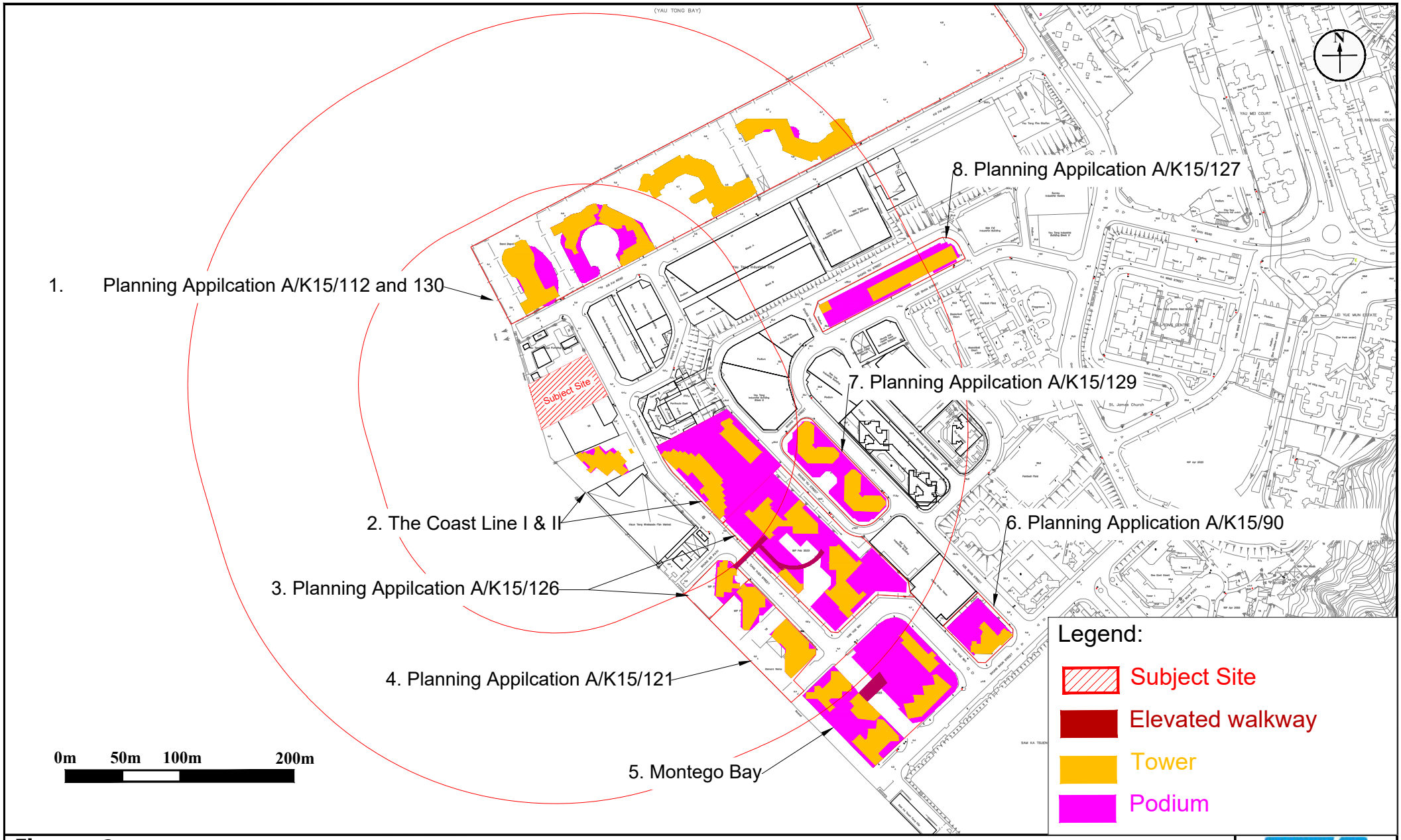

Figure: 3	RAMBOLL
Title: Building Blocks of the Surrounding Future/ Committed Development	Drawn by: KN Checked by: EC
Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

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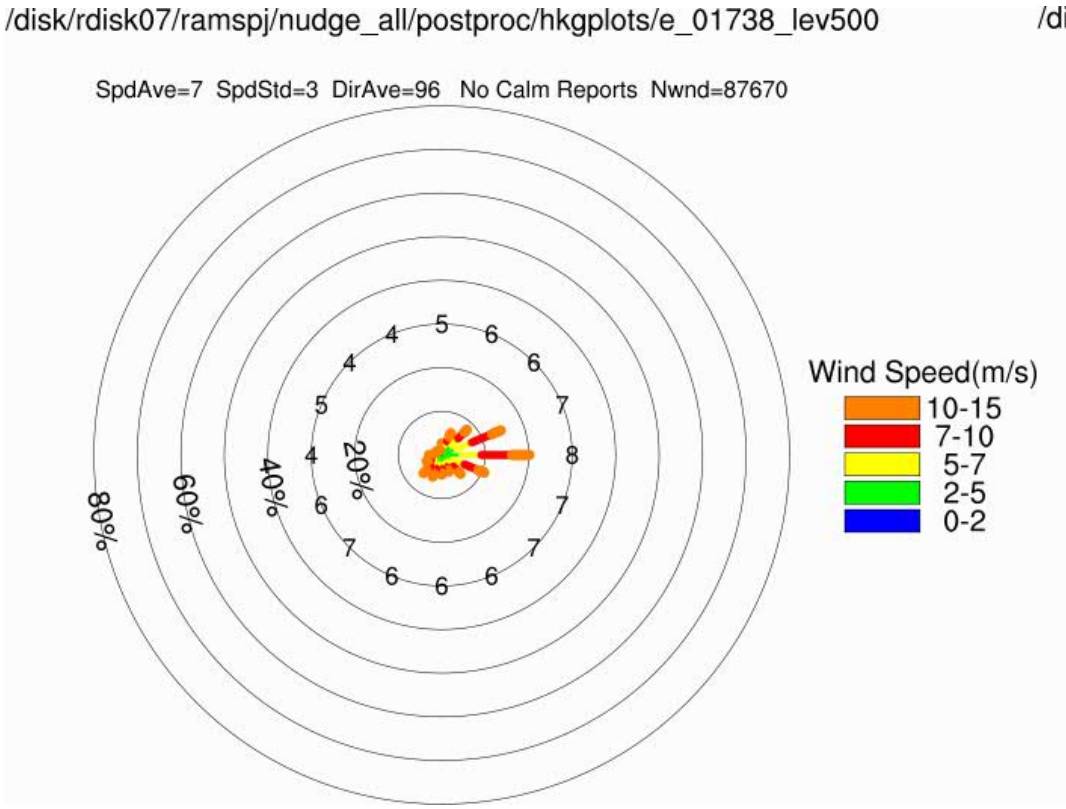
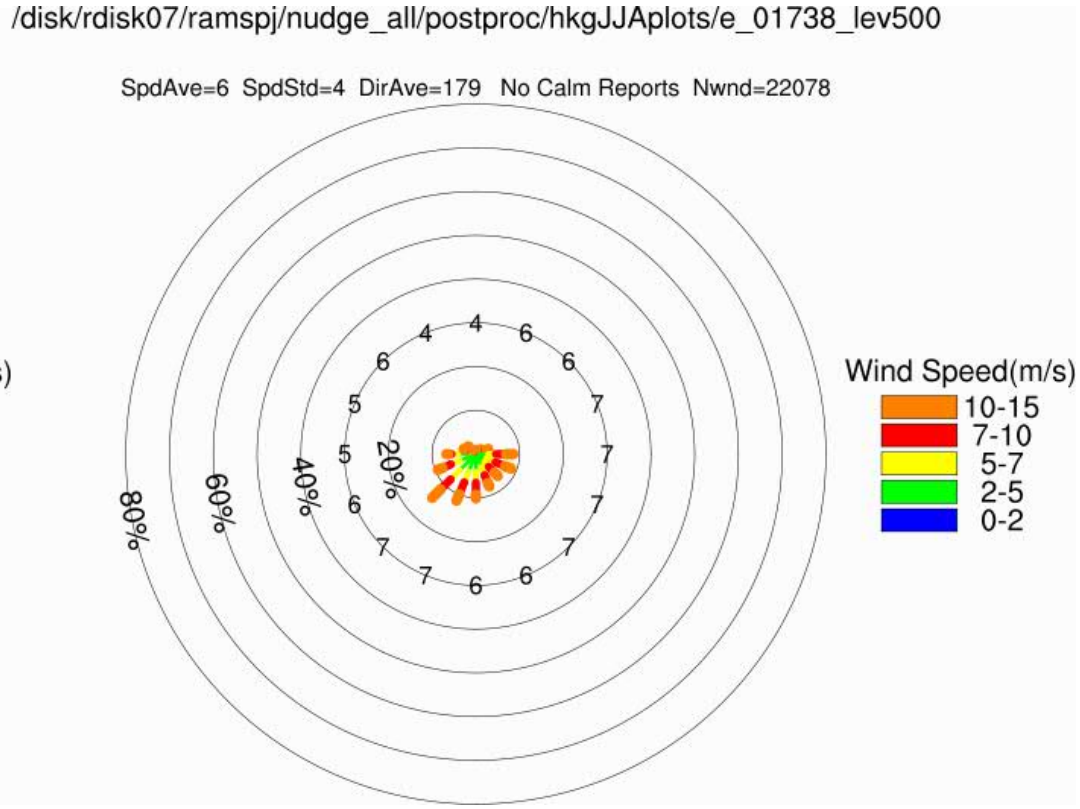


Annual Condition



Summer Condition

Figure: 4	RAMBOLL
Title: **Windrose Diagram (at 500m) of the wind grid (092,037)**	Drawn by: WT Checked by: EC
Project: **S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon**	Rev.: 1.0 Date: Nov 2024

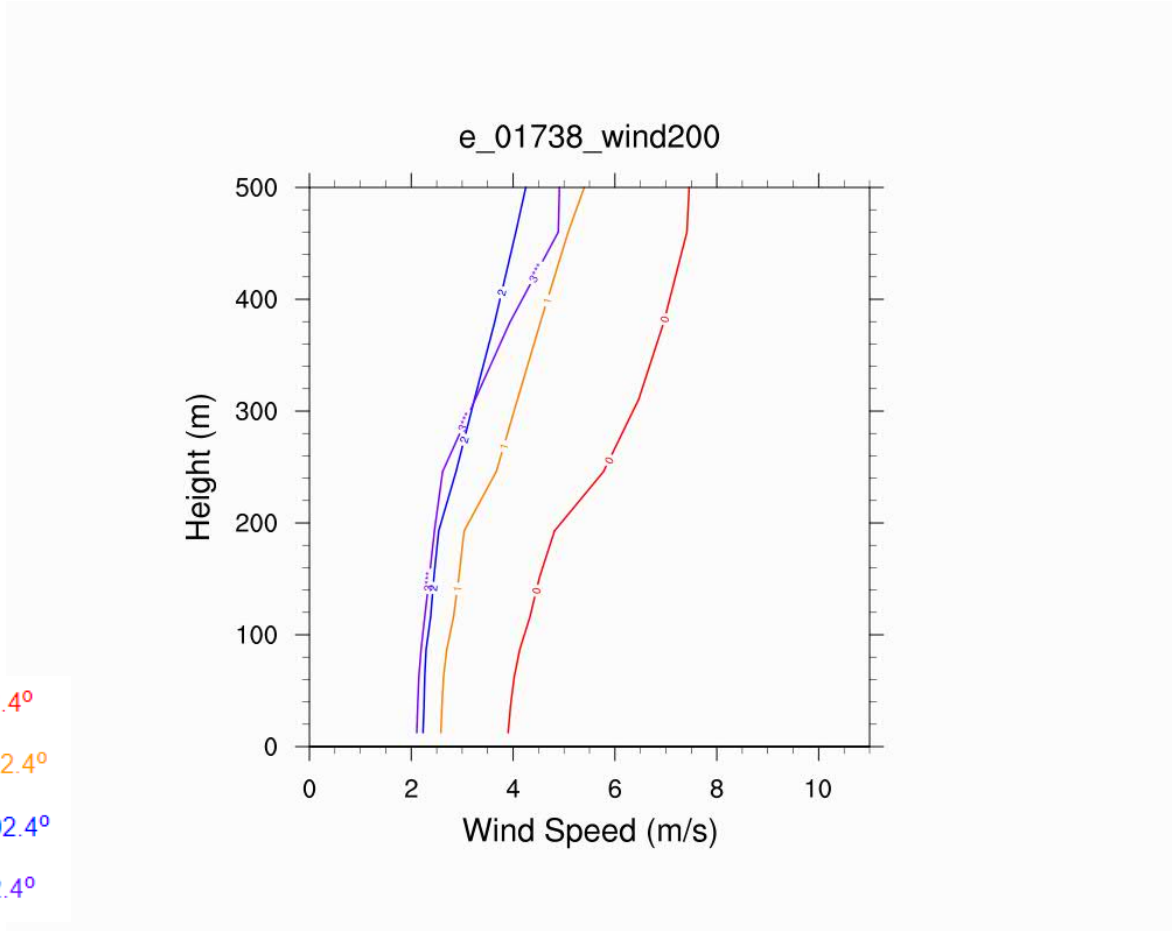


Figure: 5	RAMBOLL
Title: Wind Profile Curve for Grid X:092, Y:037	Drawn by: WT Checked by: EC
Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

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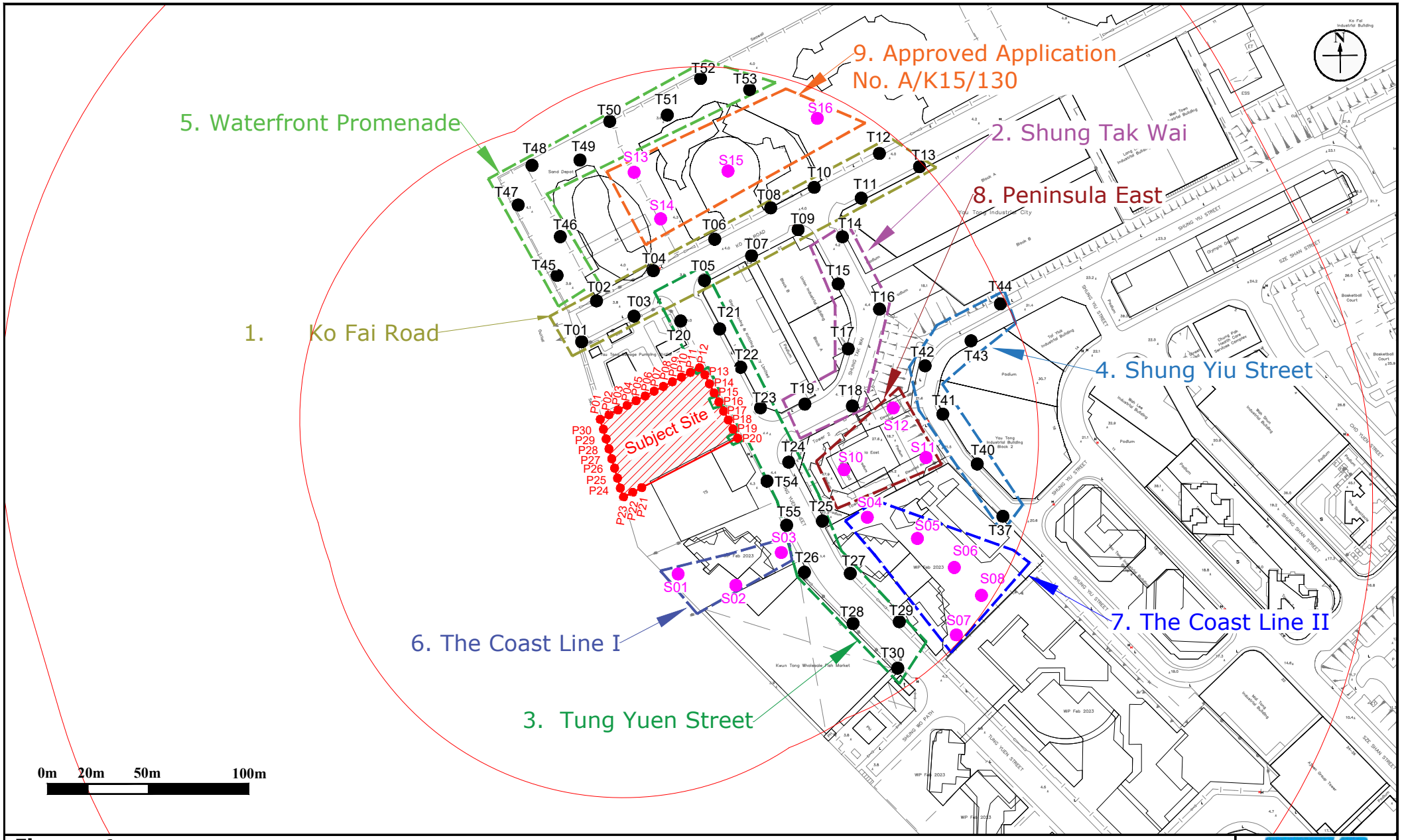

Figure: 6

Title: Test Points Selected for Quantitative Air Ventilation Assessment

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by: WT

Checked by: EC

Rev.: 2.0

Date: Nov 2024

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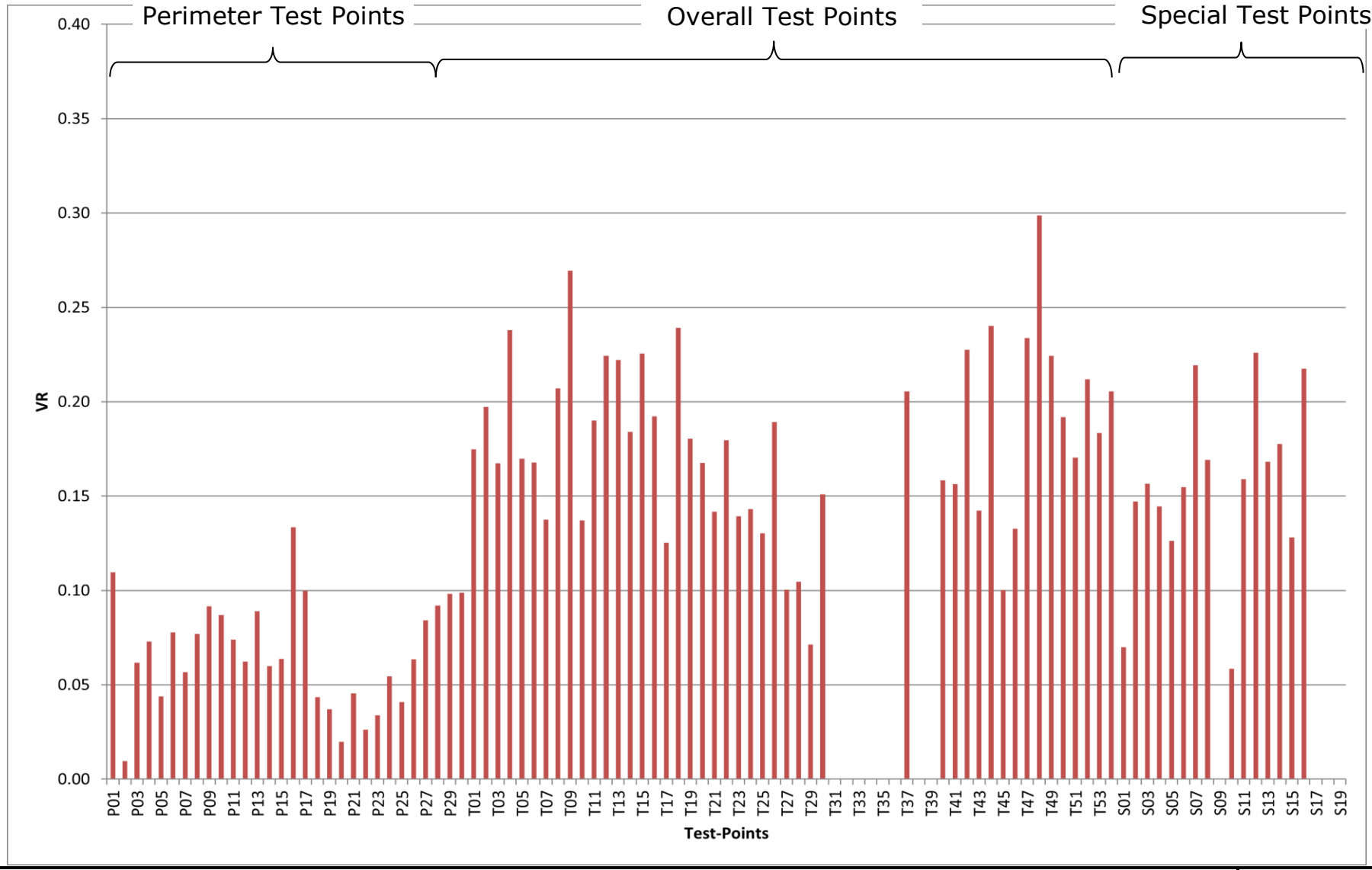

Figure: 7a

Title: Wind Velocity Ratios of Individual Test Points for Baseline Scheme (Annual)

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KN
Checked by:	EC
Rev.:	1.0
Date:	Nov 2024

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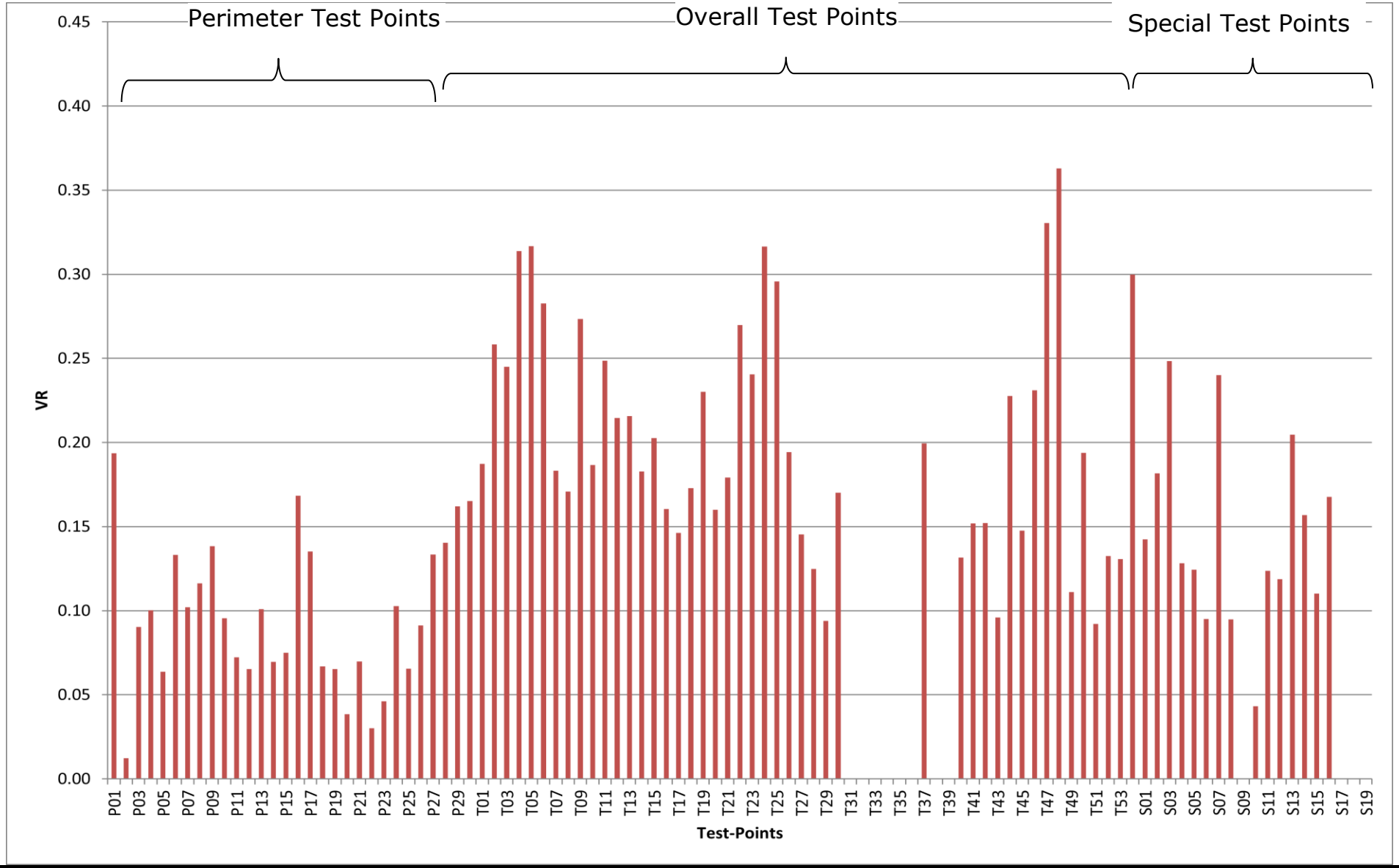

Figure: 7b

Title: Wind Velocity Ratios of Individual Test Points for Baseline Scheme (Summer)

Drawn by:	KN
Checked by:	EC
Rev.:	1.0
Date:	Nov 2024

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

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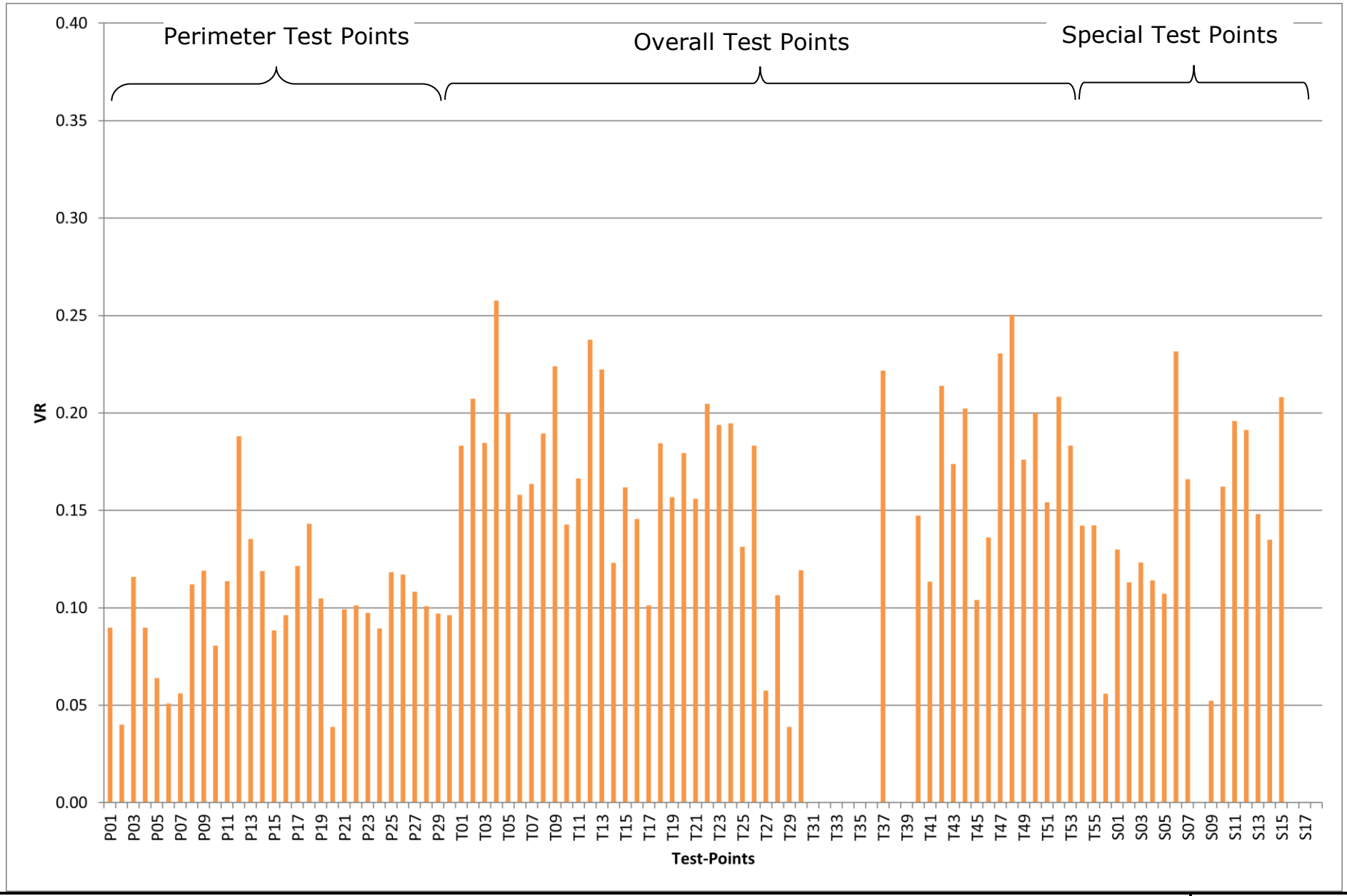


Figure: 8a	RAMBOLL
Title: Wind Velocity Ratios of Individual Test Points for Proposed Scheme (Annual)	Drawn by: KN Checked by: EC
Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

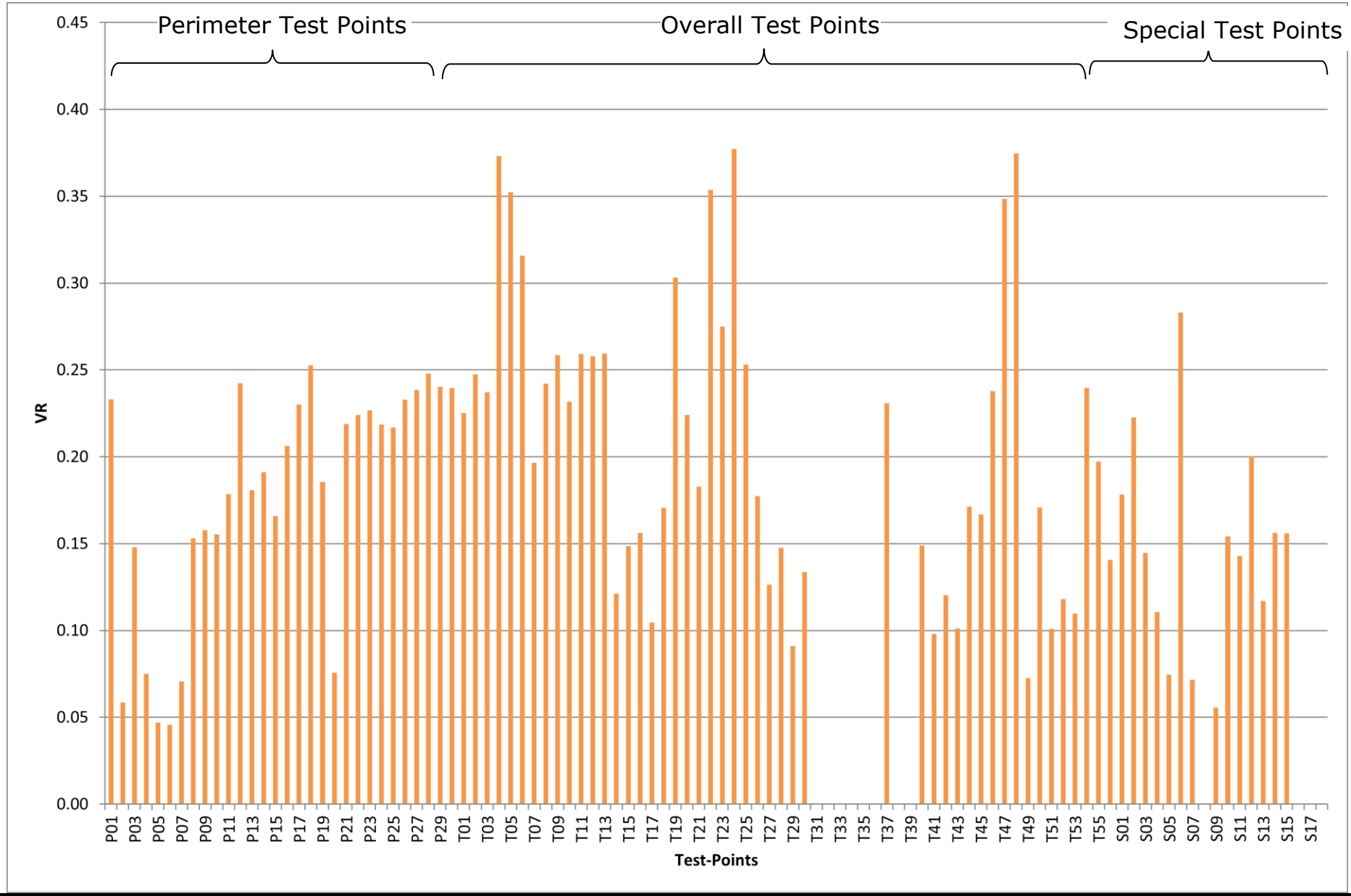


Figure: 8b

Title: Wind Velocity Ratios of Individual Test Points for Proposed Scheme (Summer)

RAMBOLL

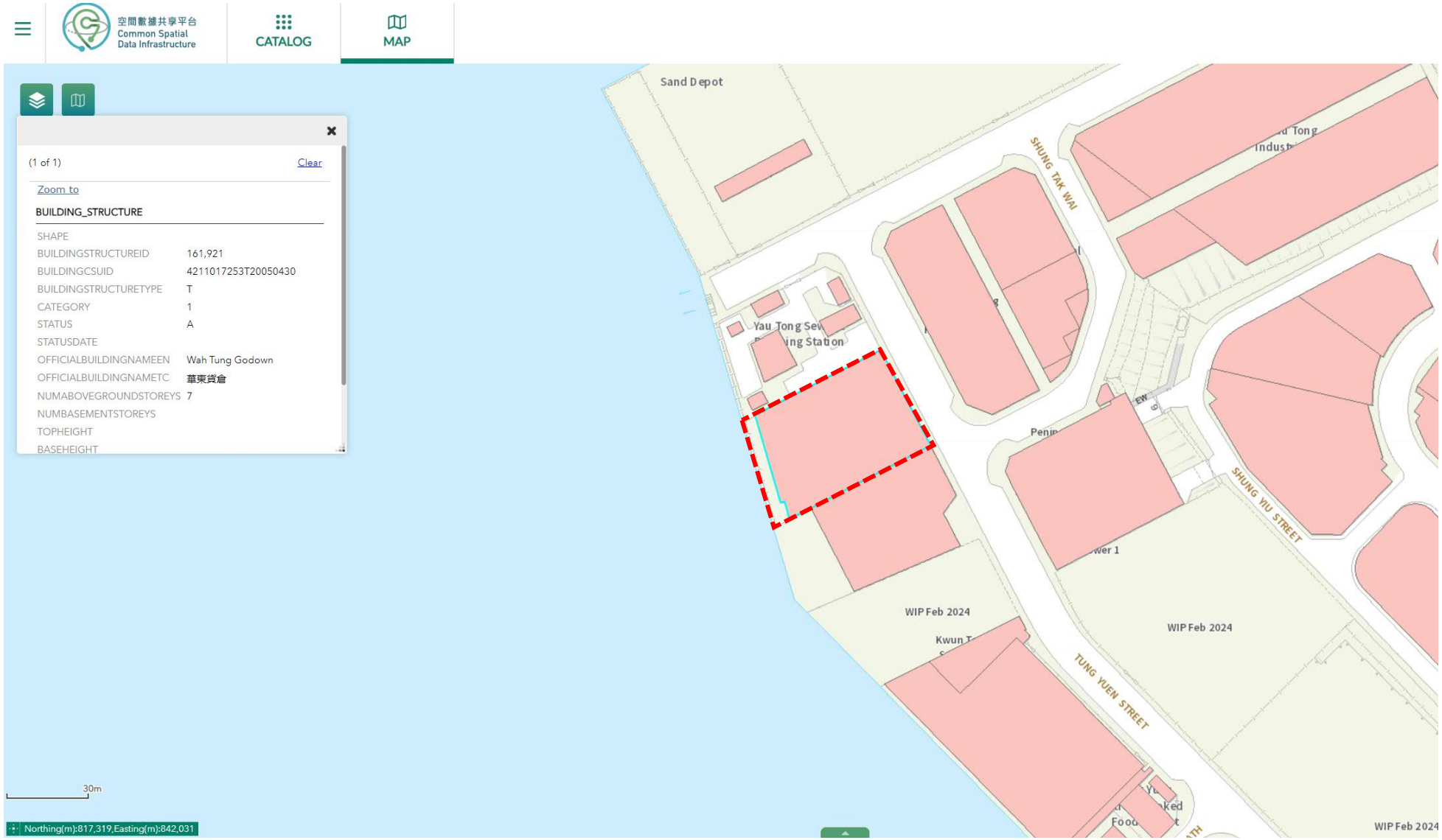
Drawn by:	KN
Checked by:	EC
Rev.:	1.0
Date:	Nov 2024

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Appendix 1

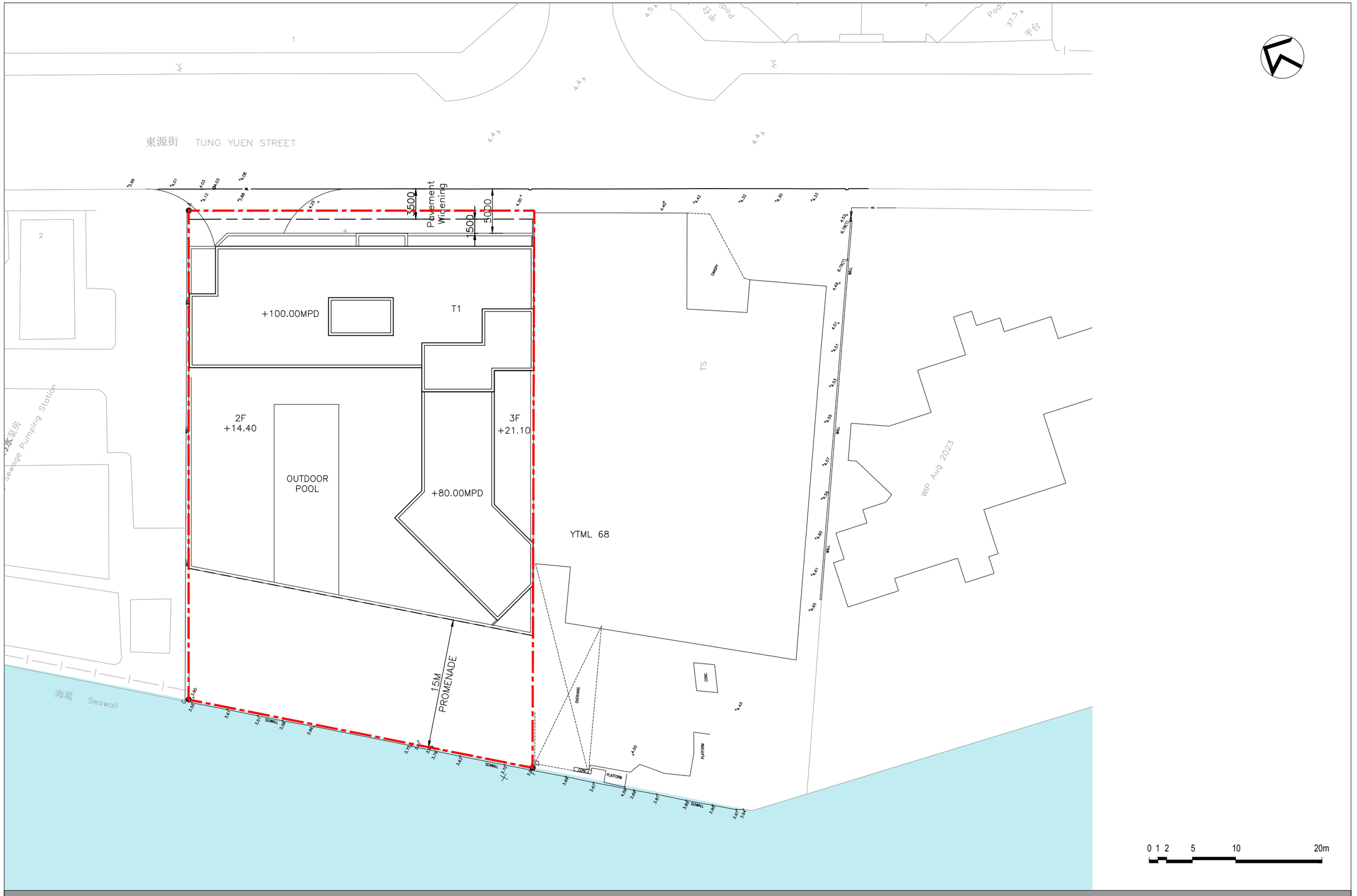
Layout Plan for Baseline Scheme

Baseline Scheme



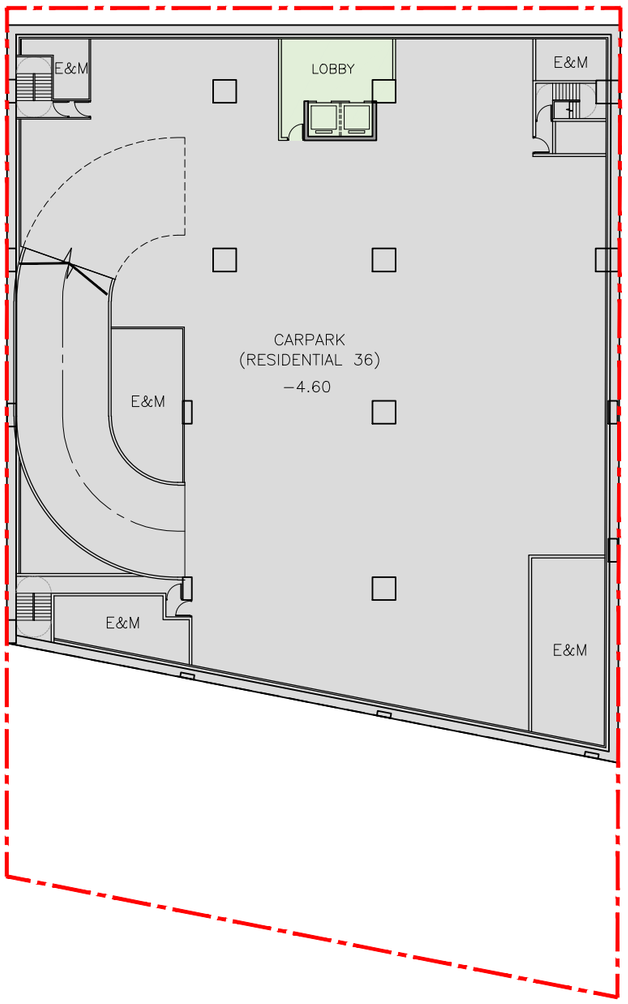
Appendix 2

Master Layout Plan for Proposed Scheme



A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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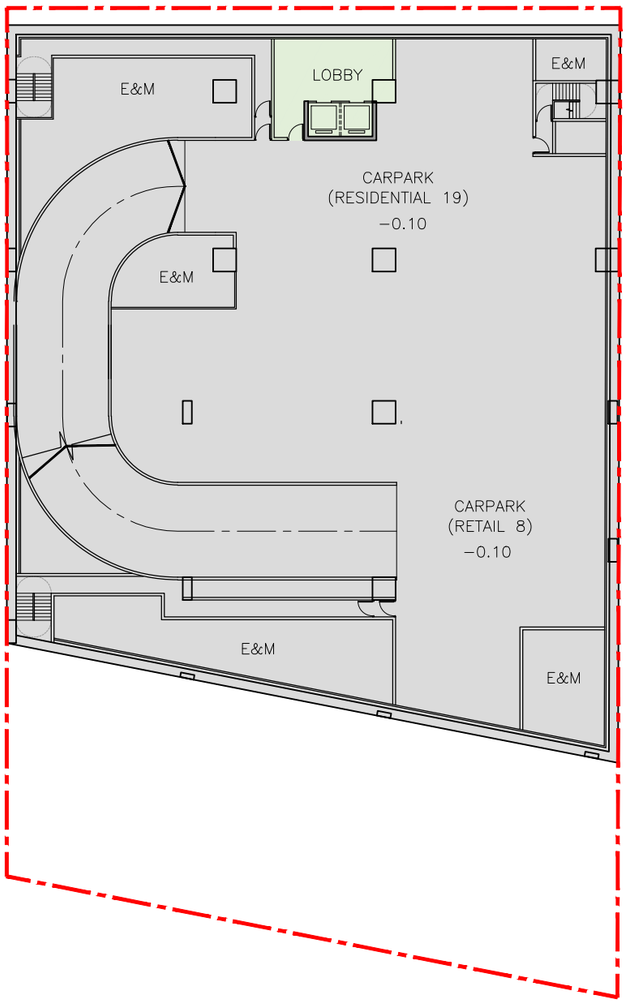
A-02 Second Basement Level (B2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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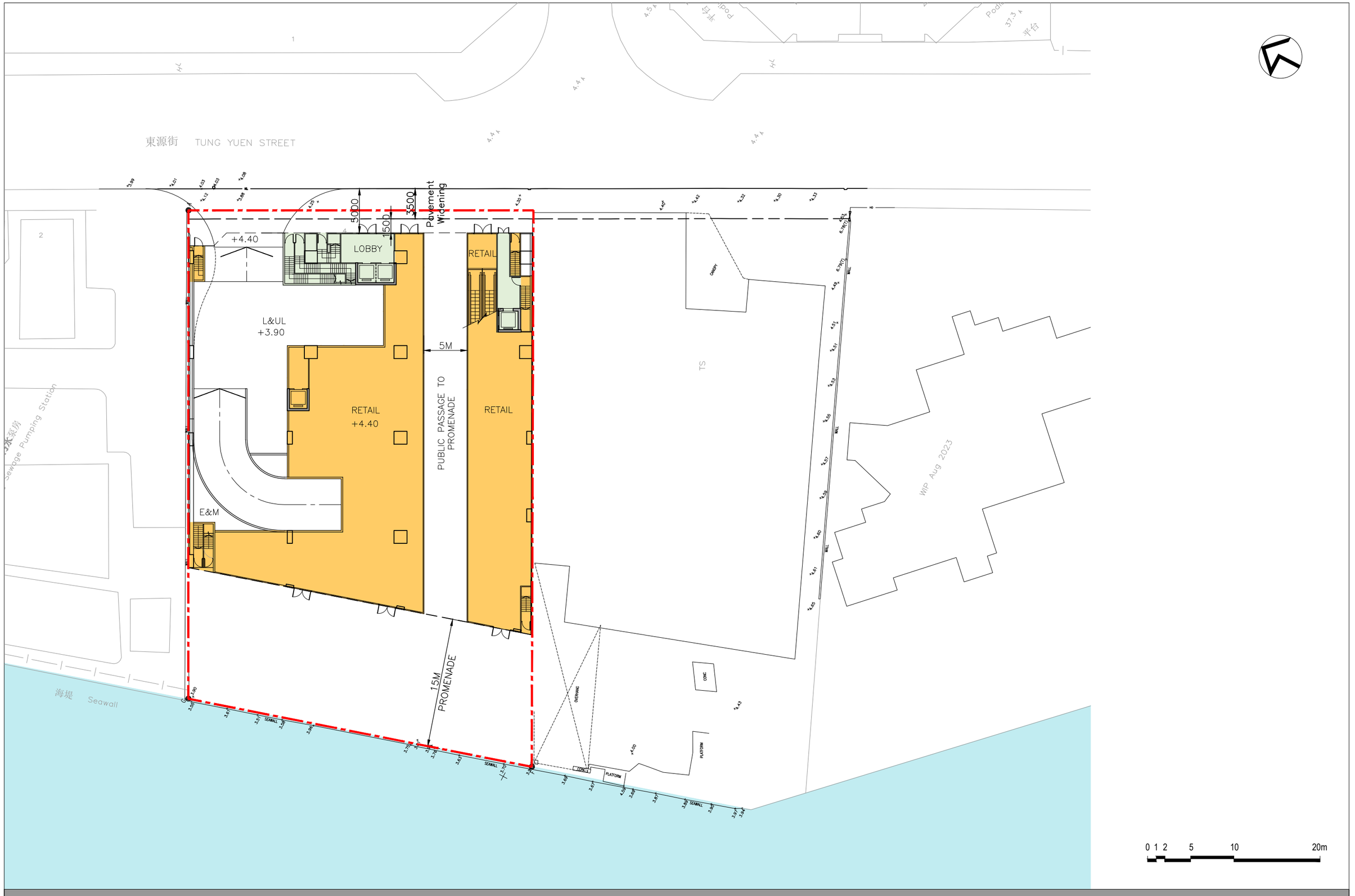
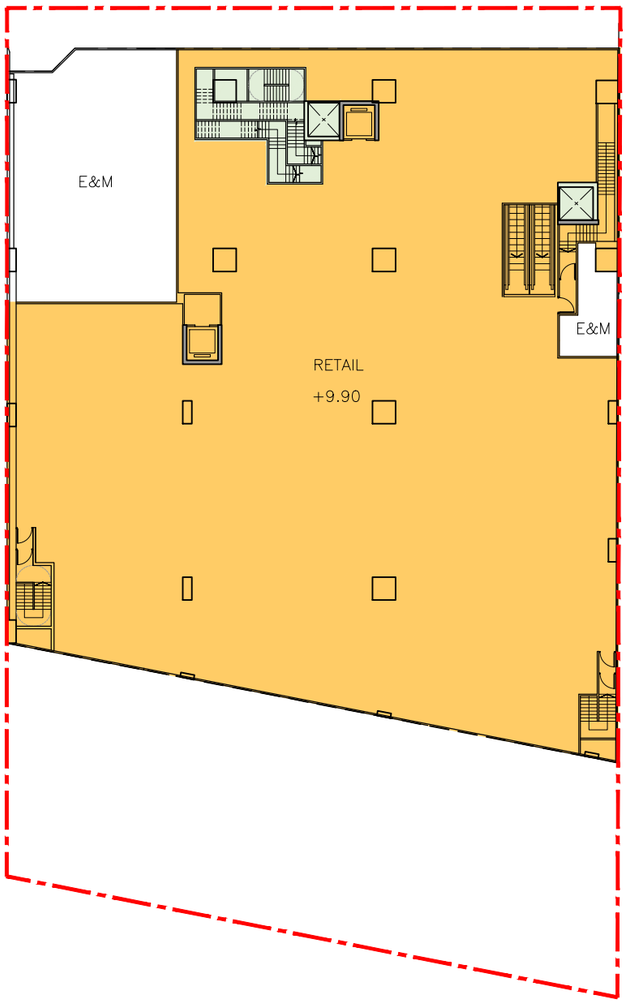
A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level (GF) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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A-05 Level 1 (L1) Plan

Proposed Residential & Commercial Development at
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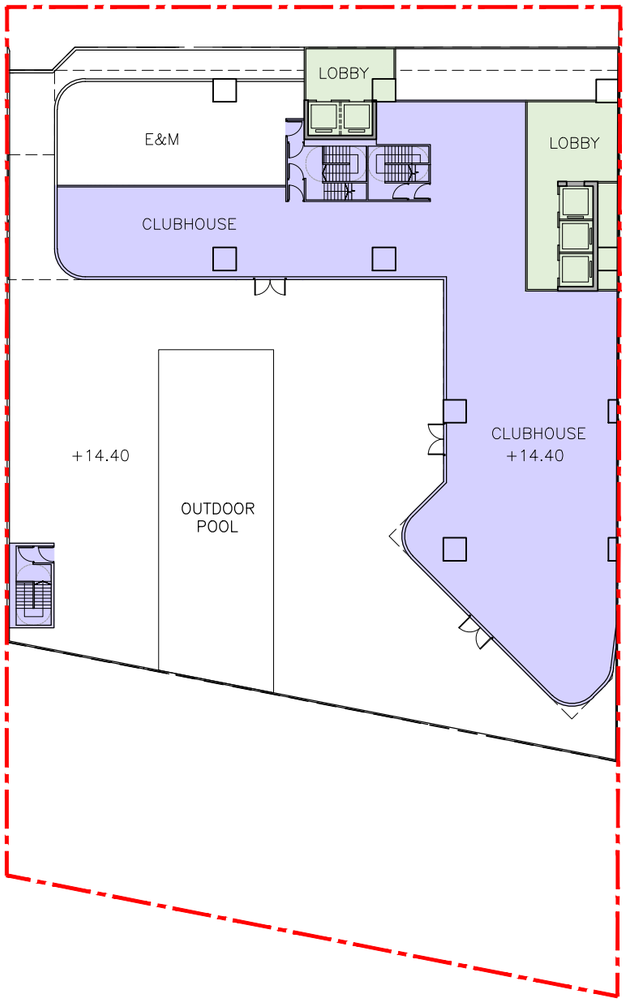

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A-06 Level 2 (L2) Plan

Proposed Residential & Commercial Development at
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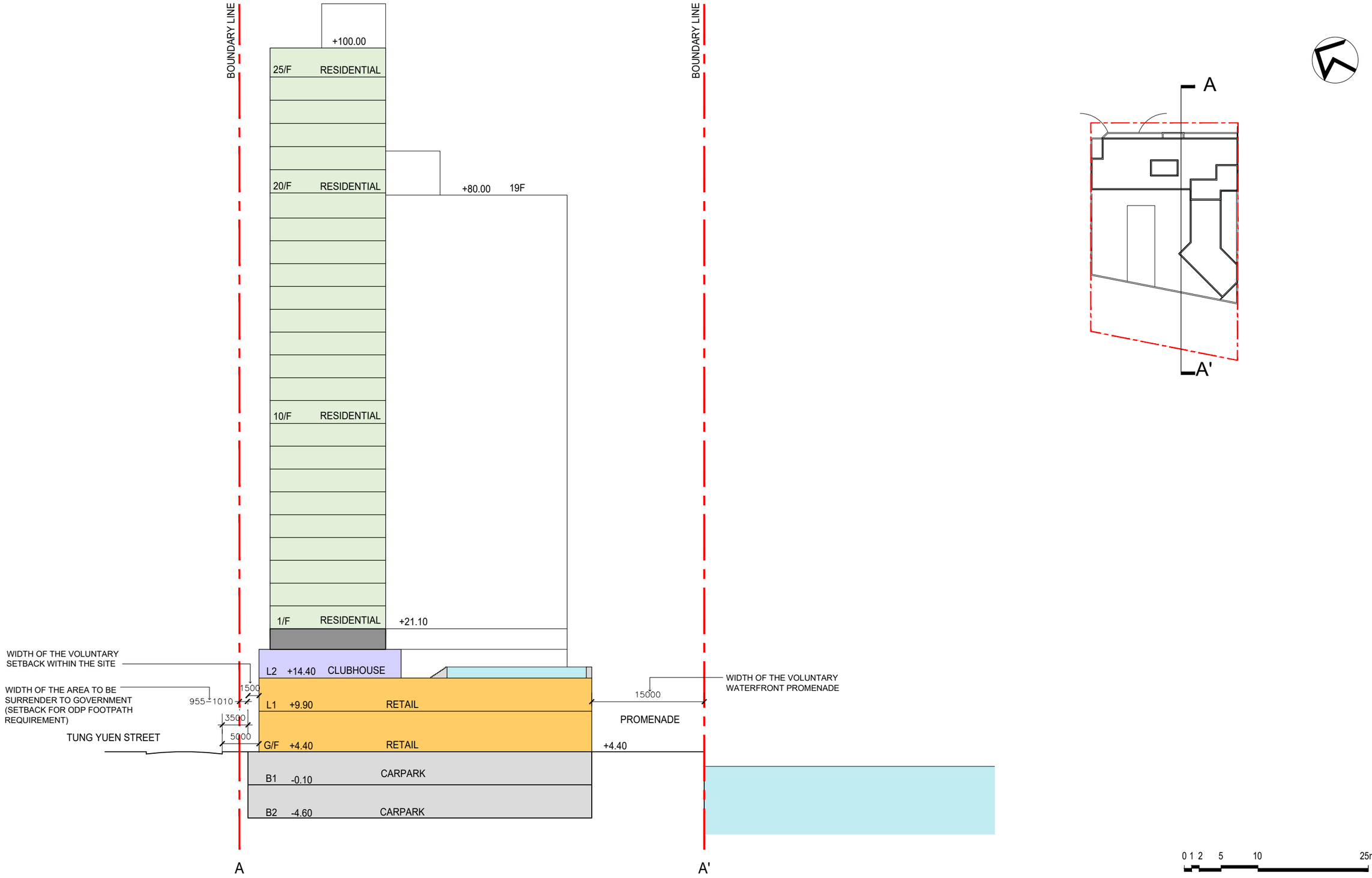
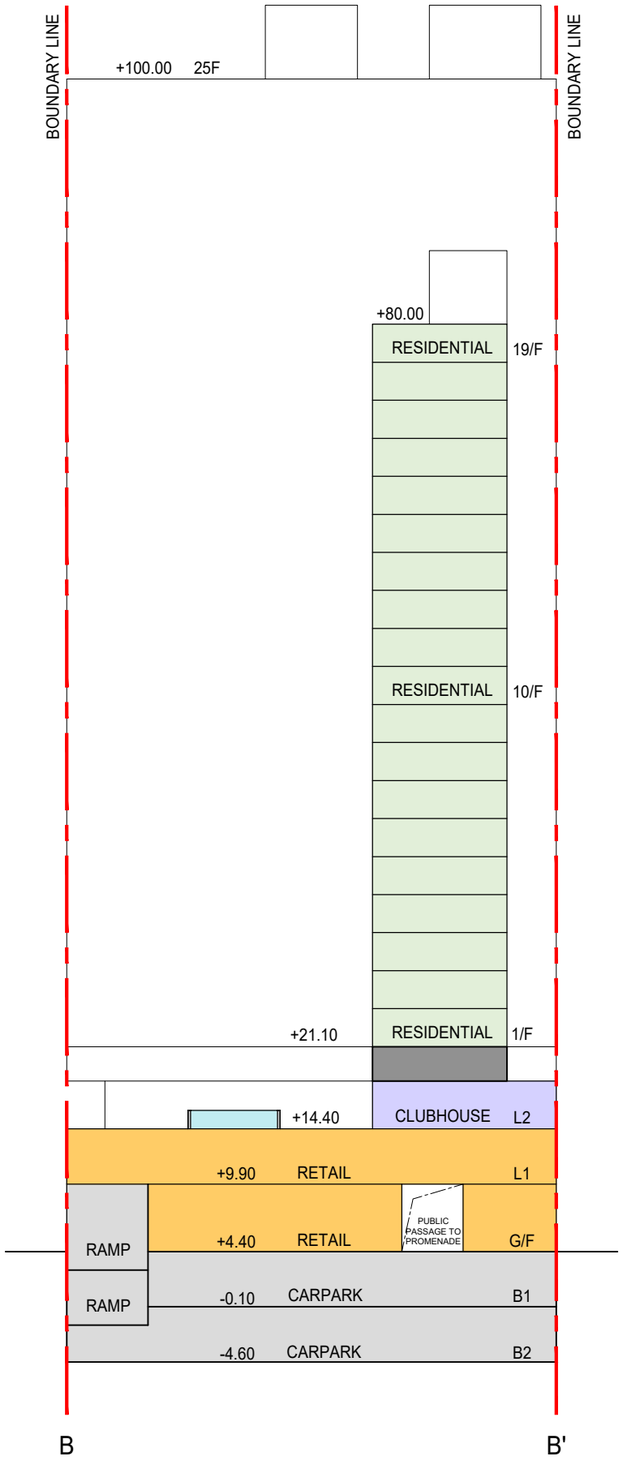
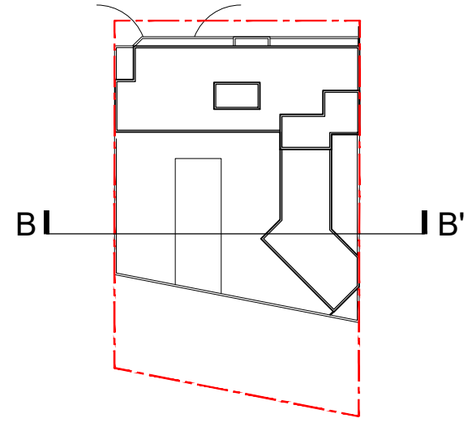


A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





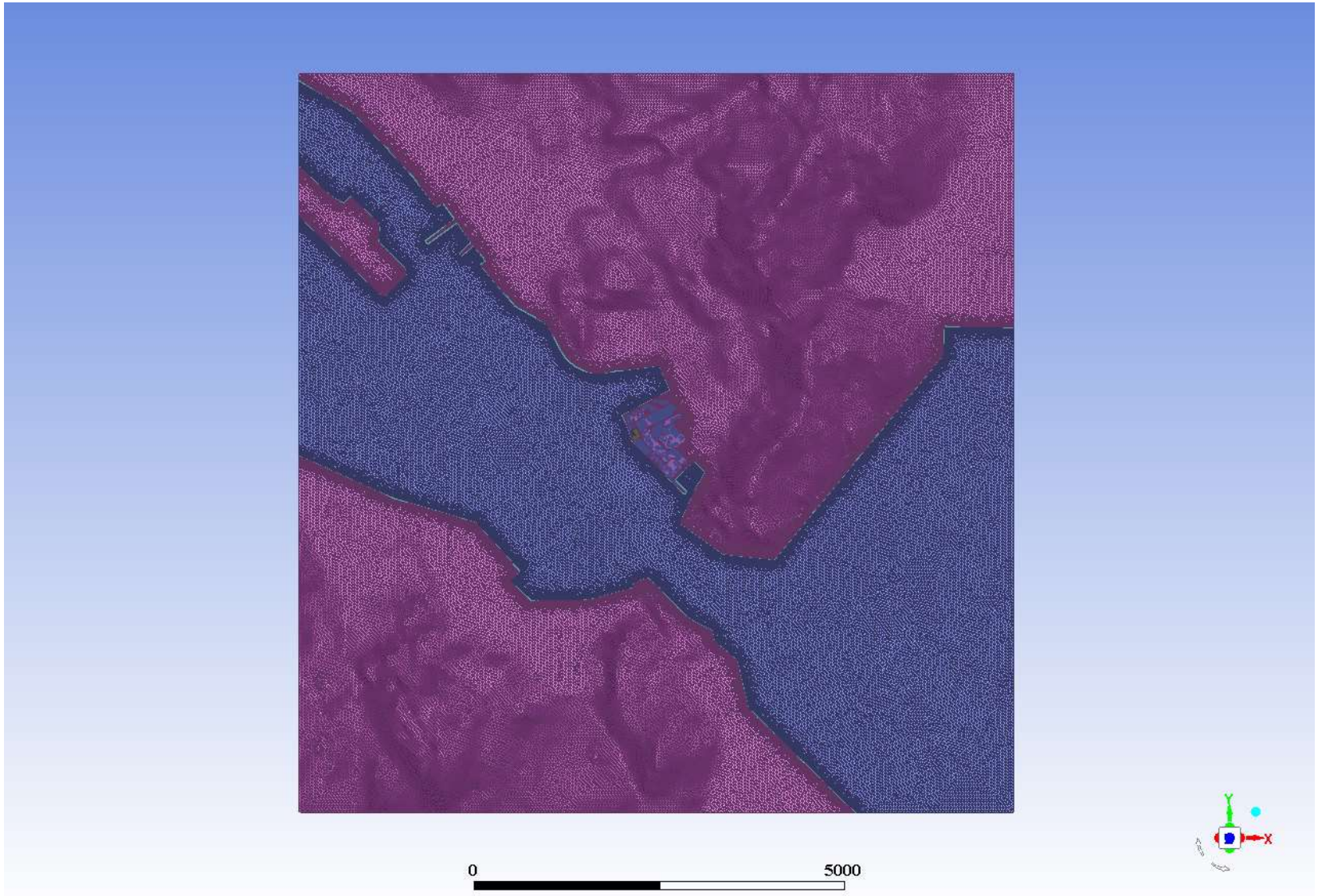
0 1 2 5 10 25m

A-08 Section B-B'

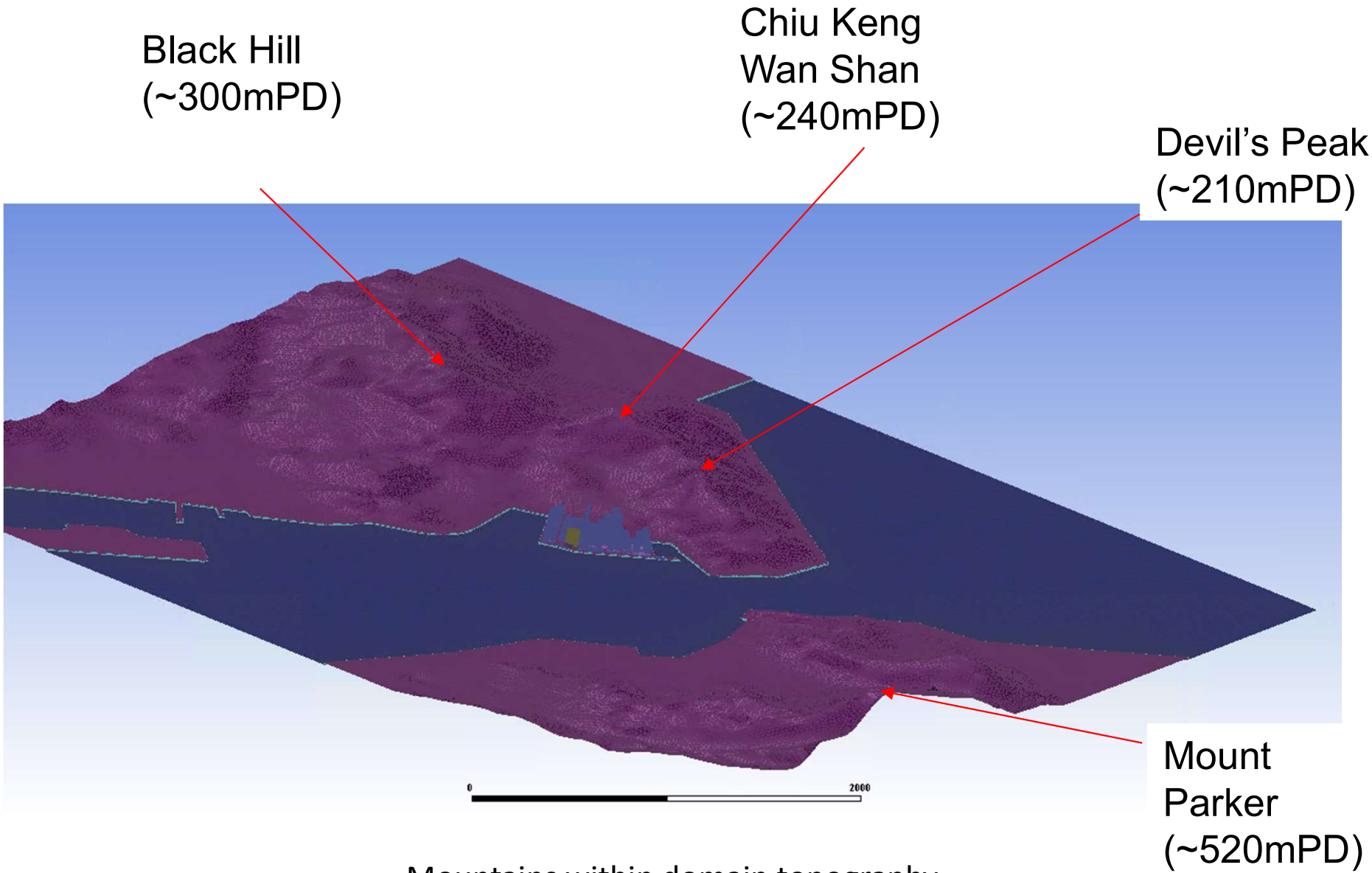
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 3

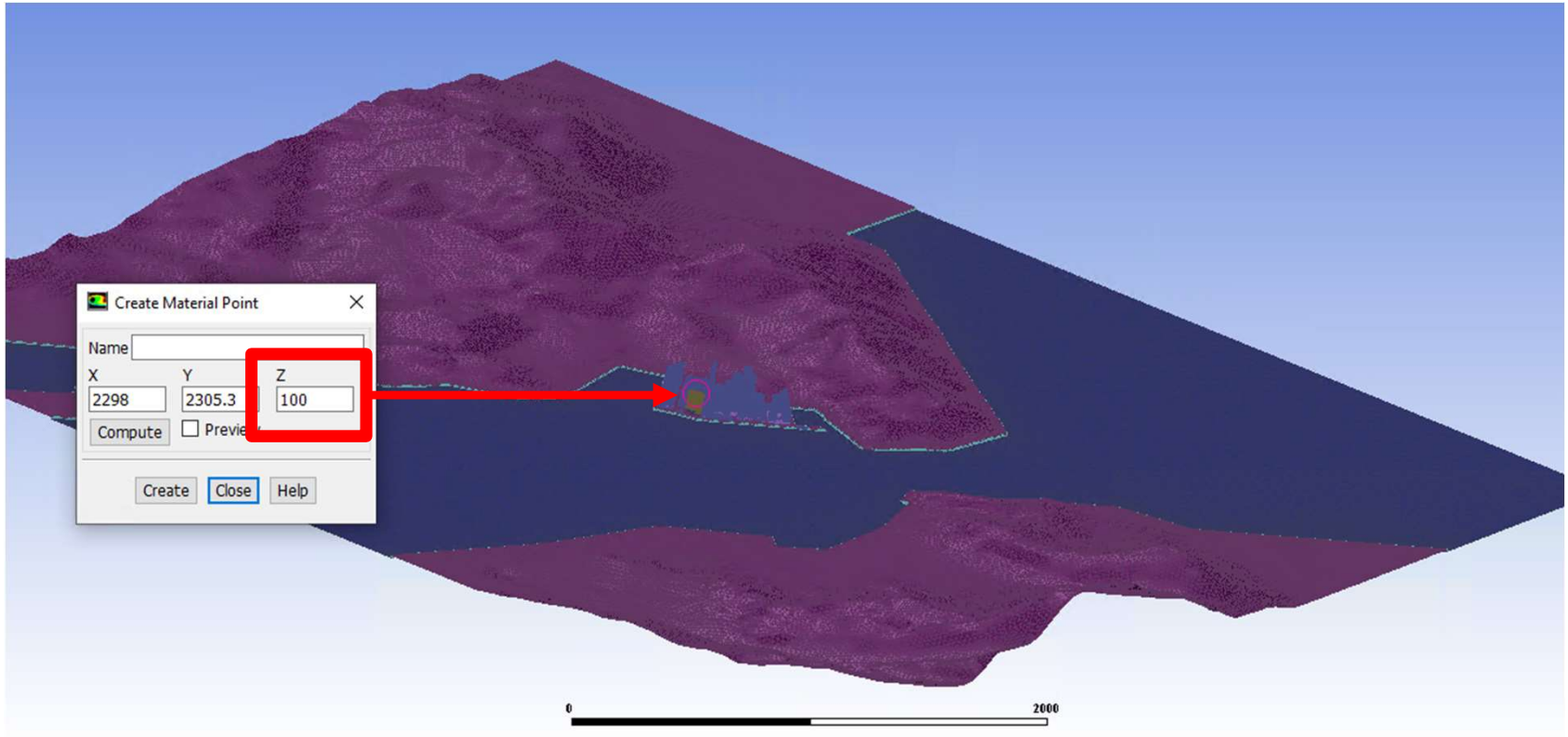
Captured Pictures of the CFD Model



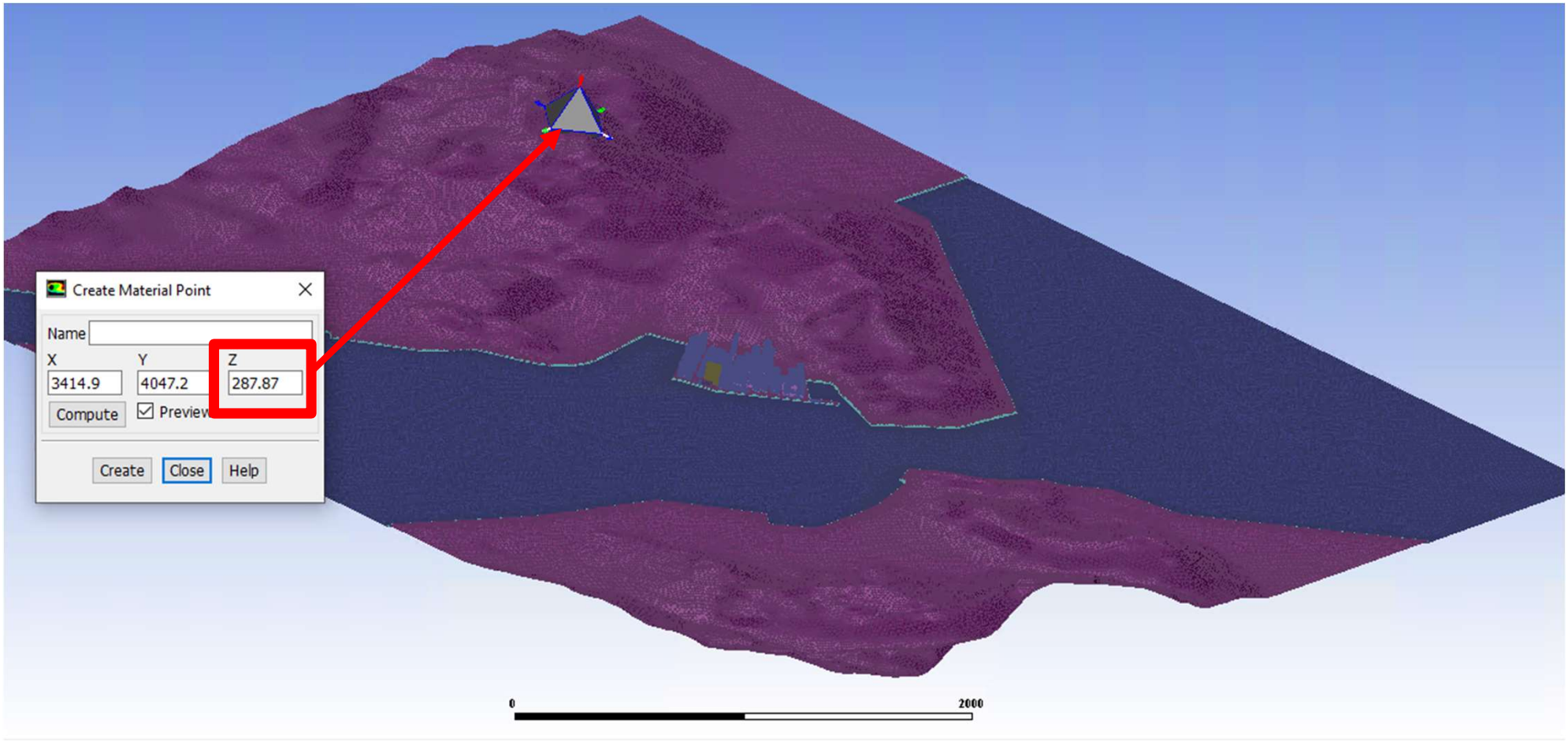
Topography of Whole Domain



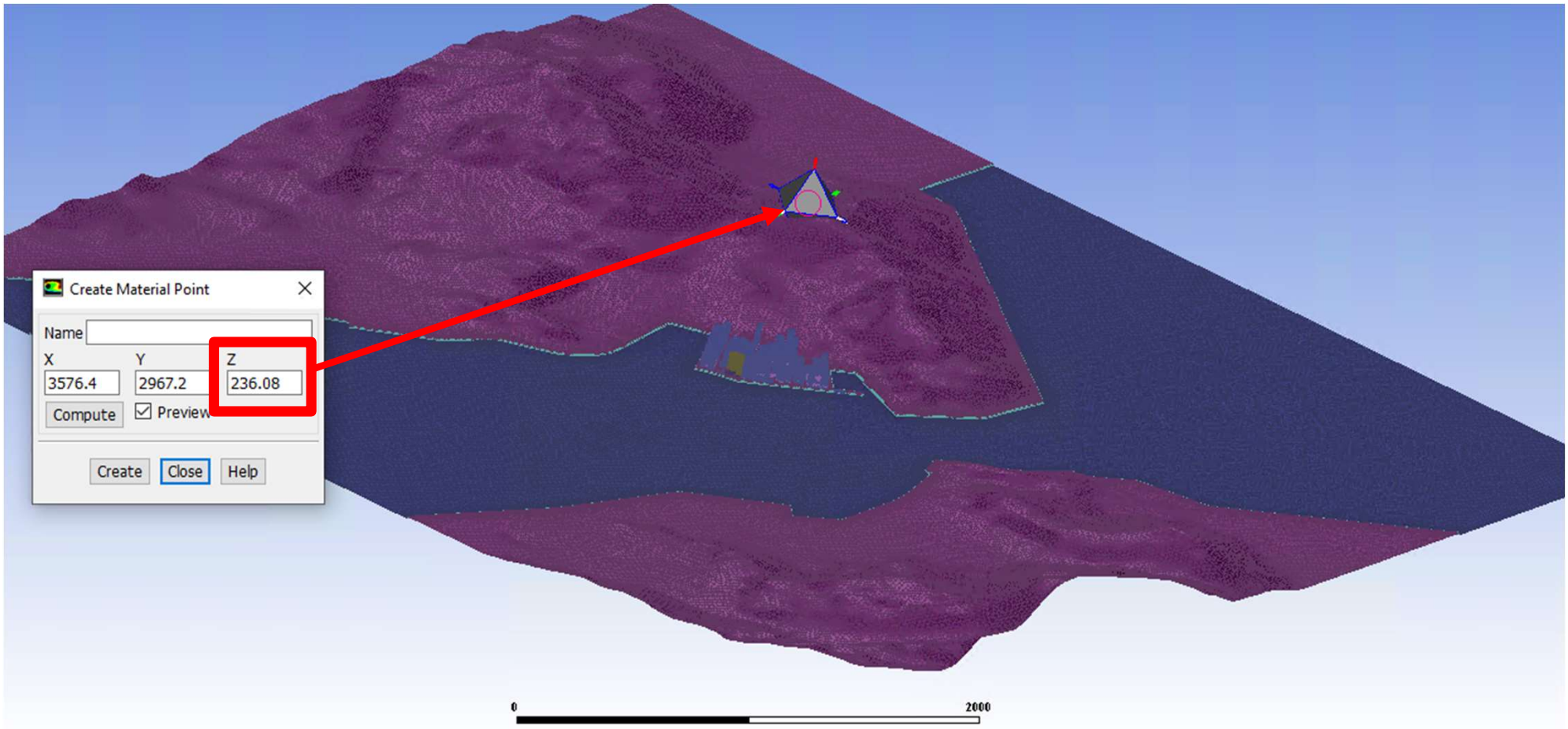
Mountains within domain topography
(Viewed from direction SW)



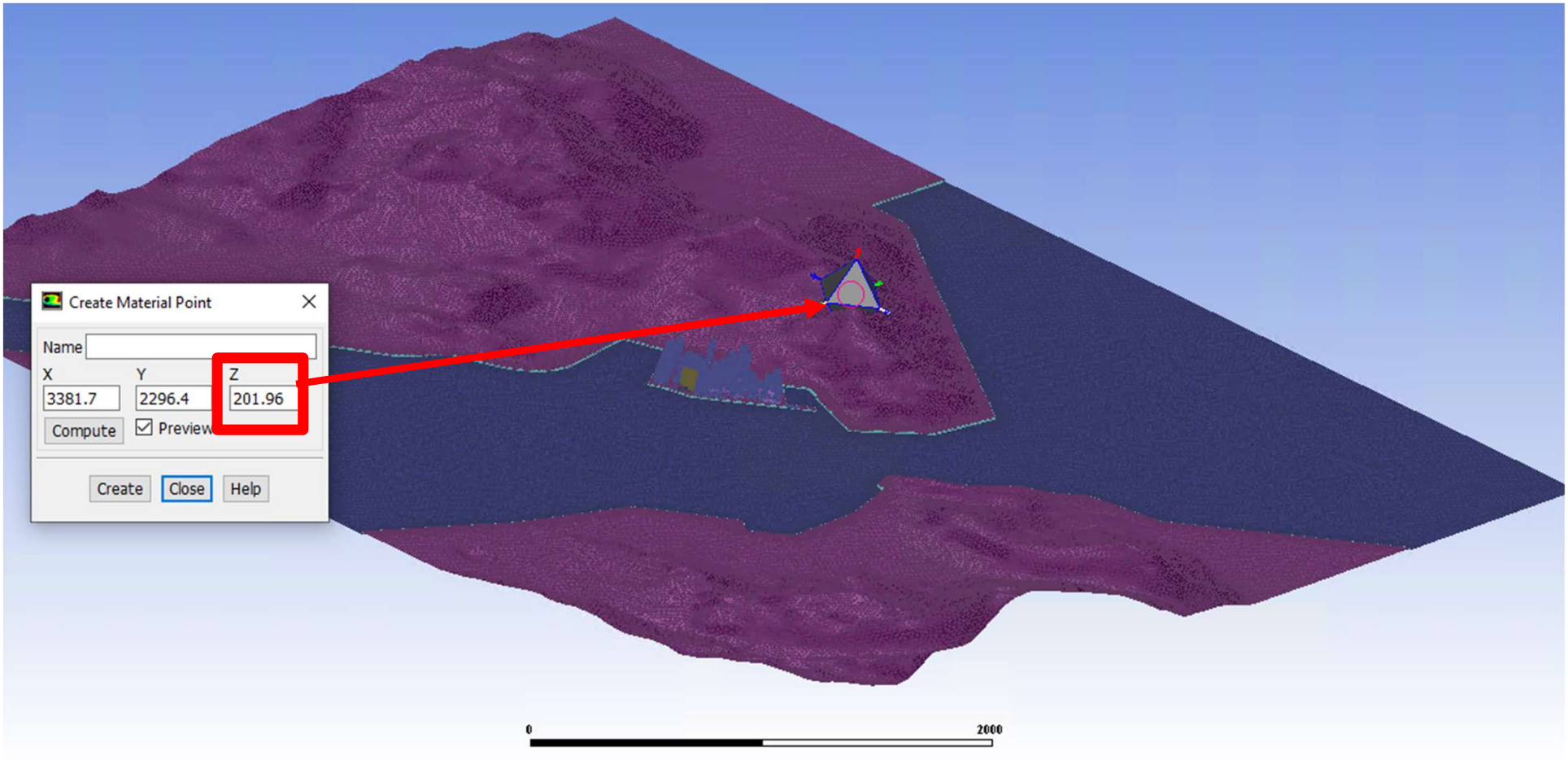
Height of PS tower



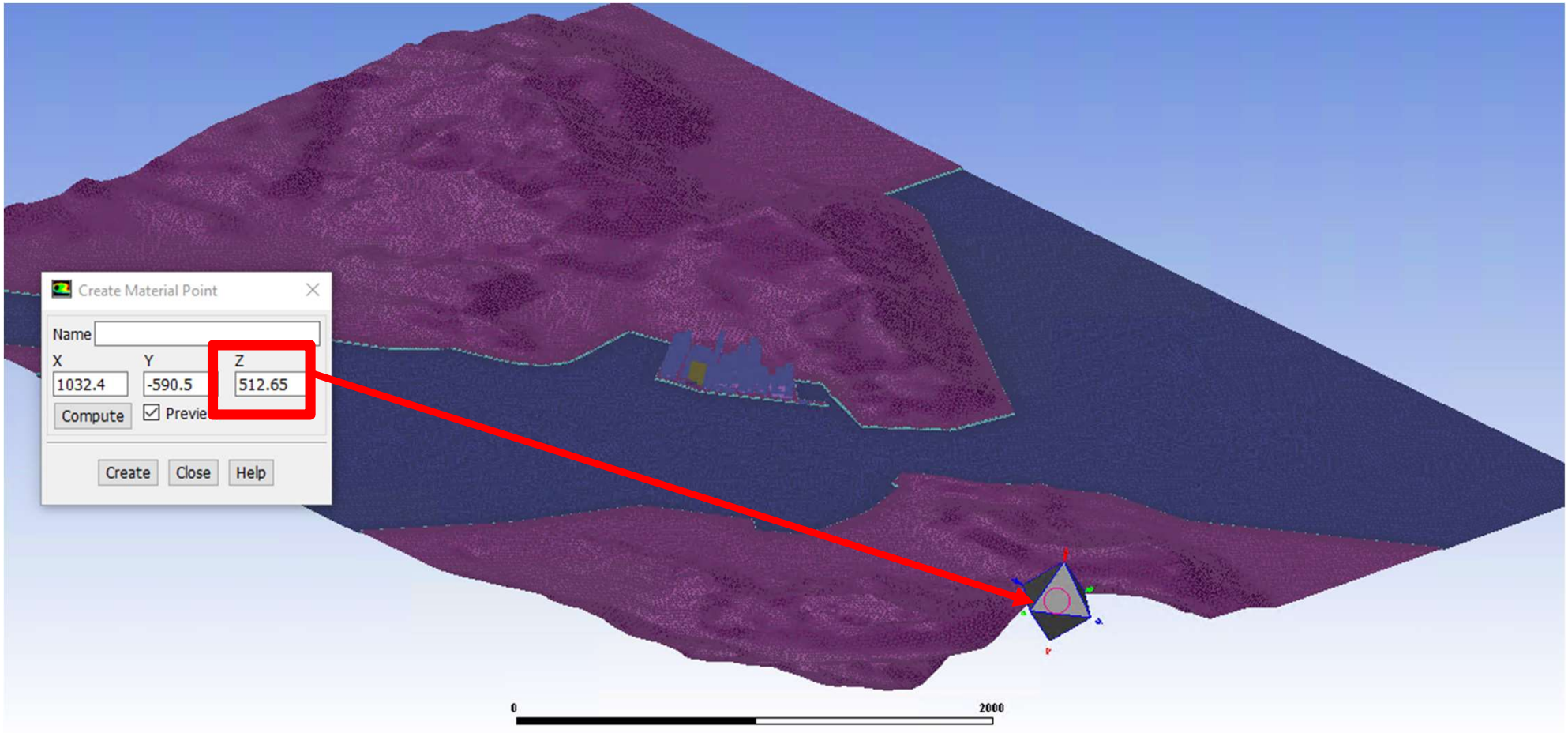
Height of Black Hill (~300mPD)



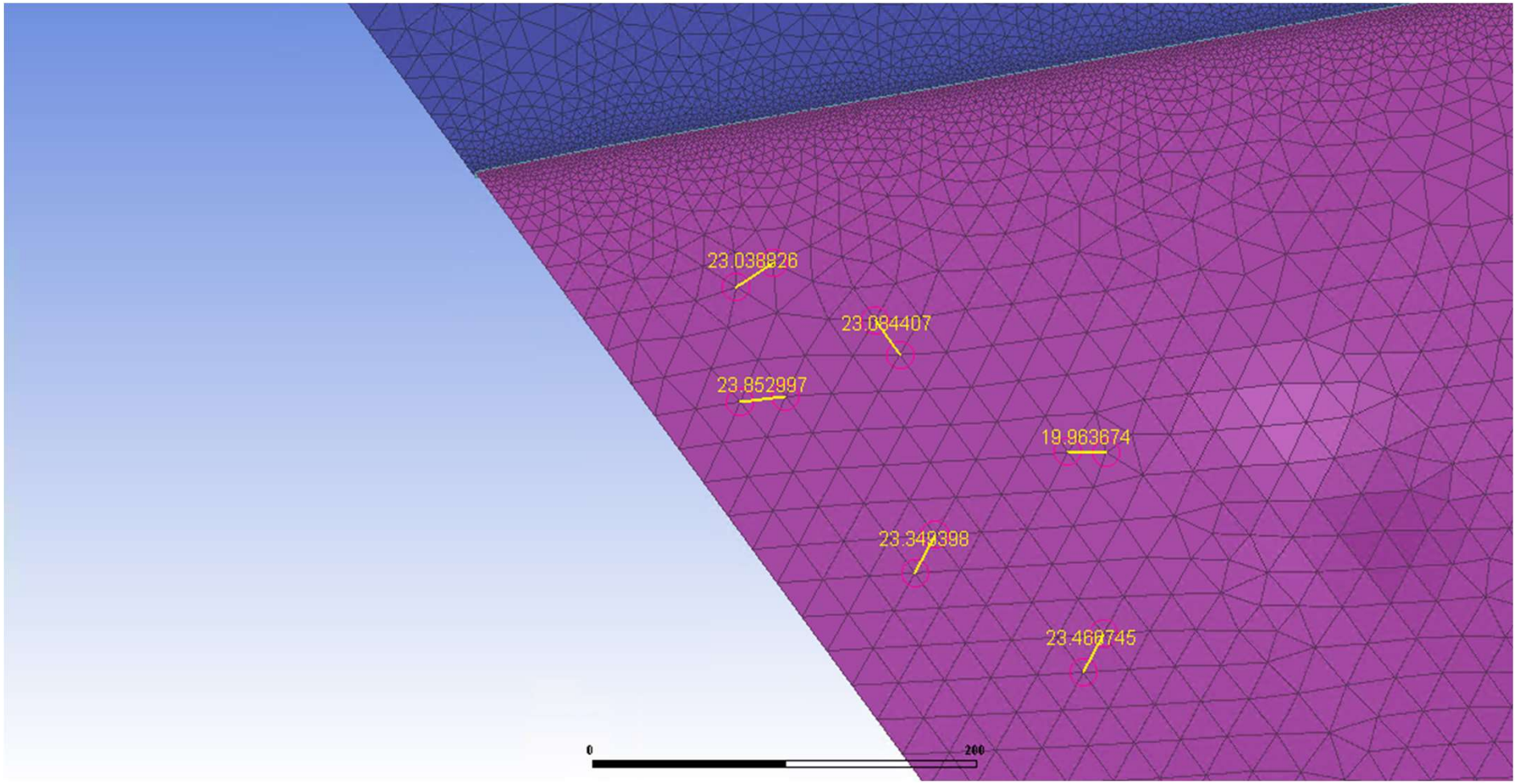
Height of Chiu Keng Wan Shan (~240mPD)



Height of Devil's Peak (~210mPD)



Height of Mount Parker (~520mPD)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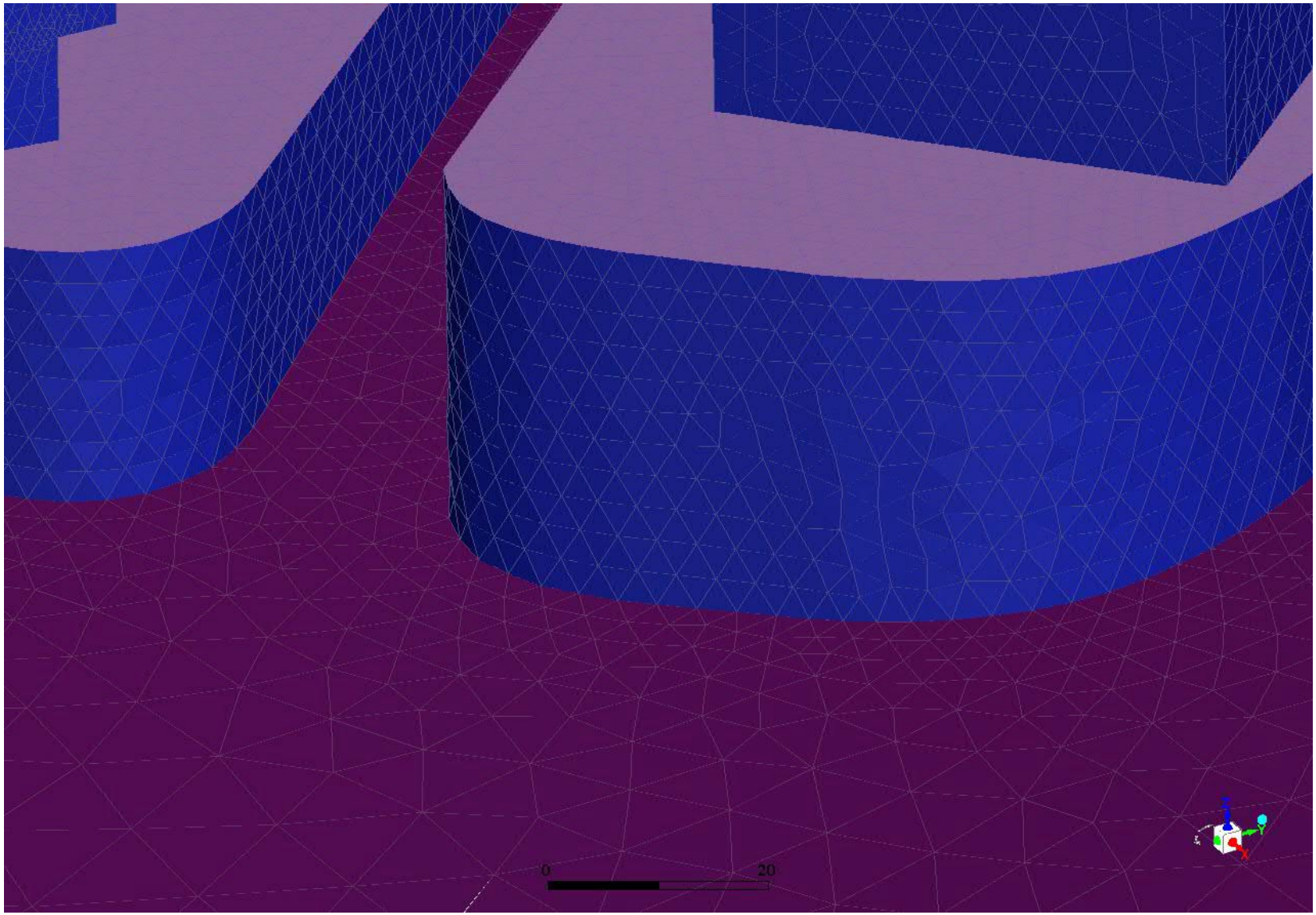
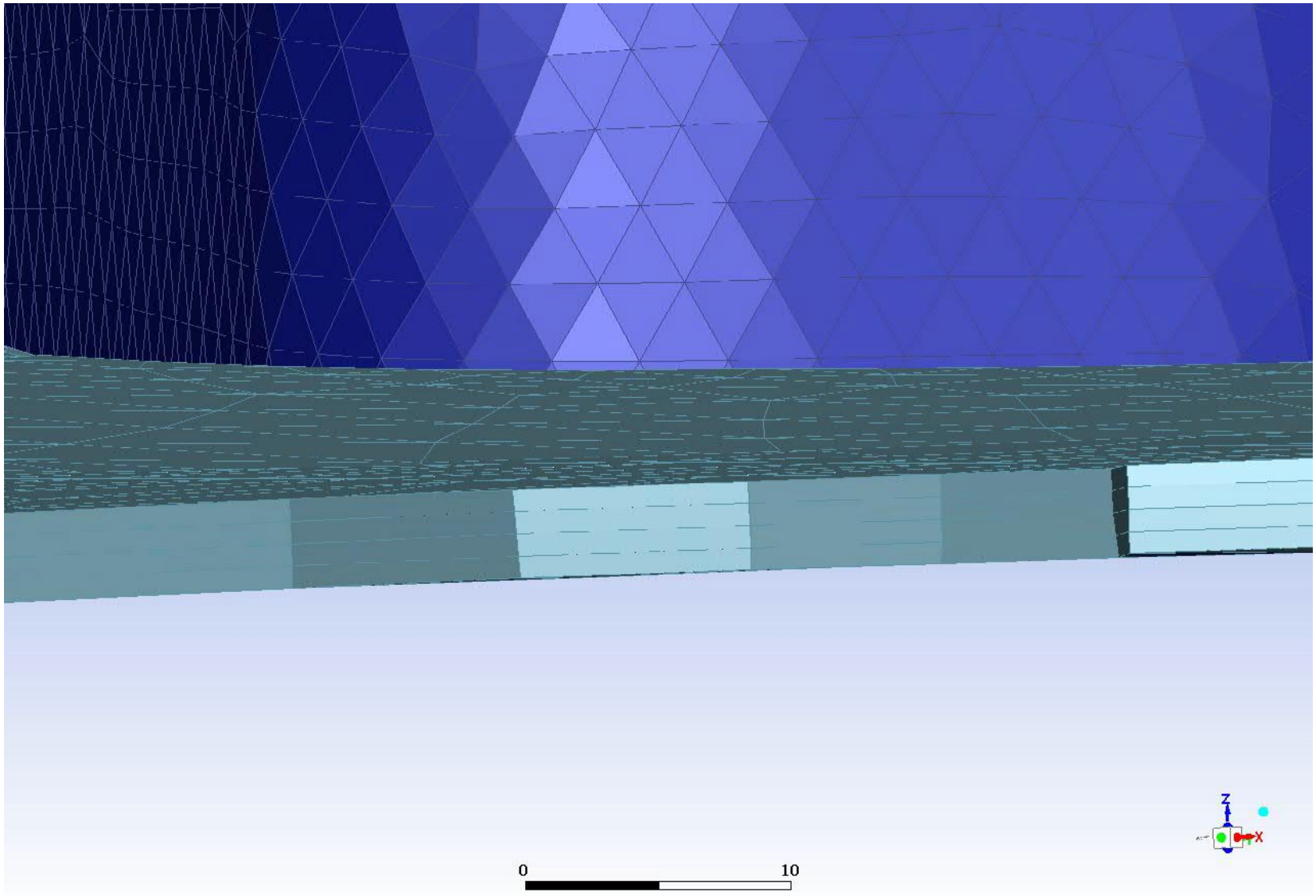
0
200

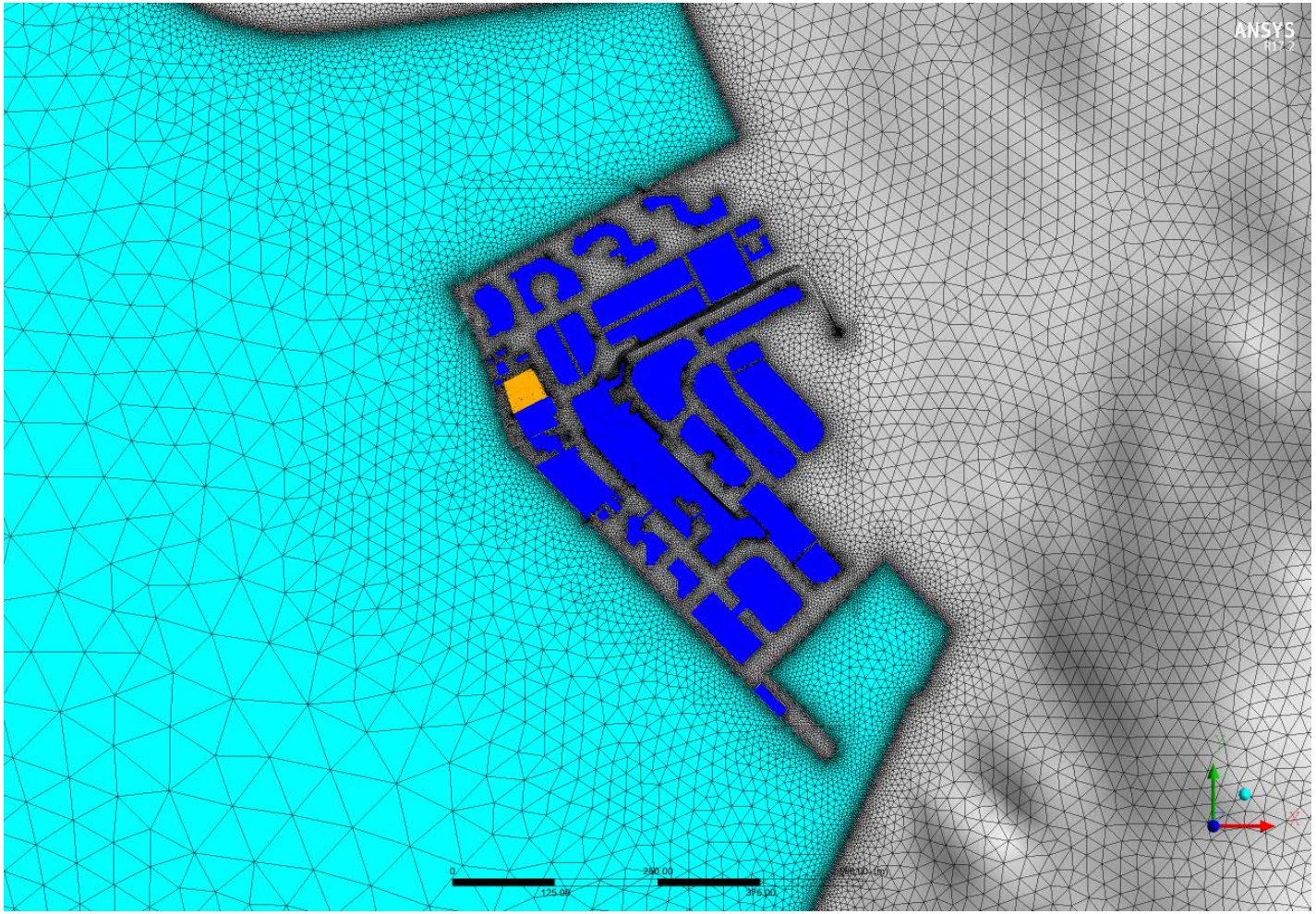
Mesh size



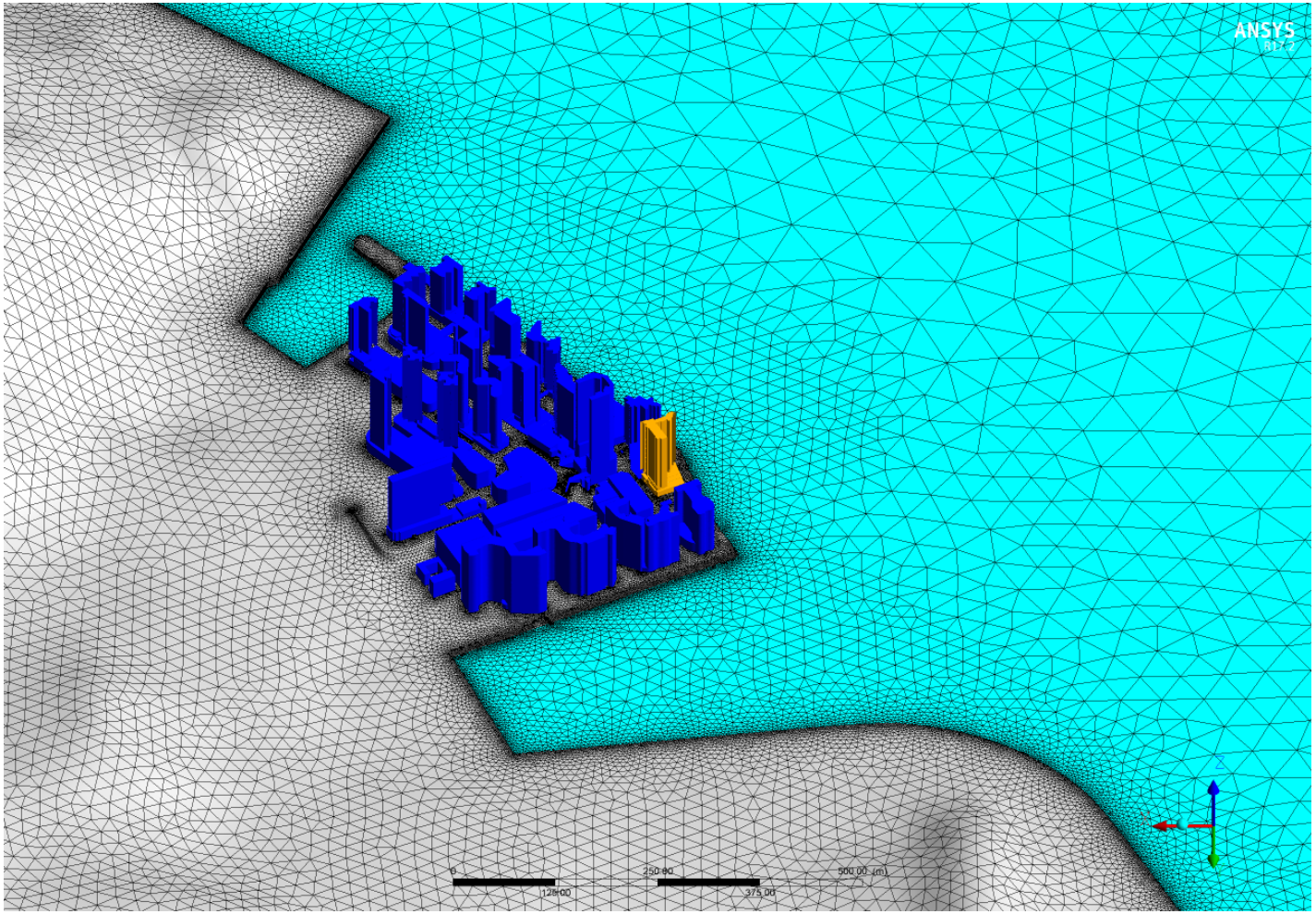
Surface Mesh



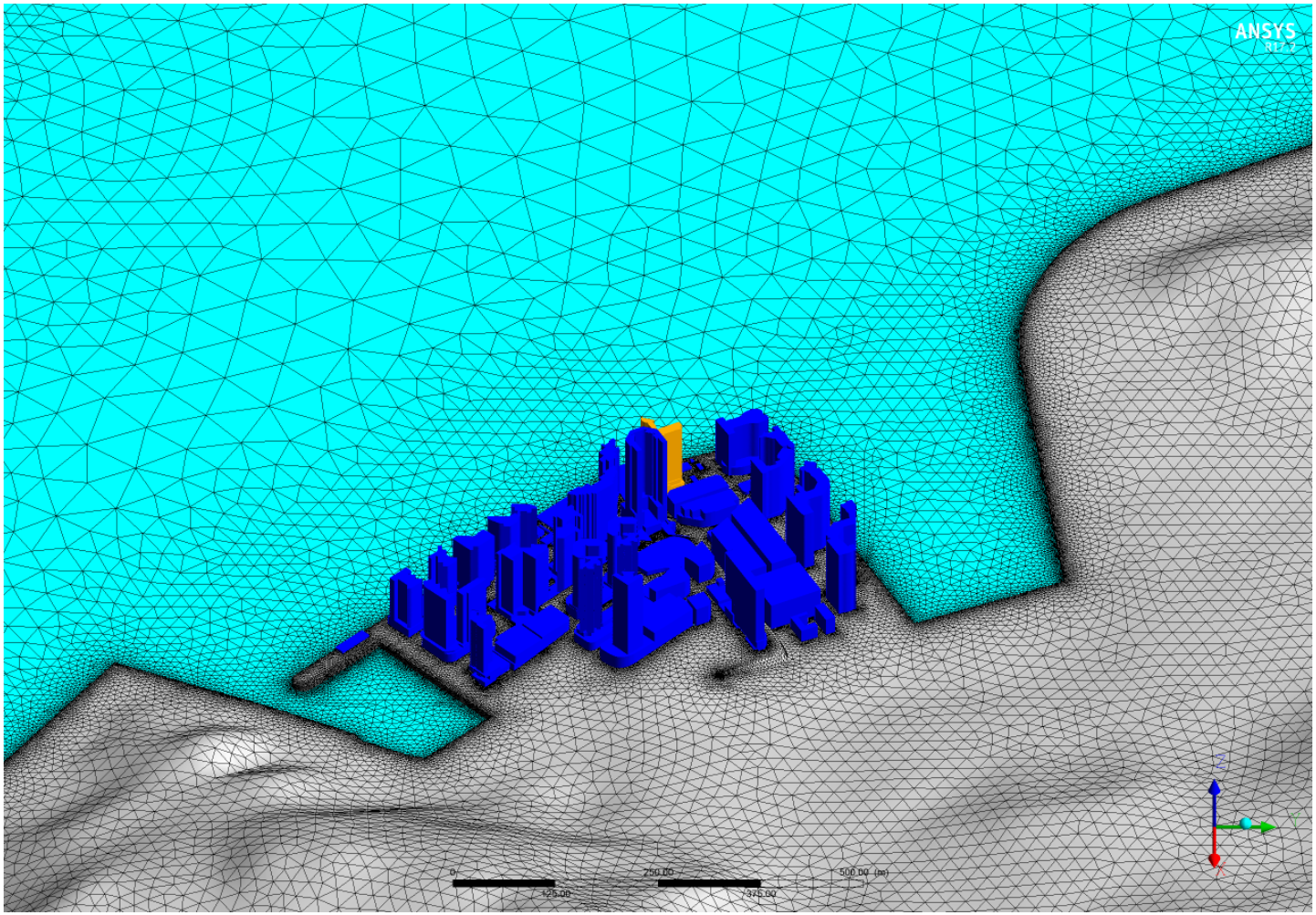
4 layers of prismatic meshes at 0.5m thick



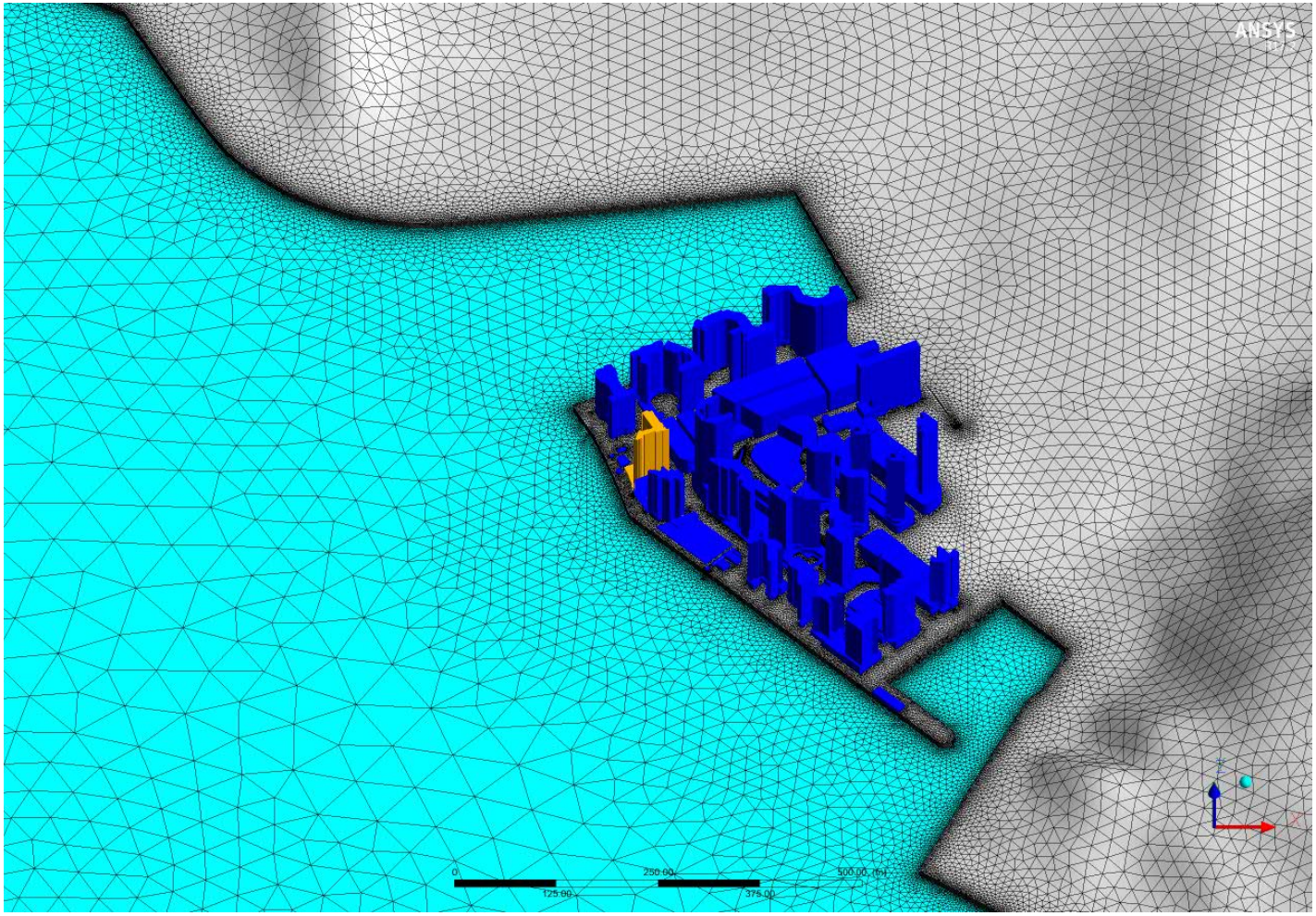
Surrounding Area – Top View



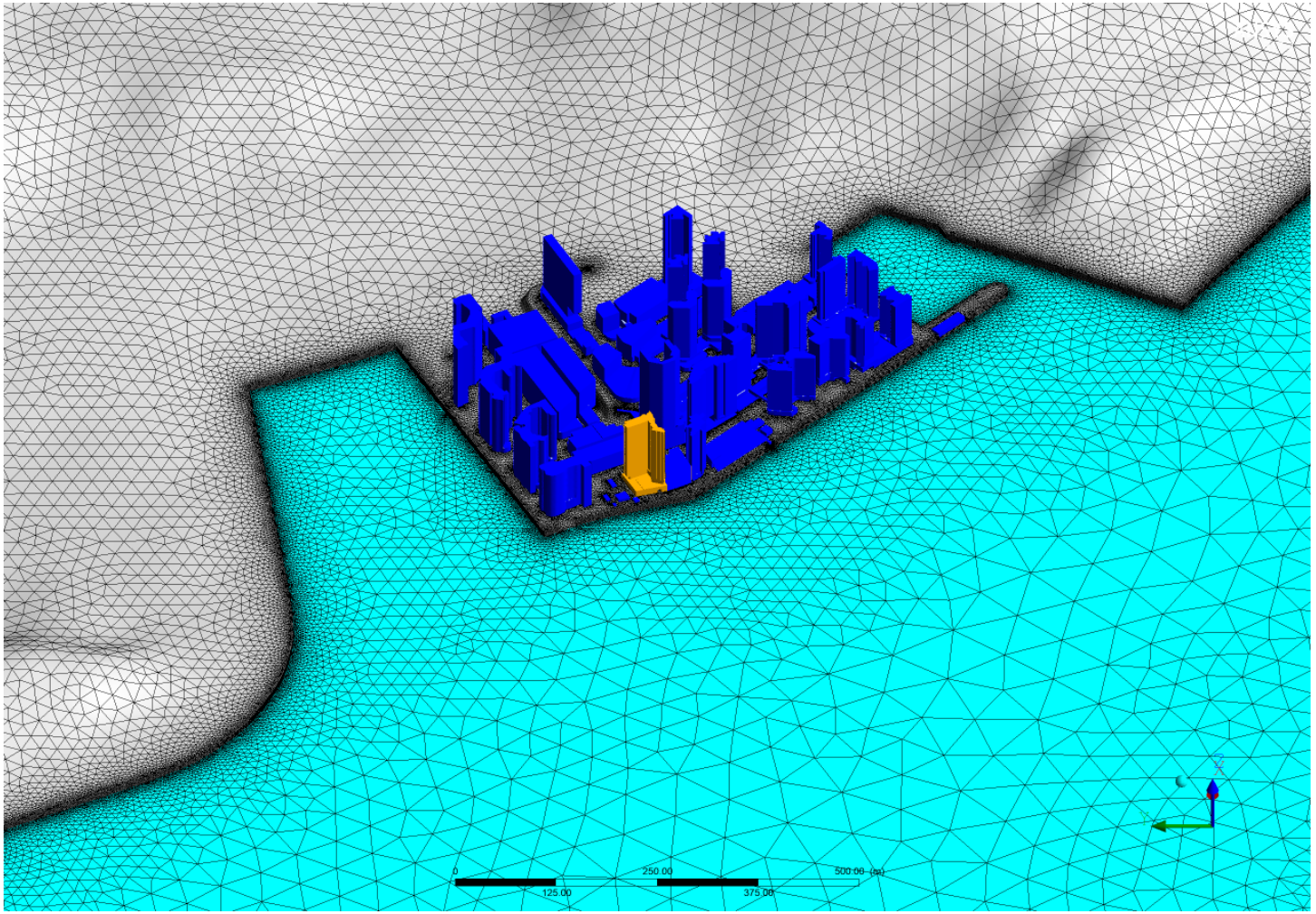
Surrounding Area – N



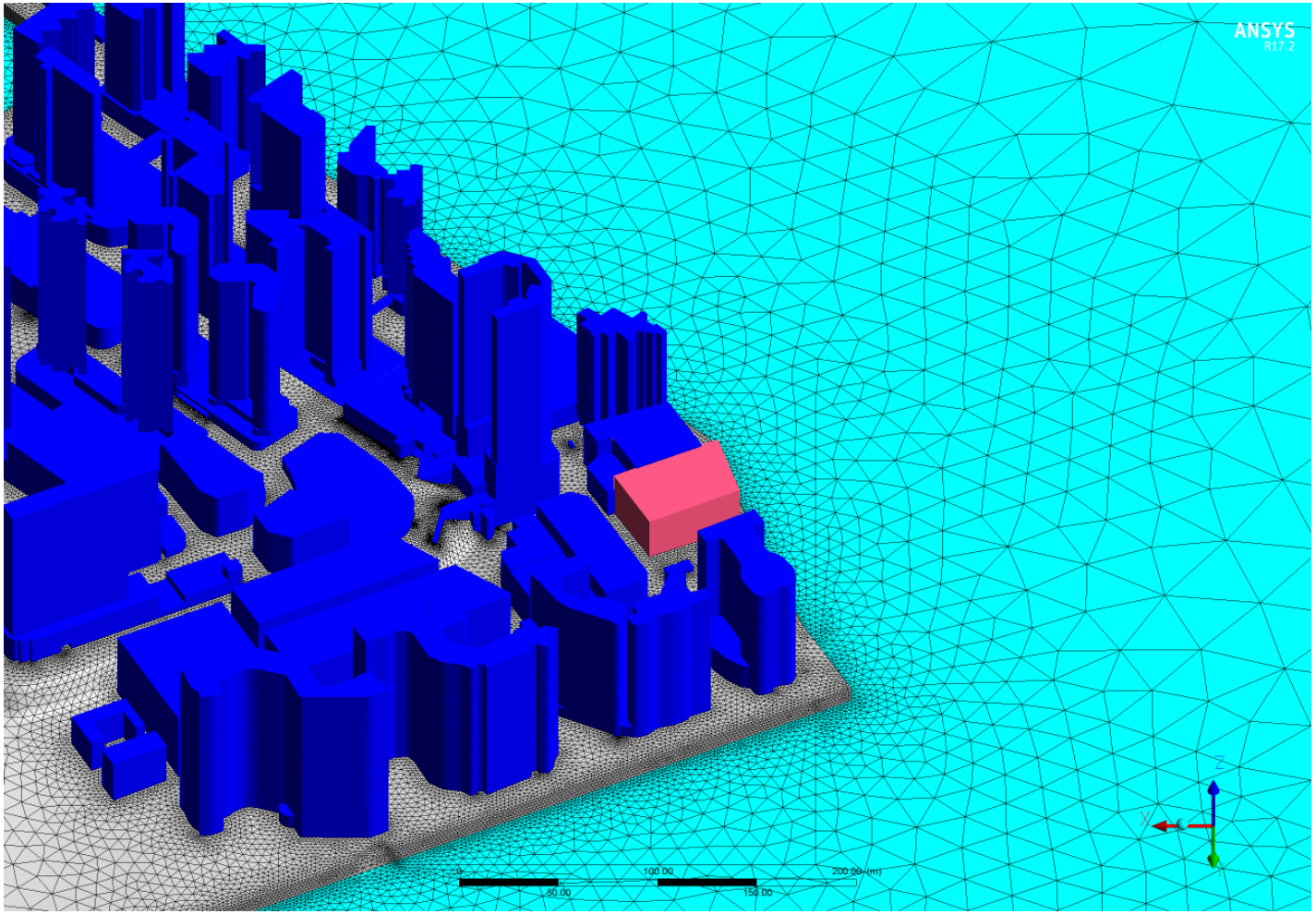
Surrounding Area – E



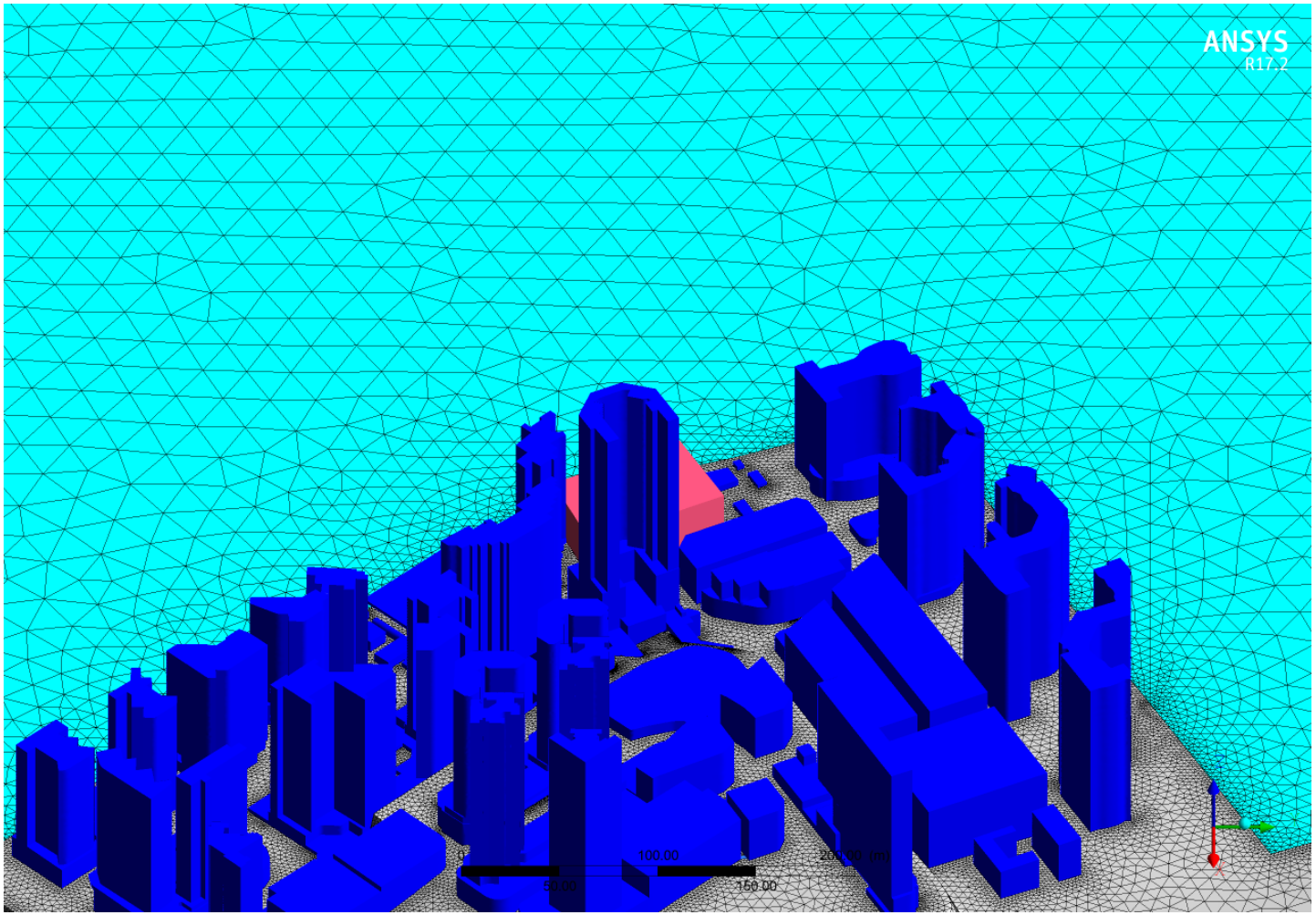
Surrounding Area – S



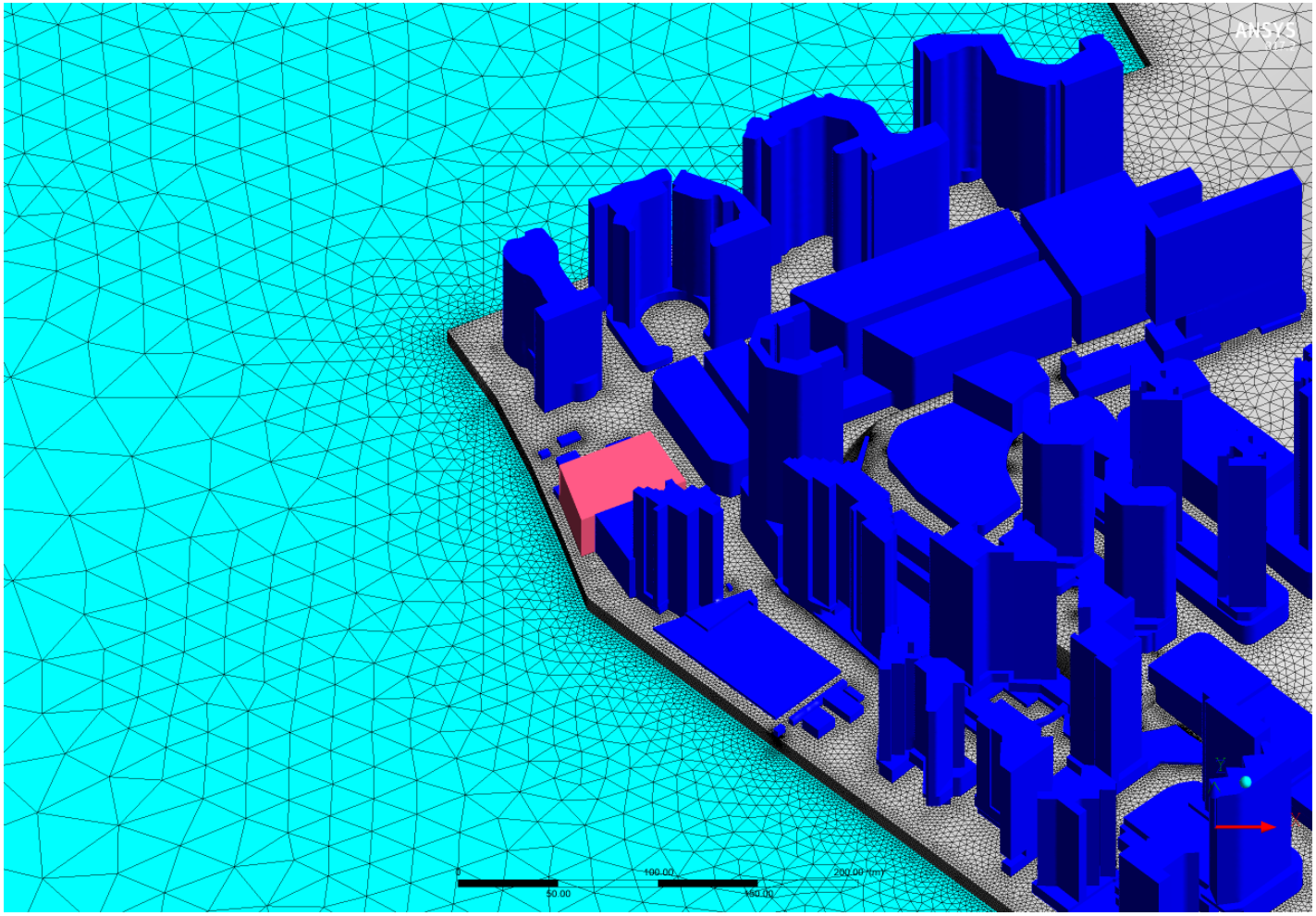
Surrounding Area – W



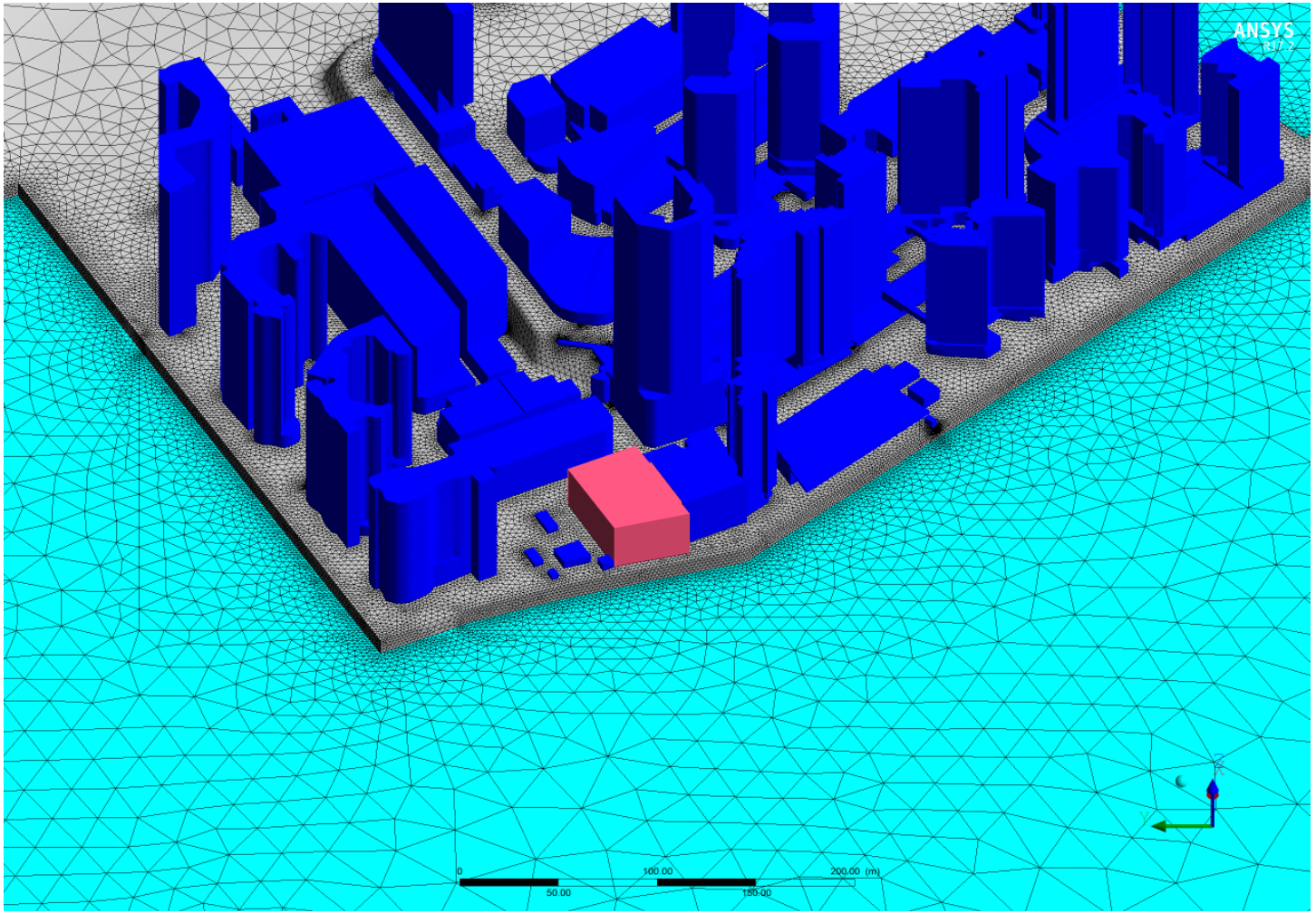
Baseline Scheme – N



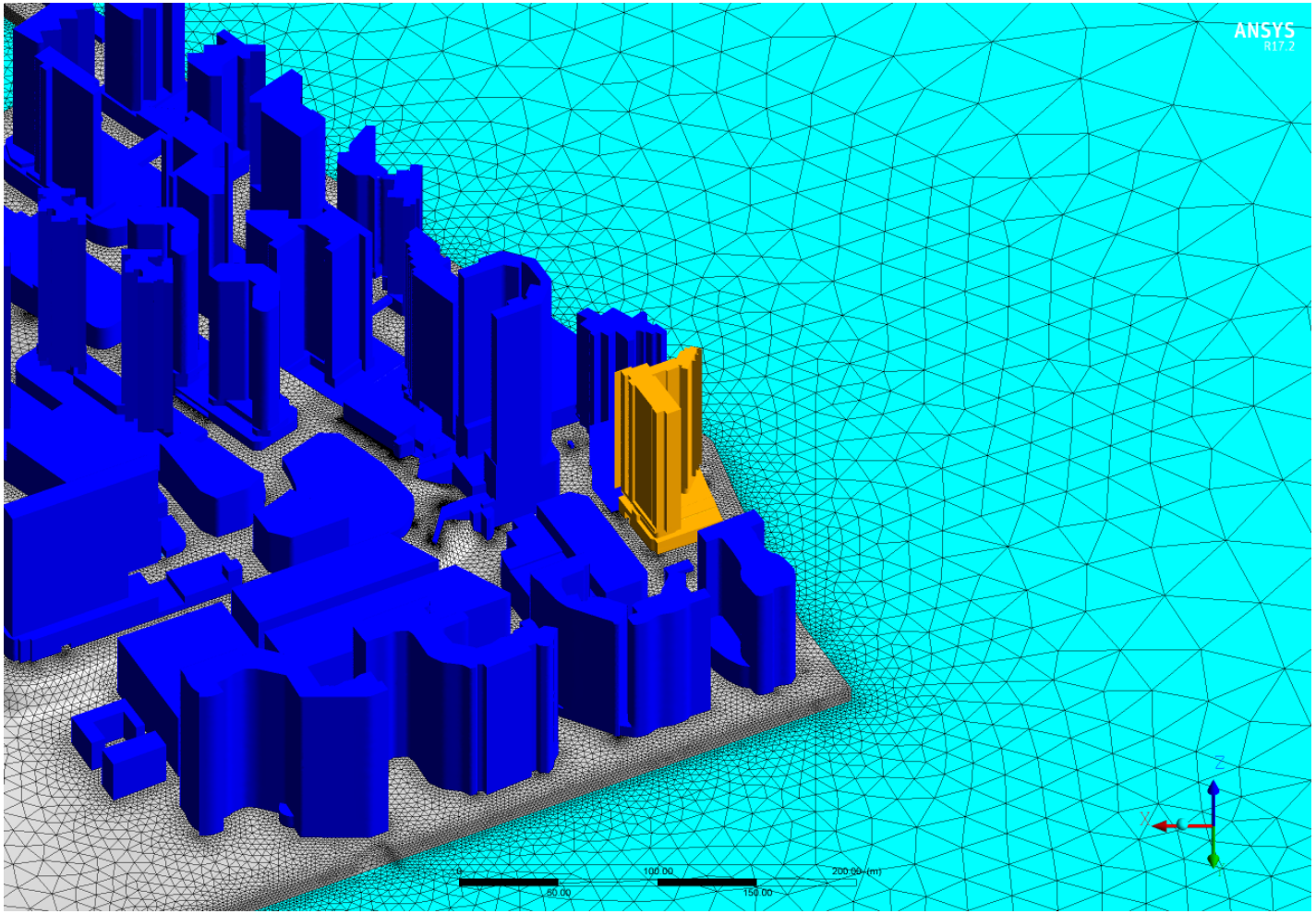
Baseline Scheme – E



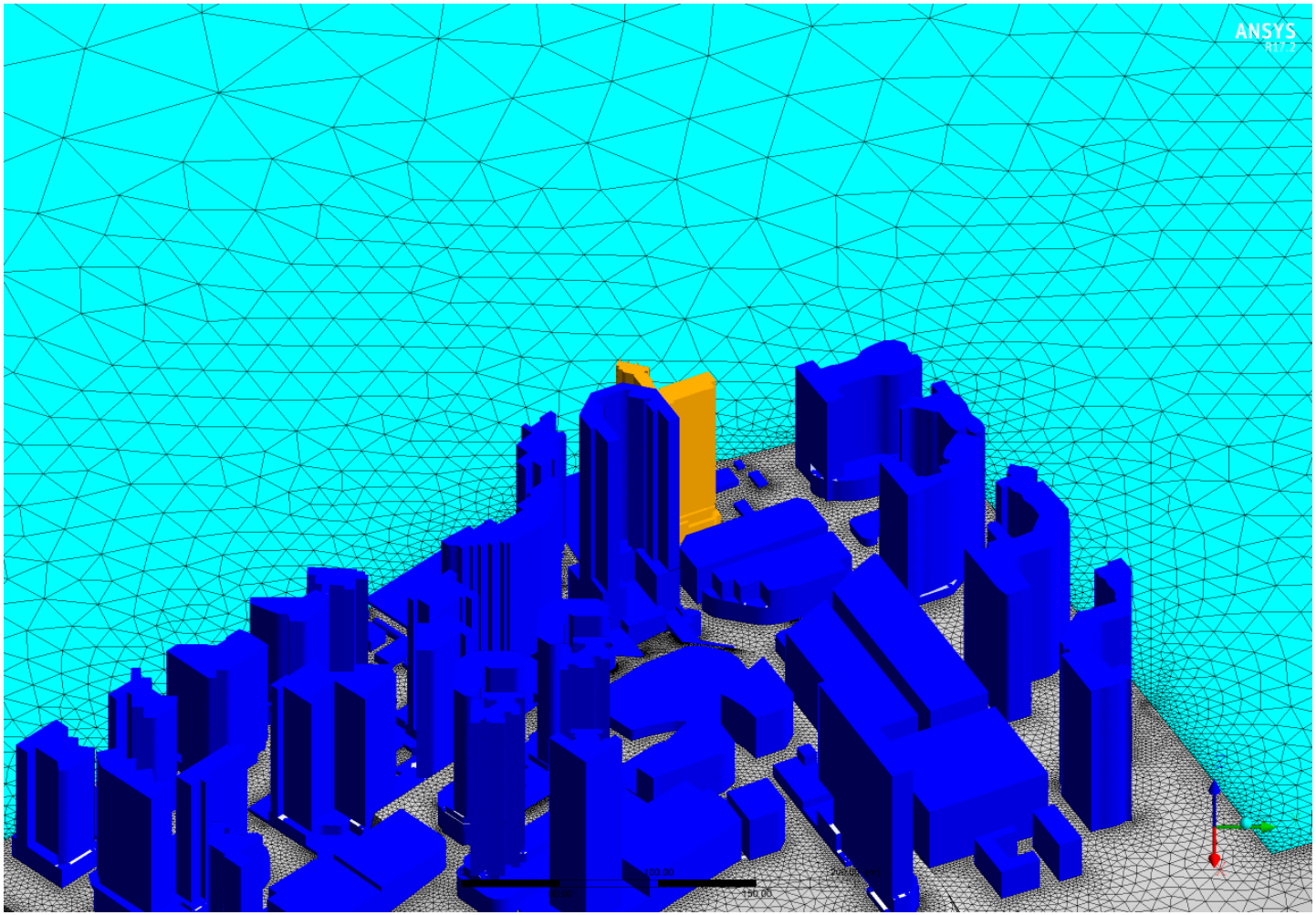
Baseline Scheme – S



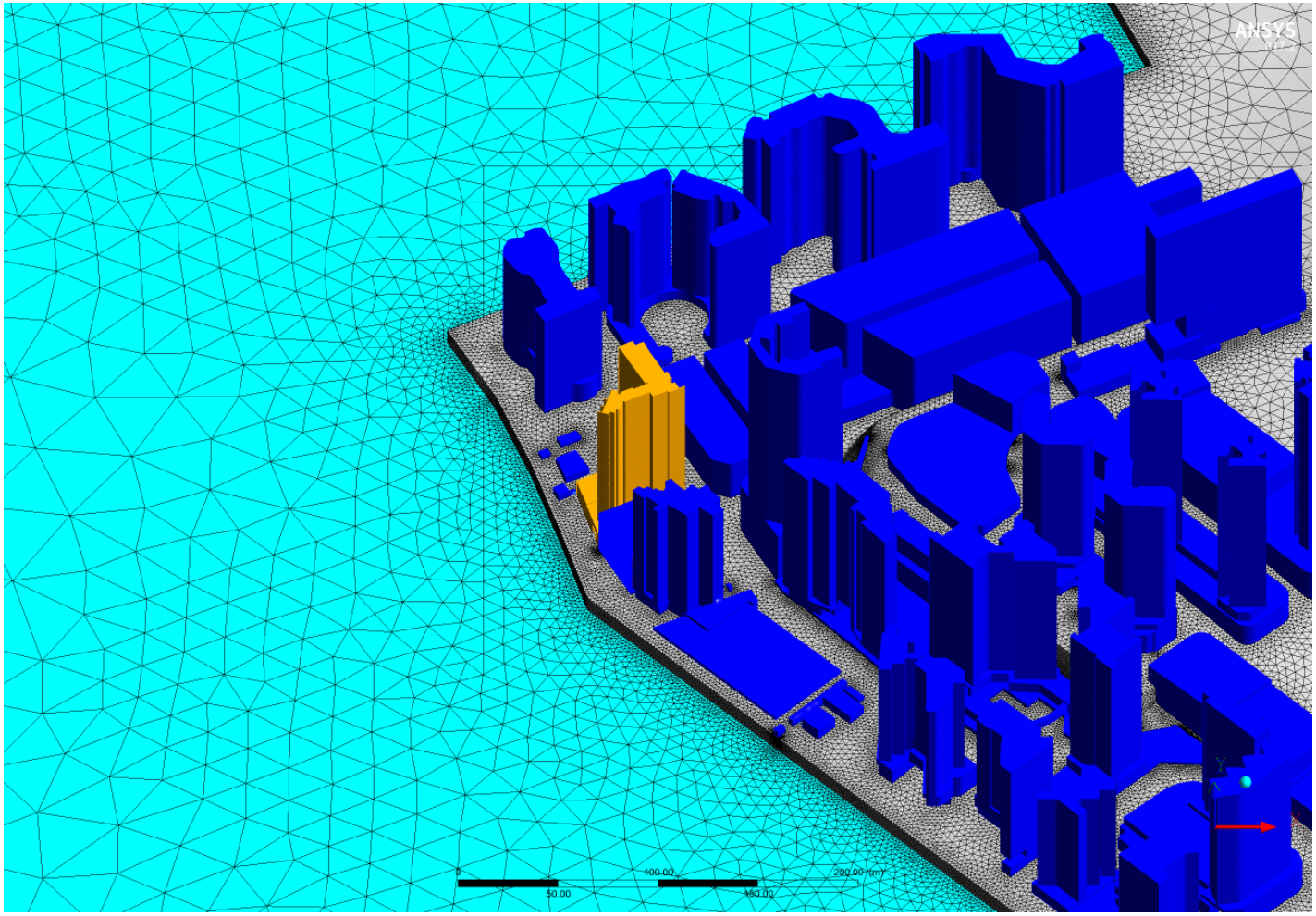
Baseline Scheme – W



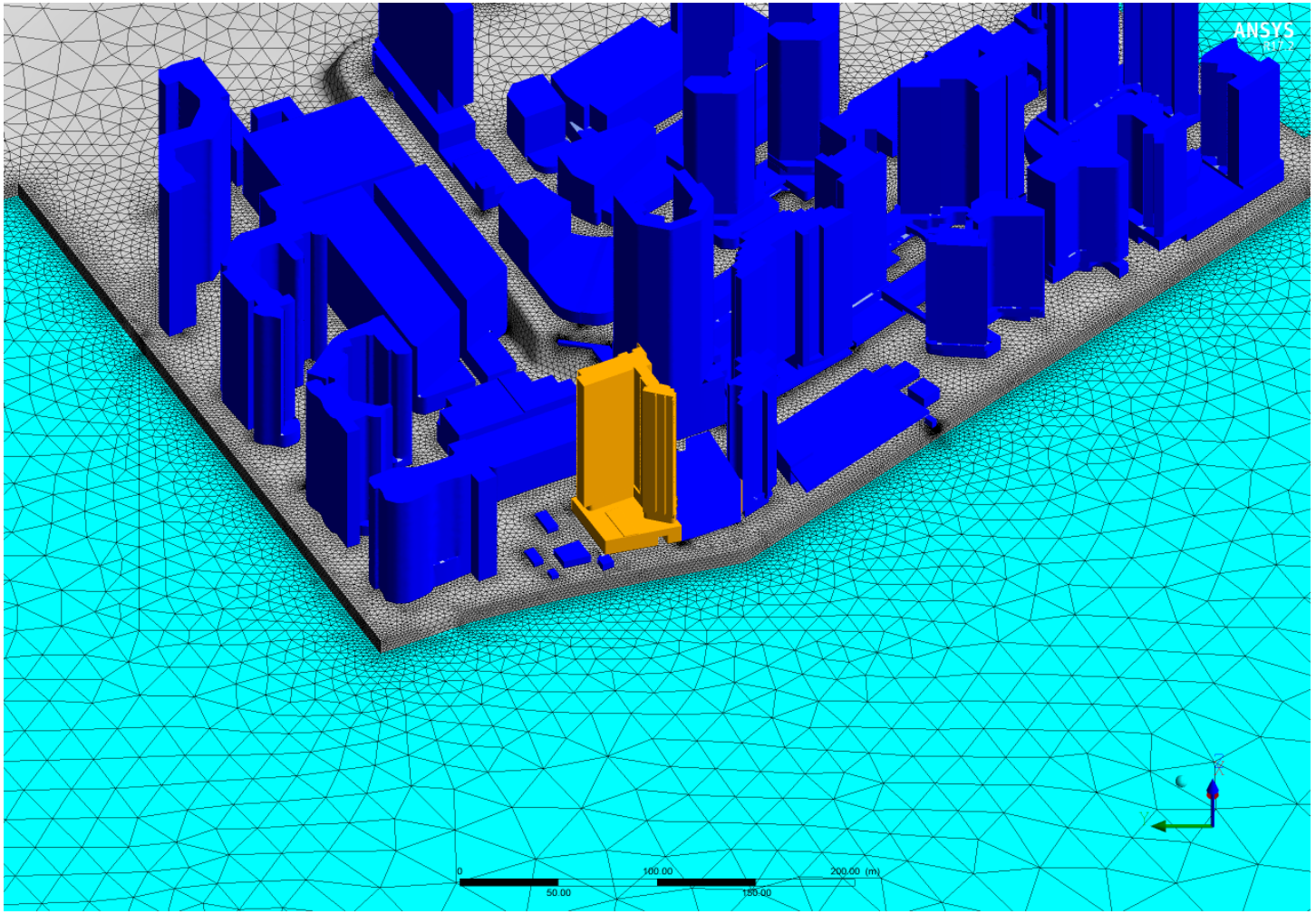
Proposed Scheme – N



Proposed Scheme – E



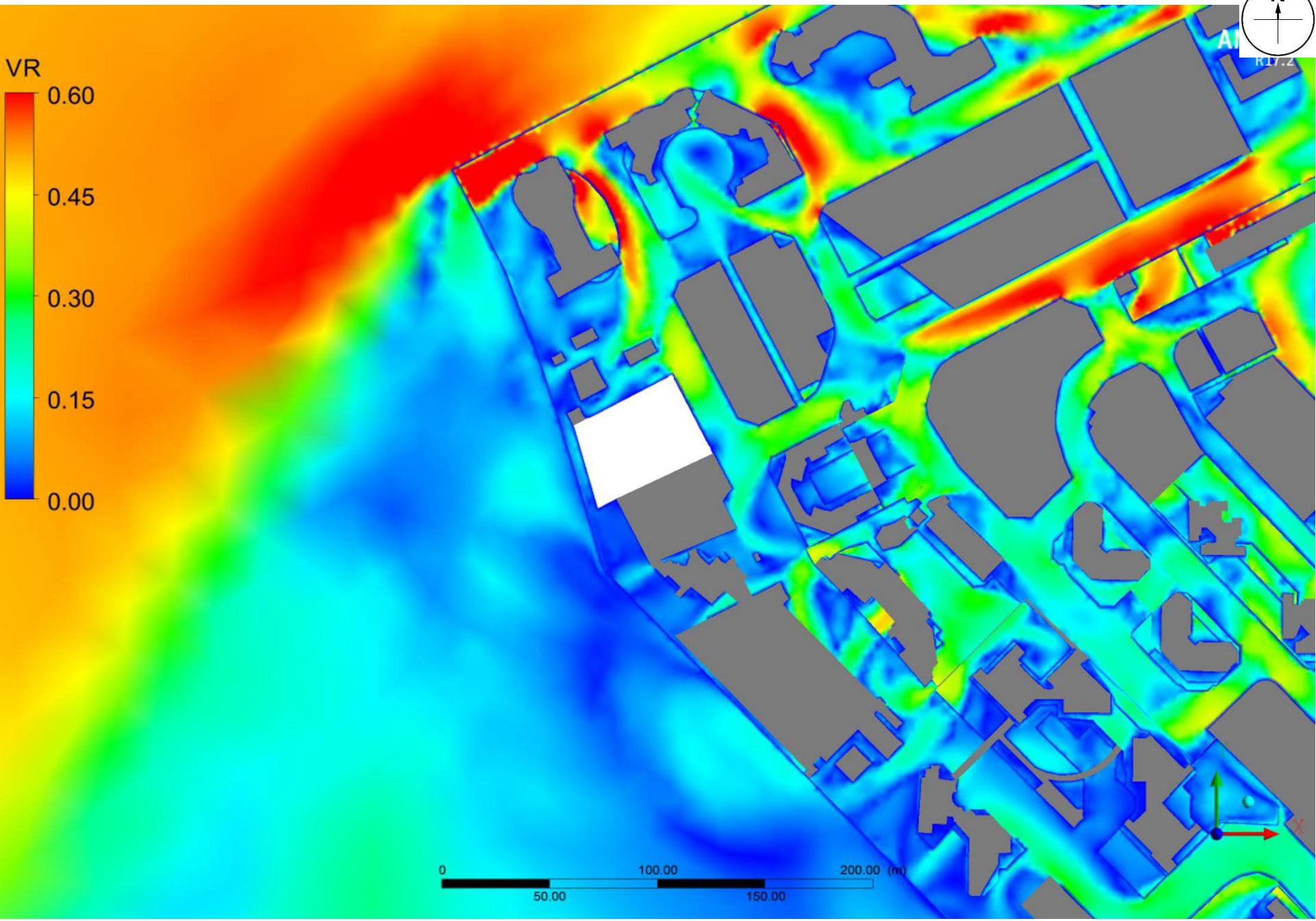
Proposed Scheme – S



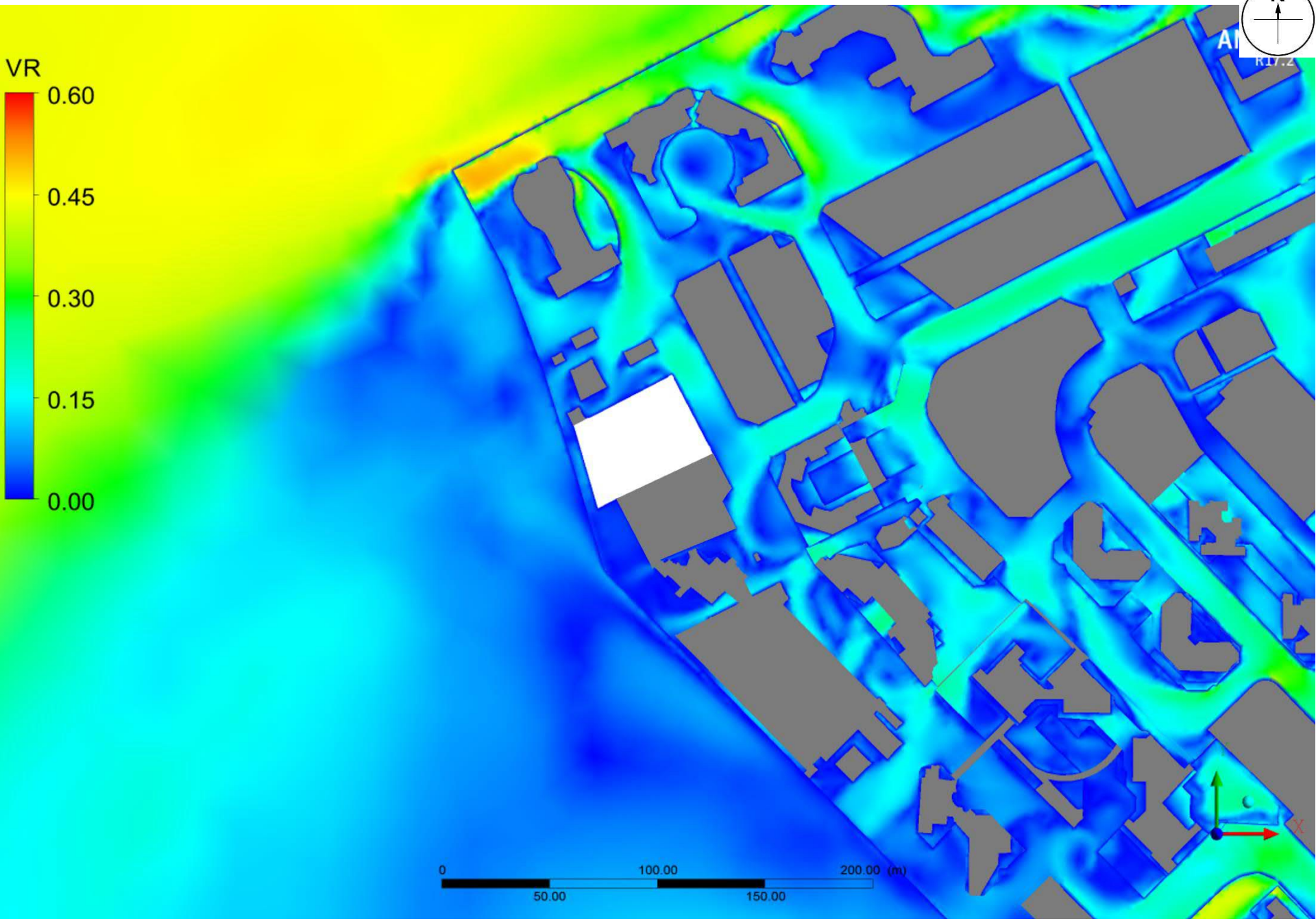
Proposed Scheme – W

Appendix 4

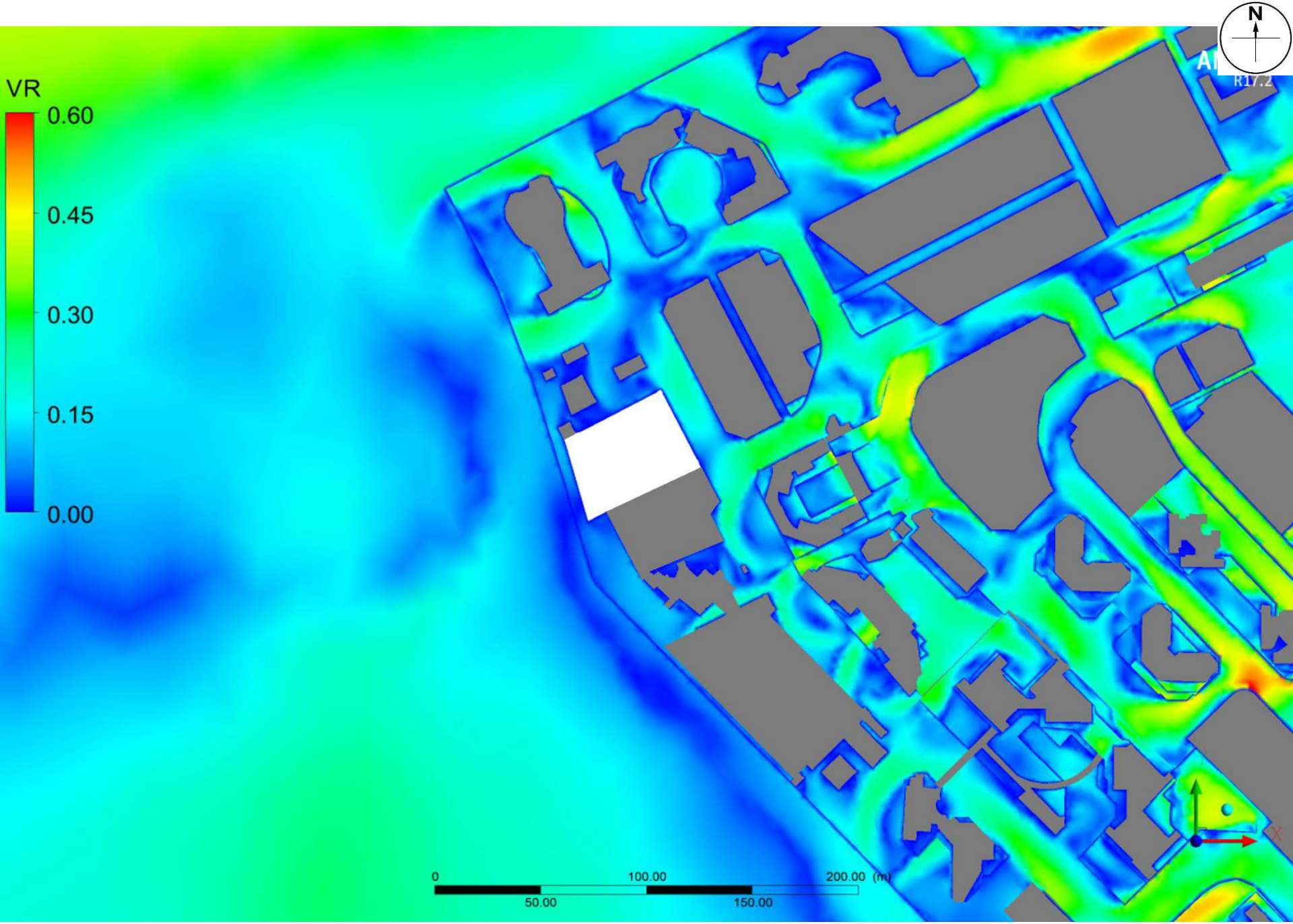
Contour and Vector Result of the CFD Simulation



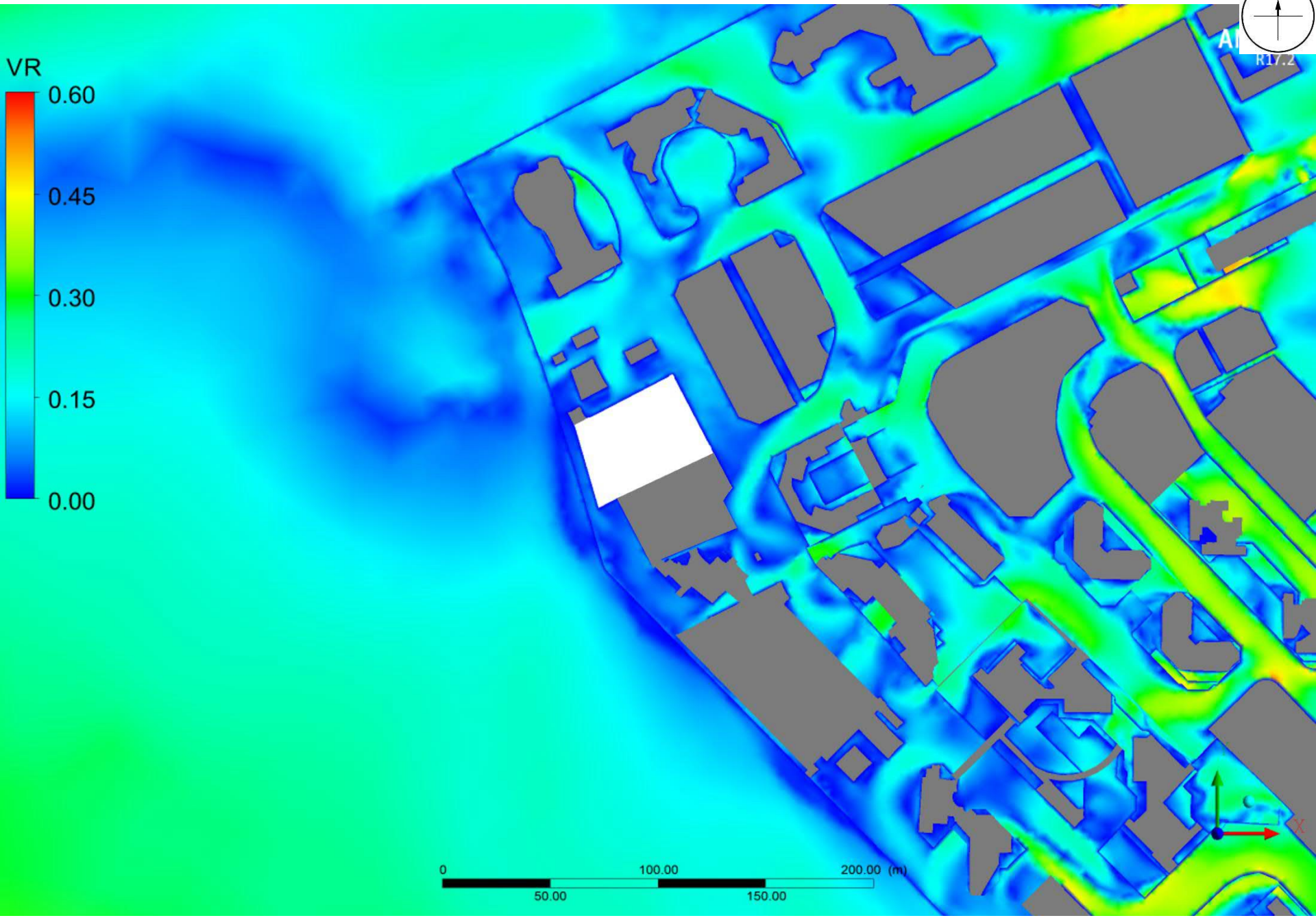
Baseline Scheme - Contour plot at pedestrian level under NNE Wind



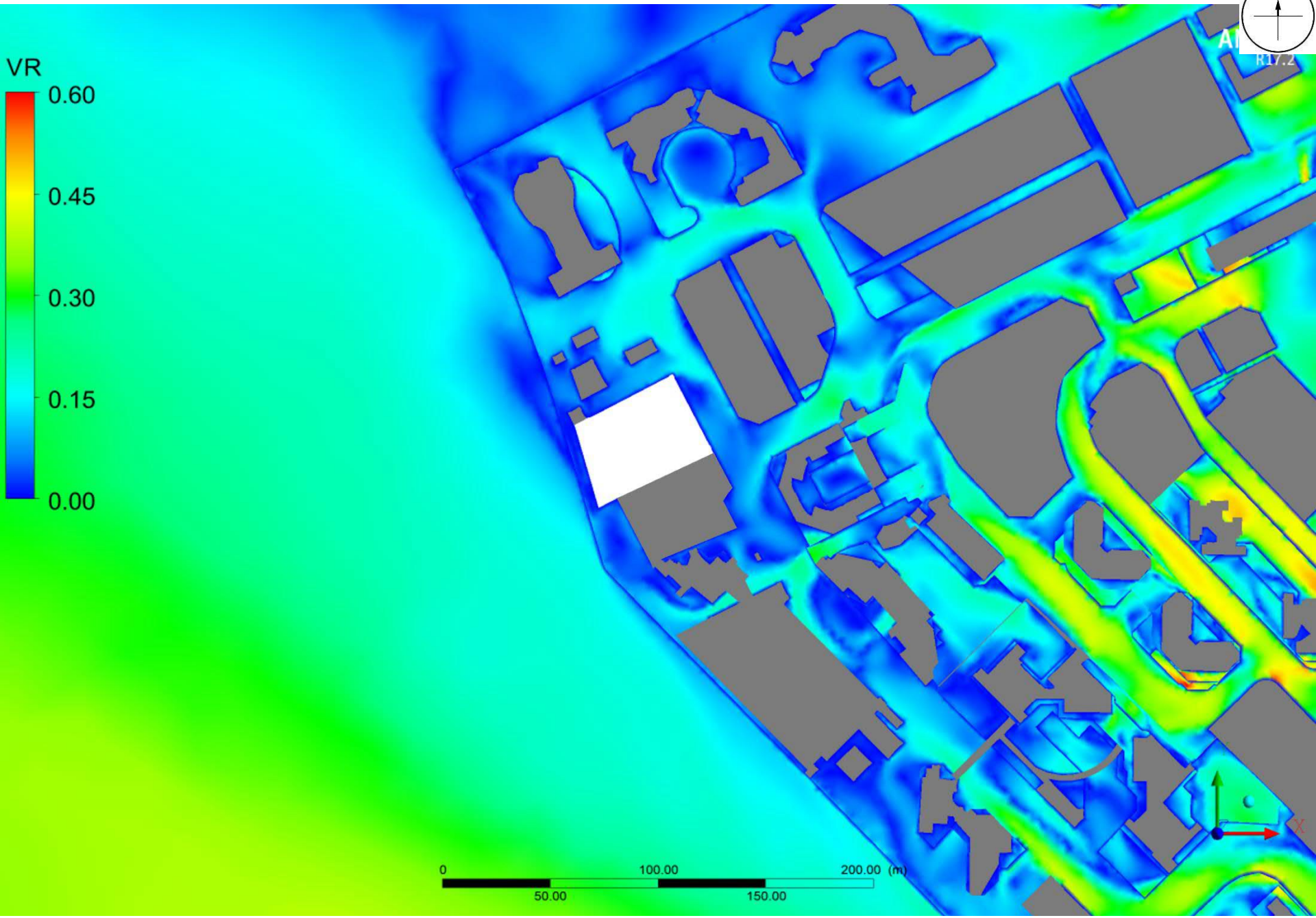
Baseline Scheme - Contour plot at pedestrian level under NE Wind



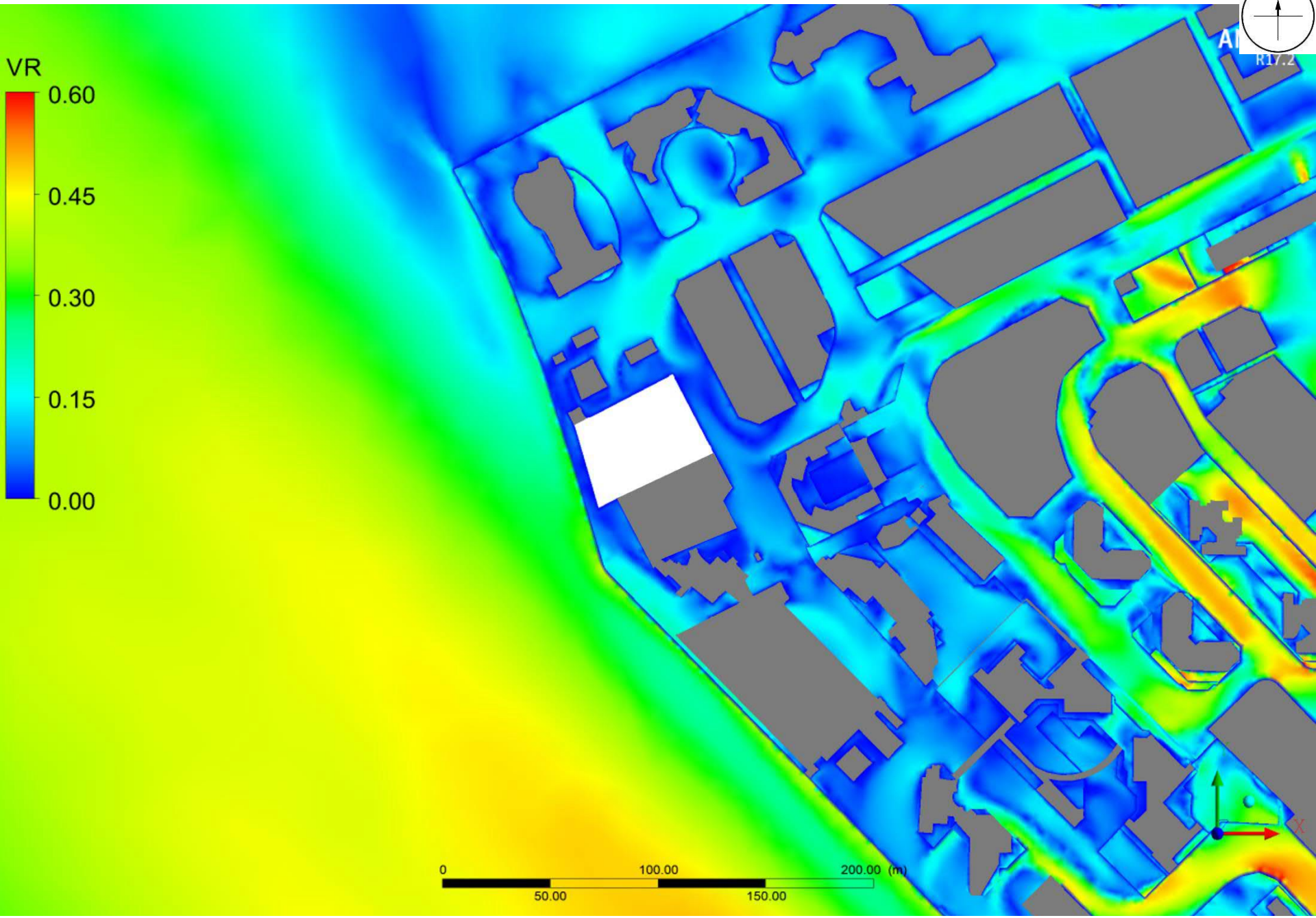
Baseline Scheme - Contour plot at pedestrian level under ENE Wind



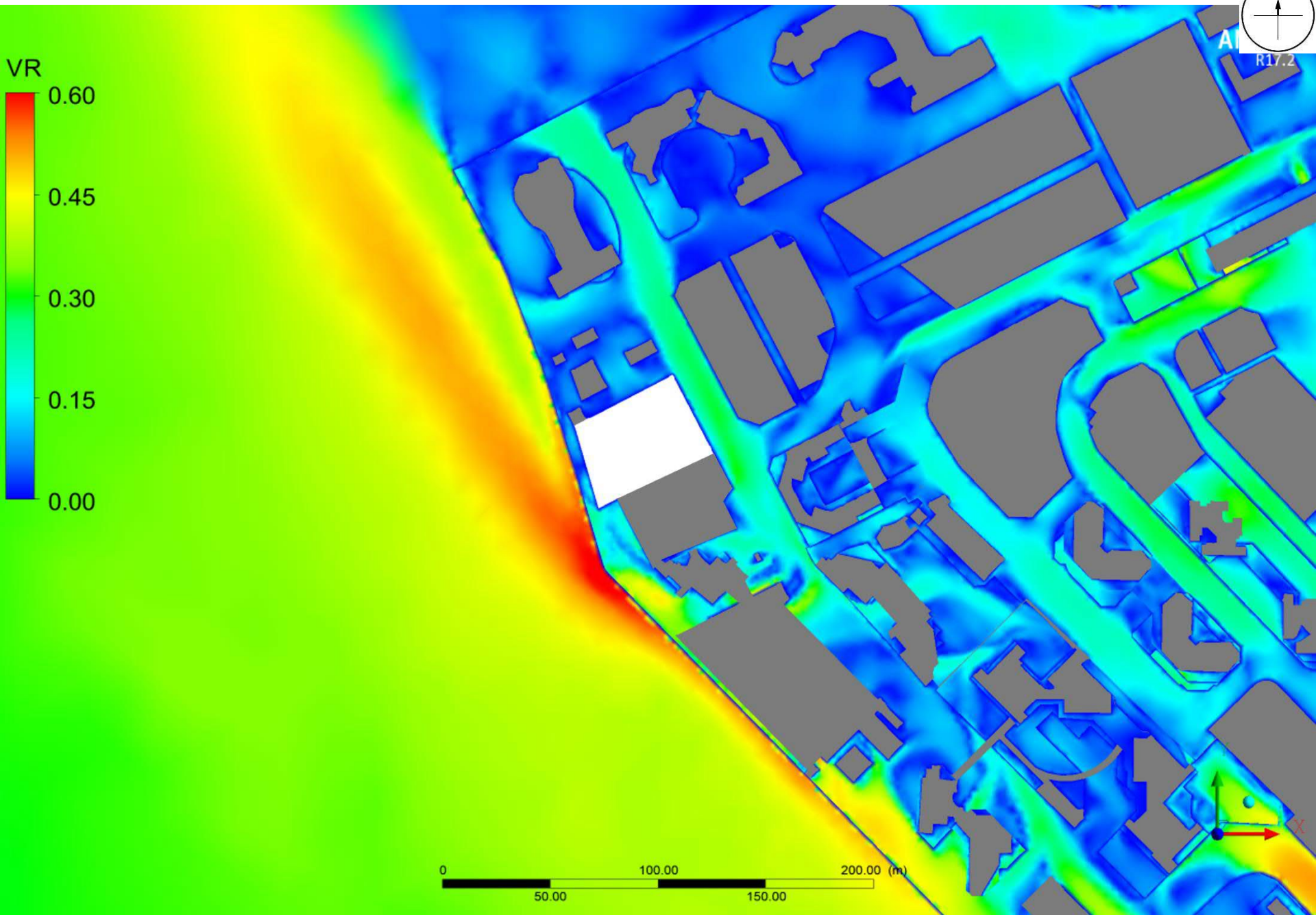
Baseline Scheme - Contour plot at pedestrian level under E Wind



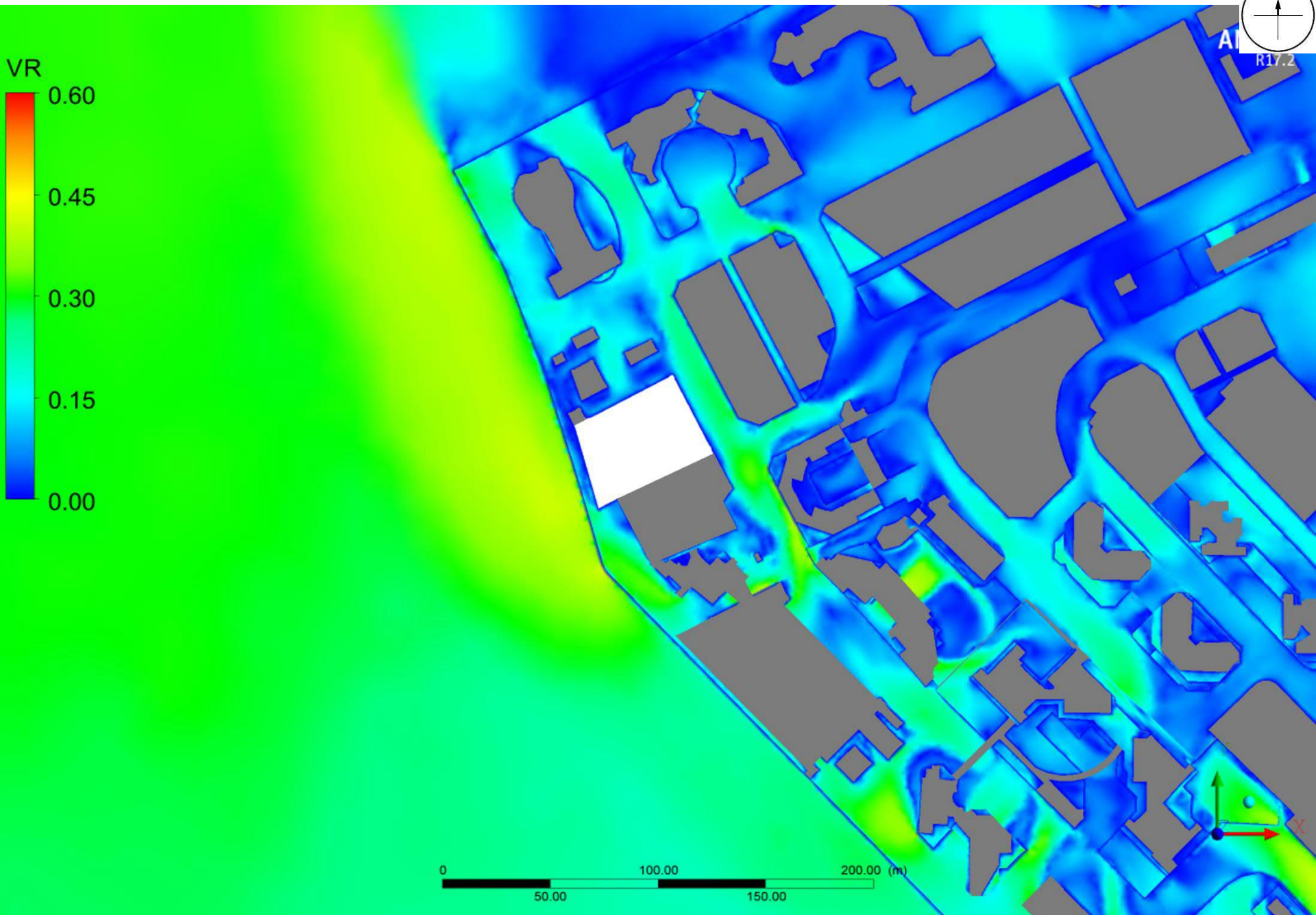
Baseline Scheme - Contour plot at pedestrian level under ESE Wind



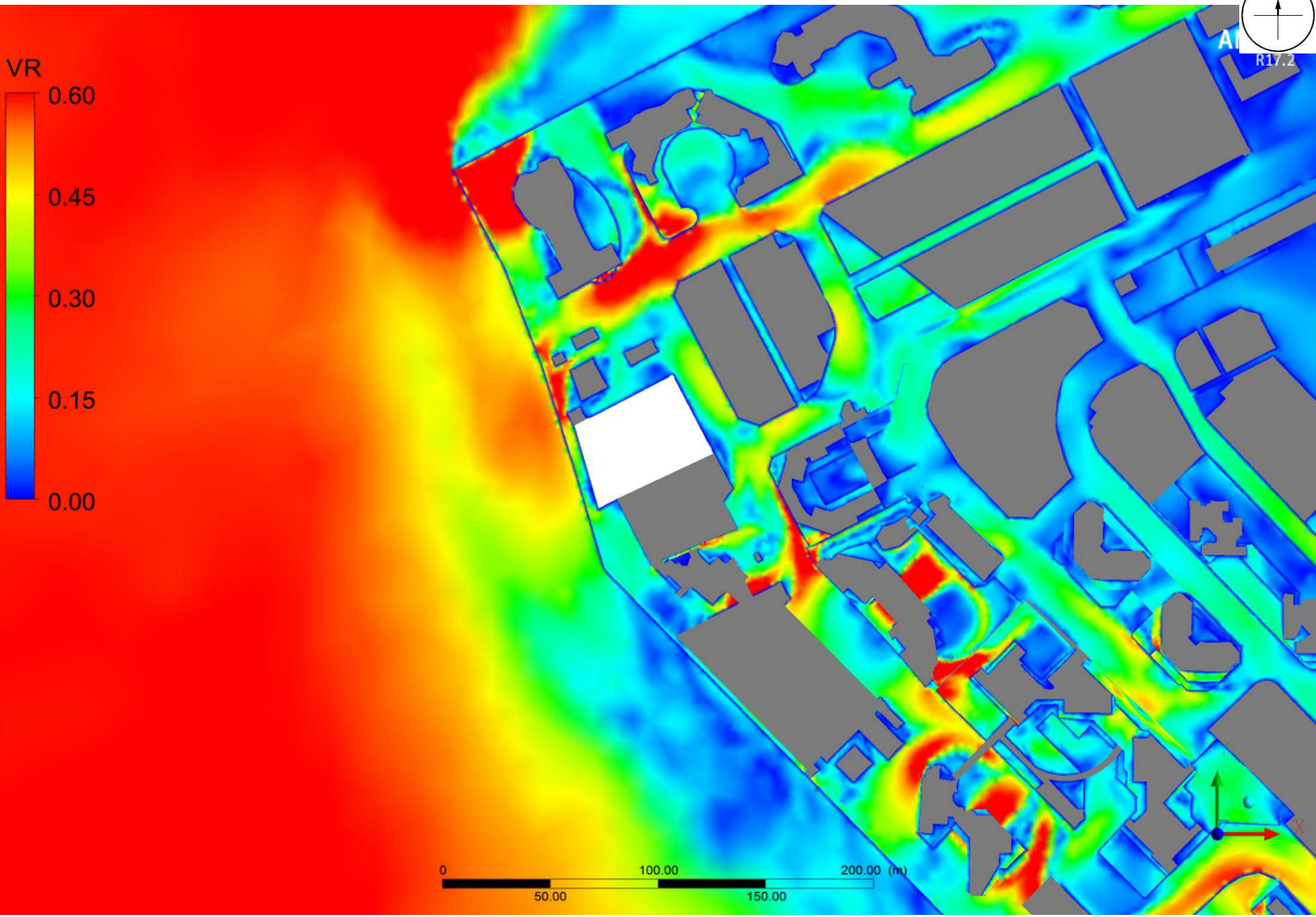
Baseline Scheme - Contour plot at pedestrian level under SE Wind



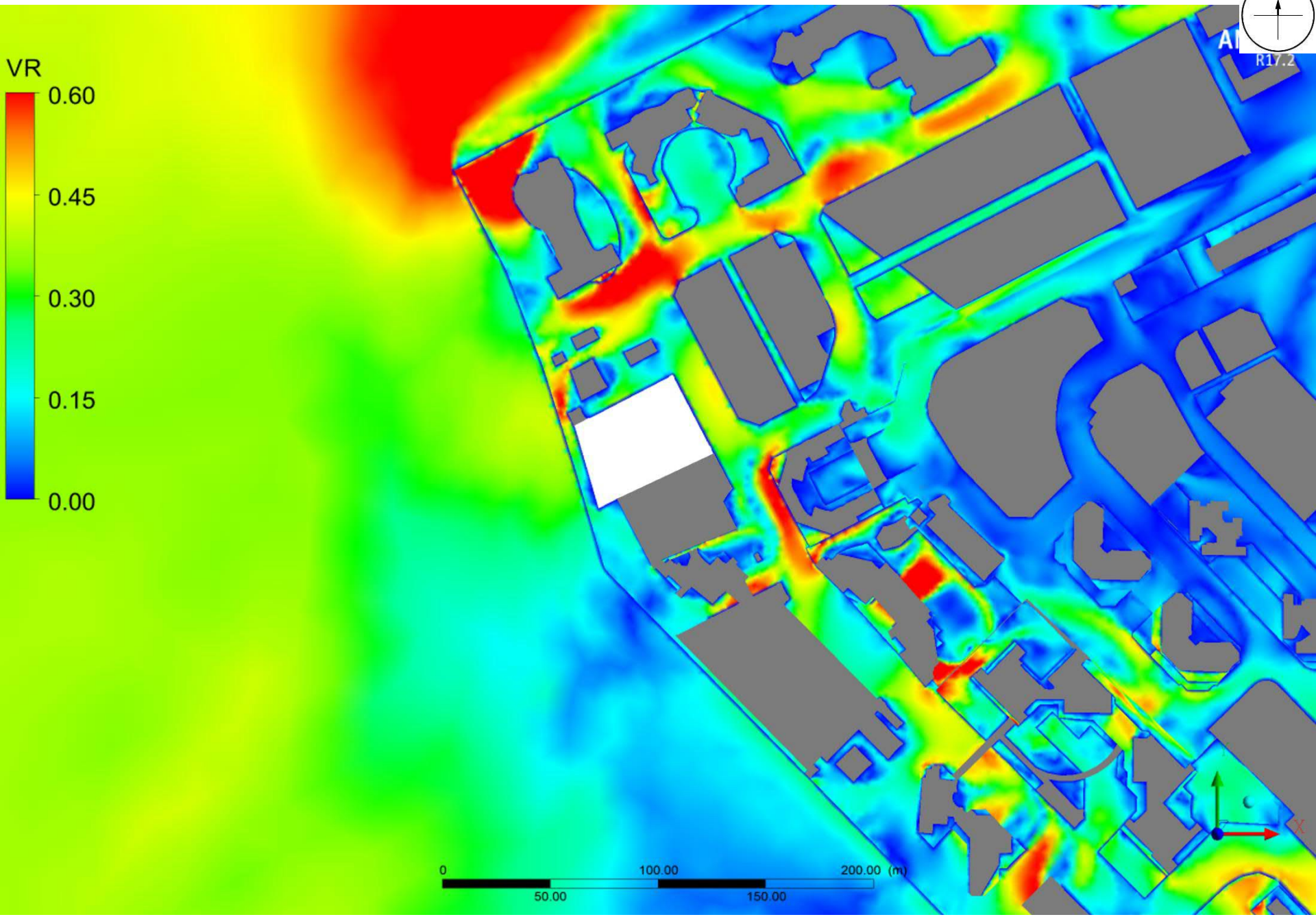
Baseline Scheme - Contour plot at pedestrian level under SSE Wind



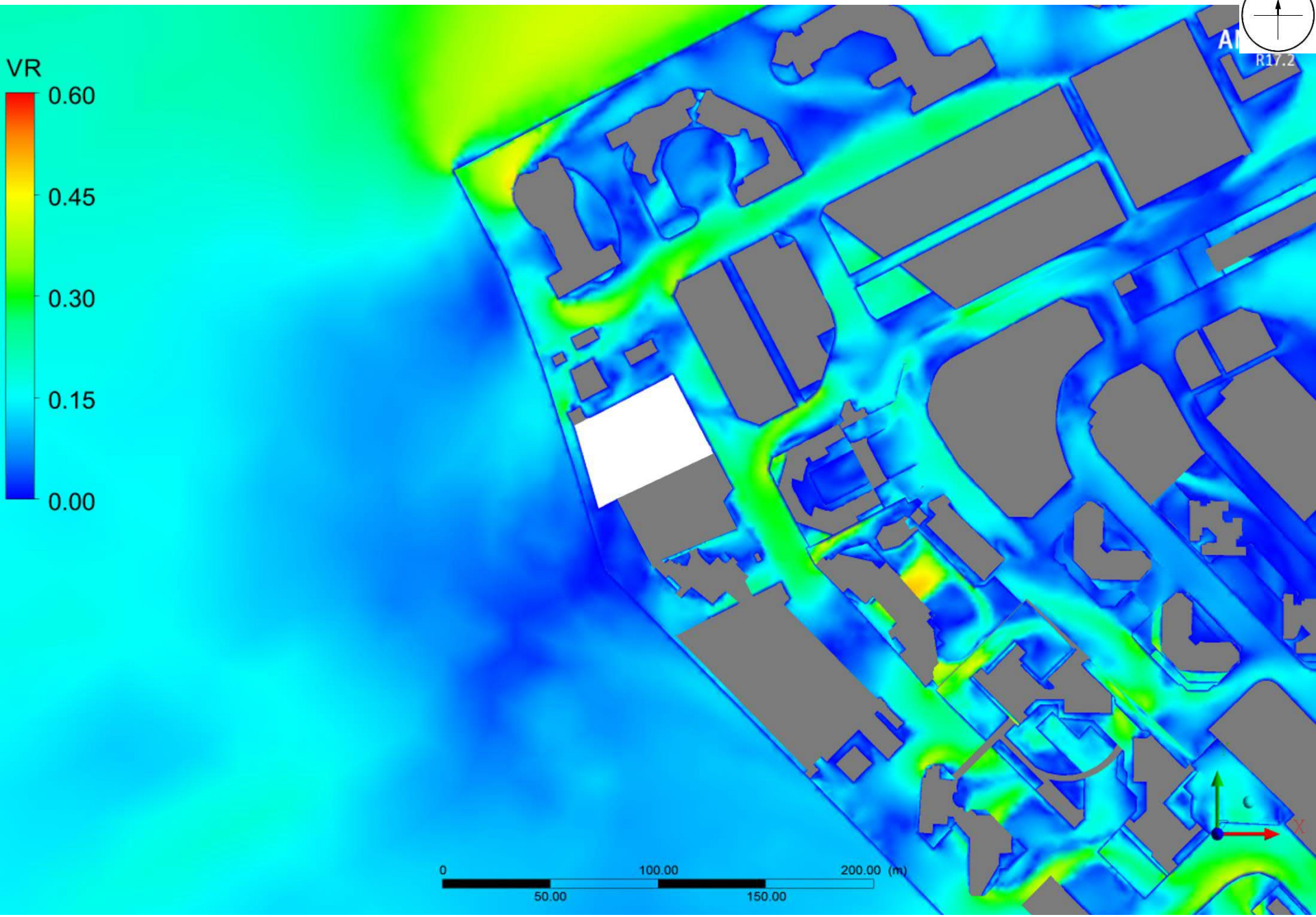
Baseline Scheme - Contour plot at pedestrian level under S Wind



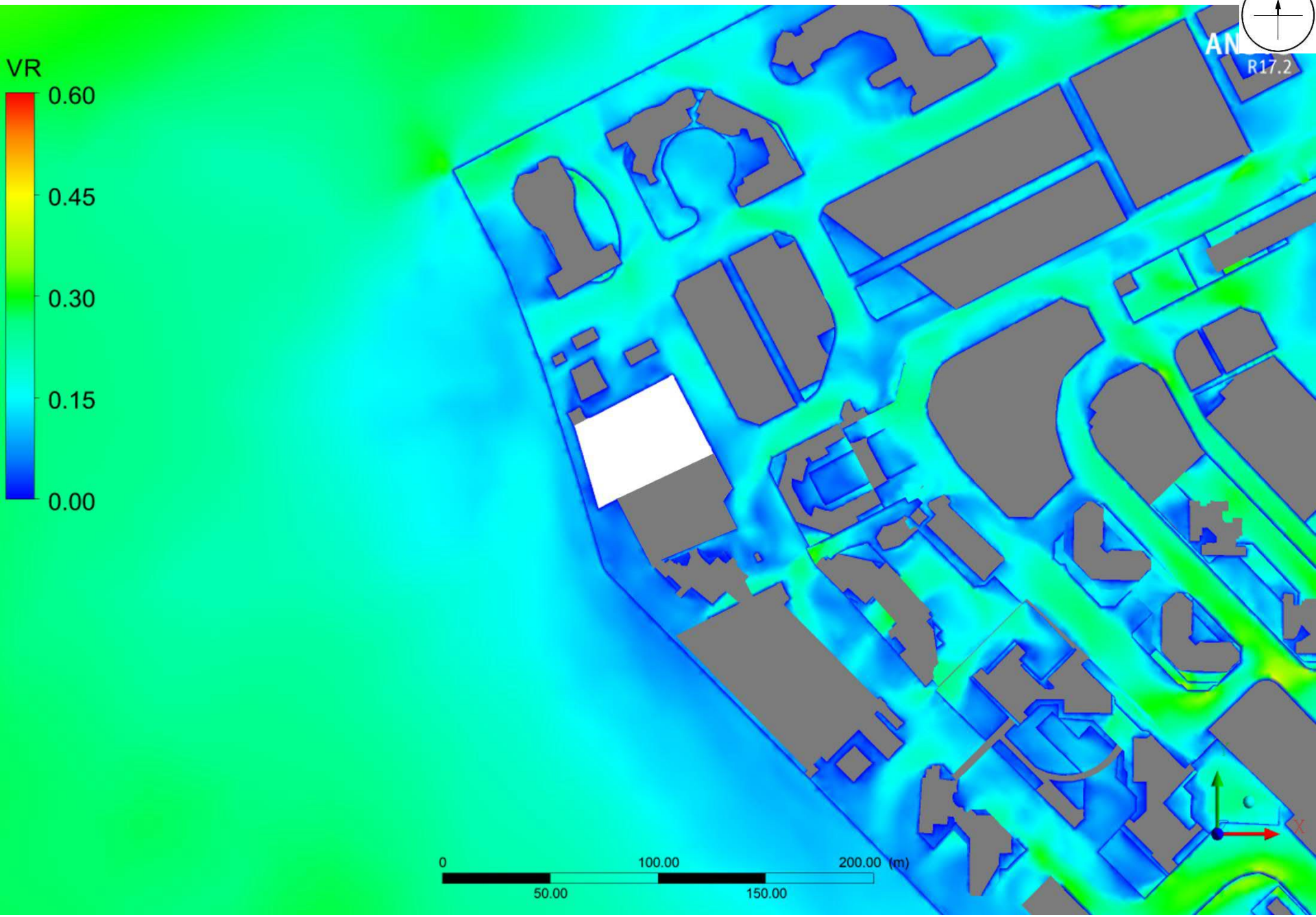
Baseline Scheme - Contour plot at pedestrian level under SSW Wind



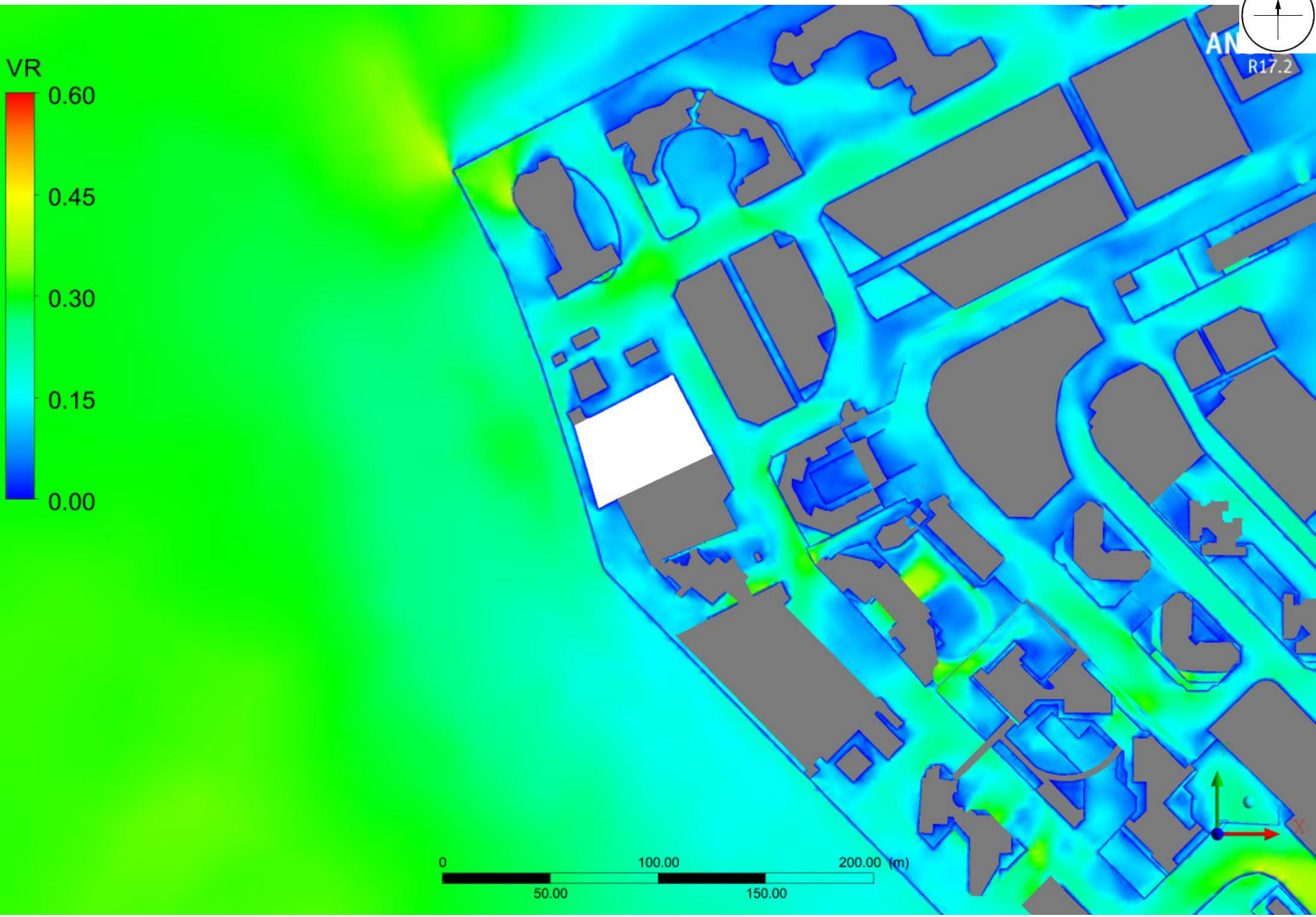
Baseline Scheme - Contour plot at pedestrian level under SW Wind



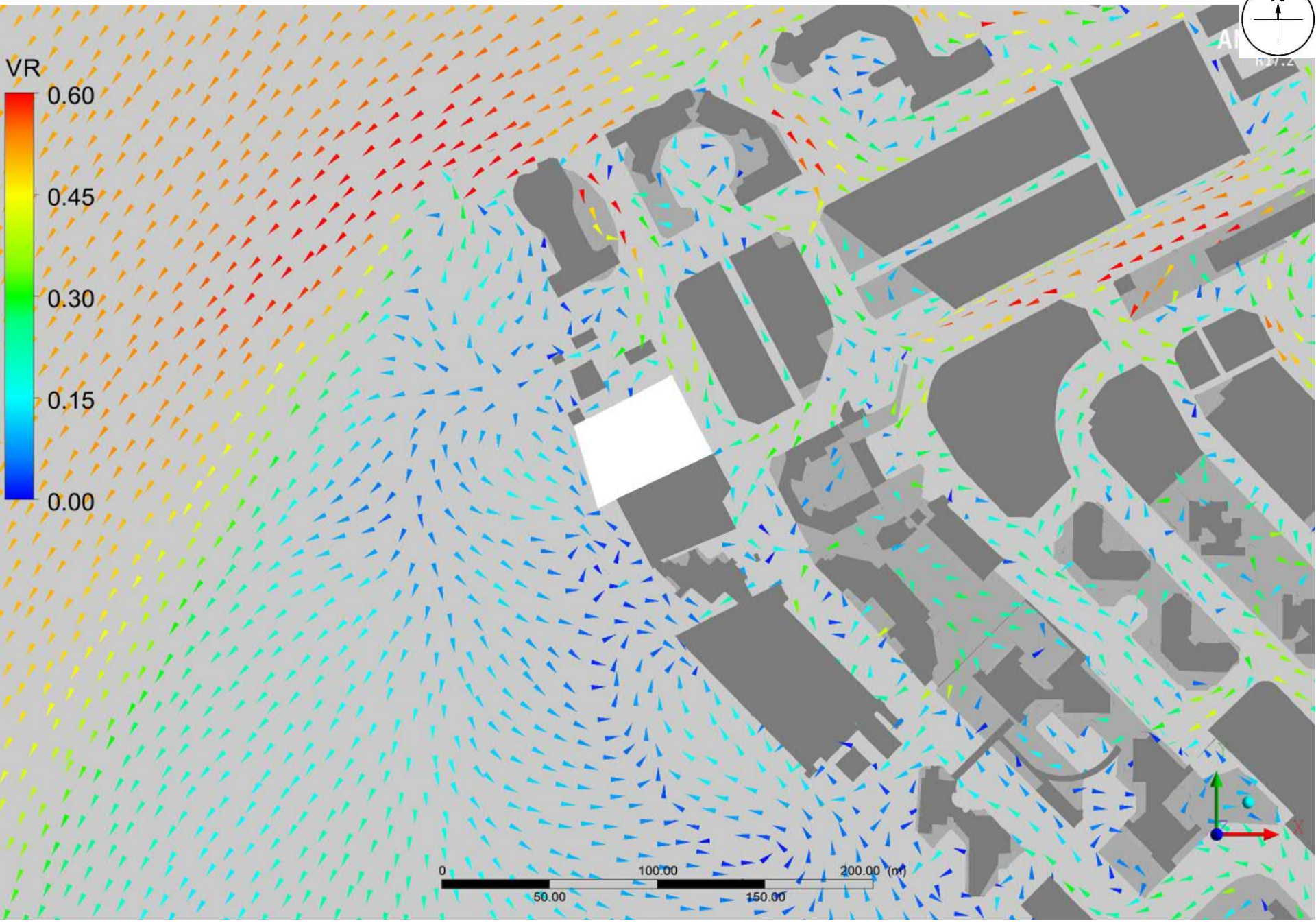
Baseline Scheme - Contour plot at pedestrian level under WSW Wind



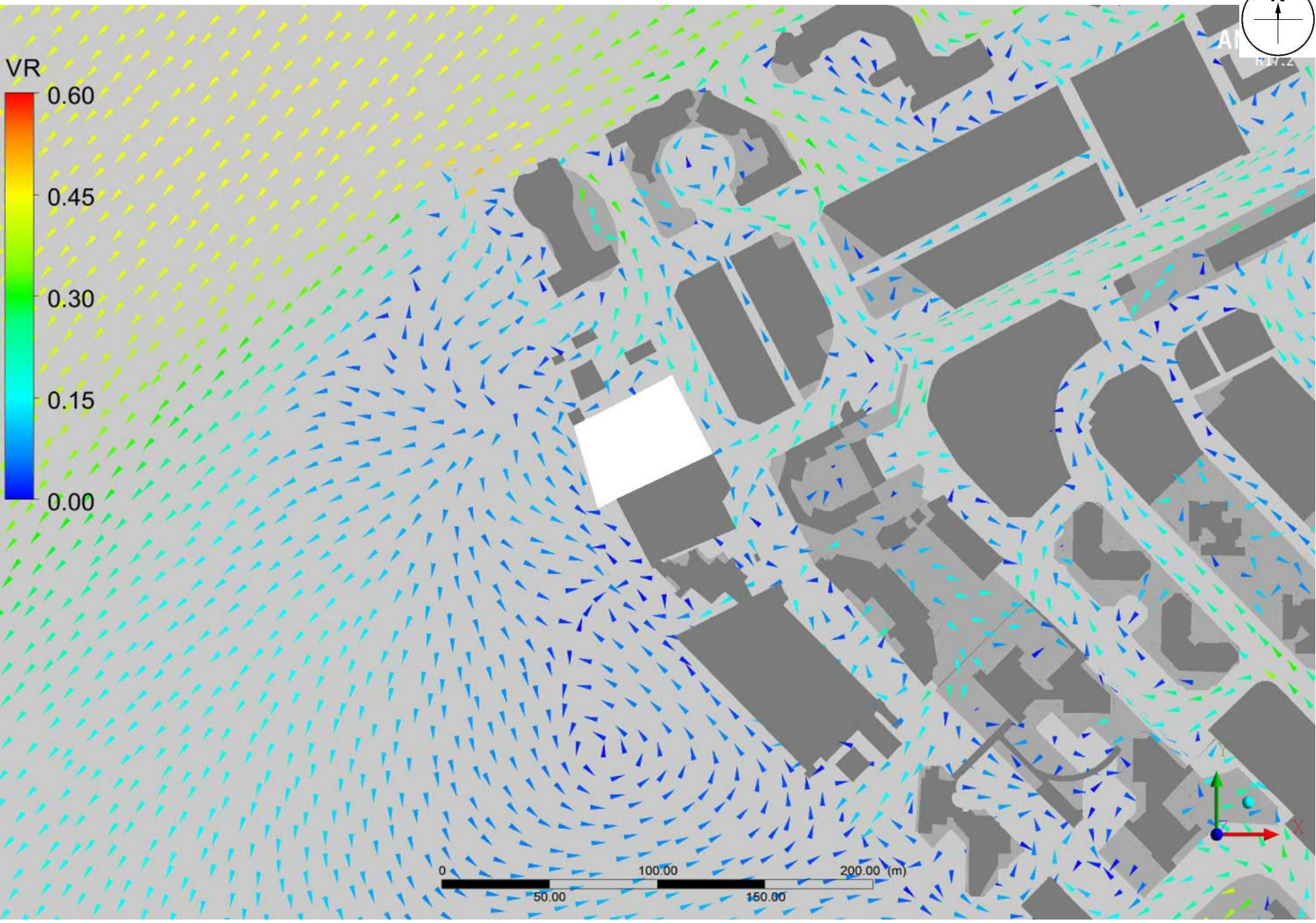
Baseline Scheme - Annual weighted wind speed colour at pedestrian level



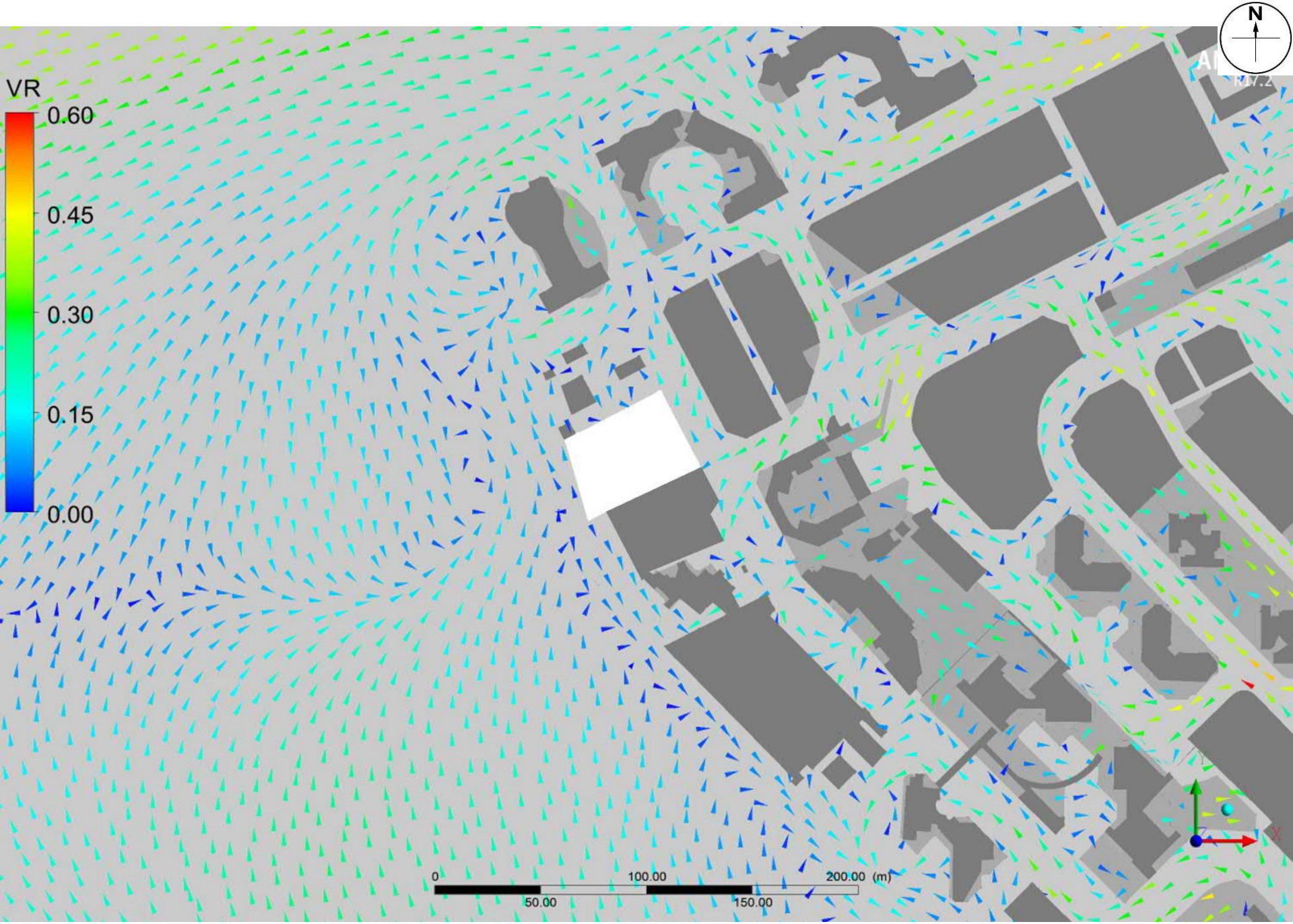
Baseline Scheme - Summer weighted wind speed colour at pedestrian level



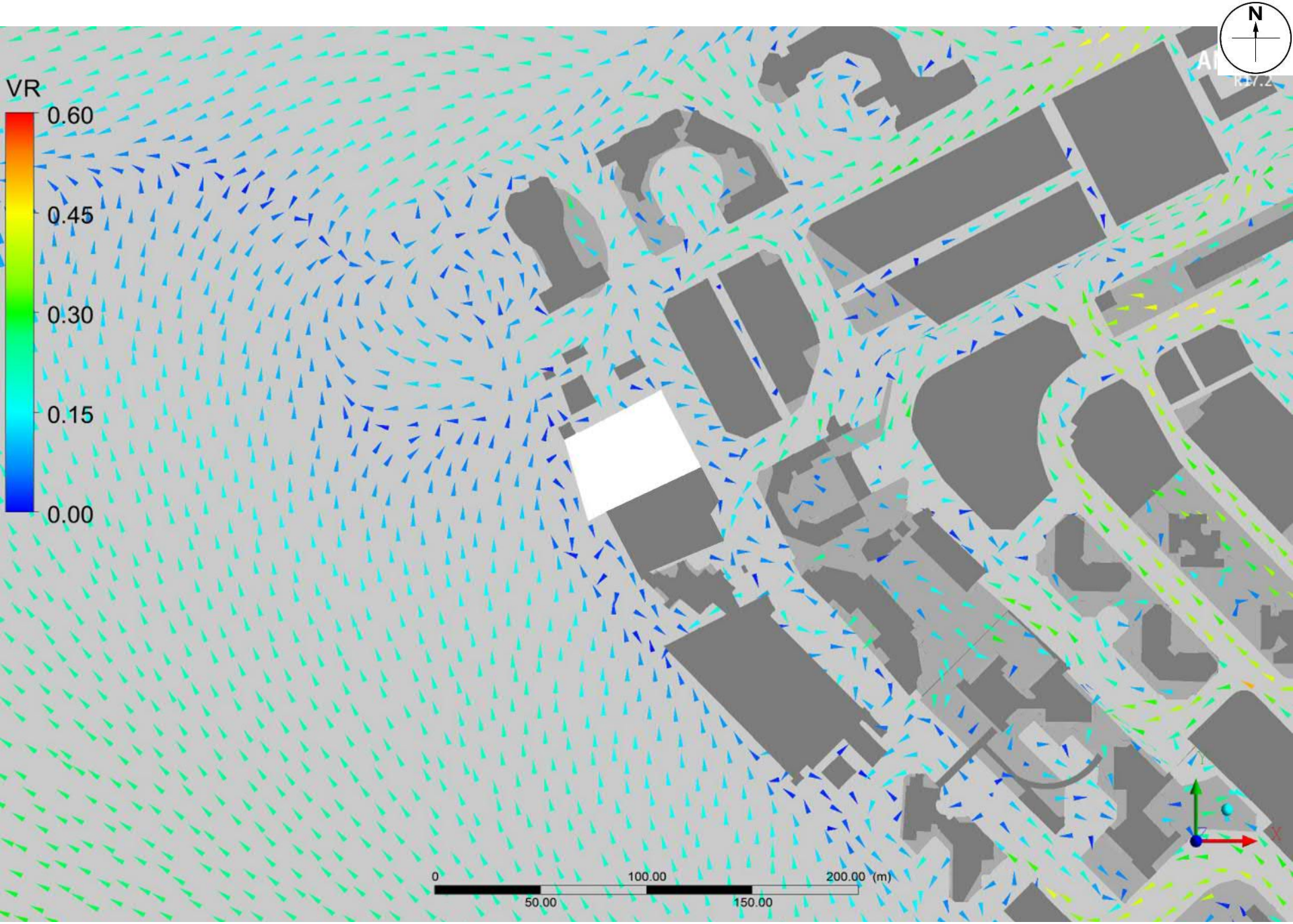
Baseline Scheme - Vector plot at pedestrian level under NNE Wind



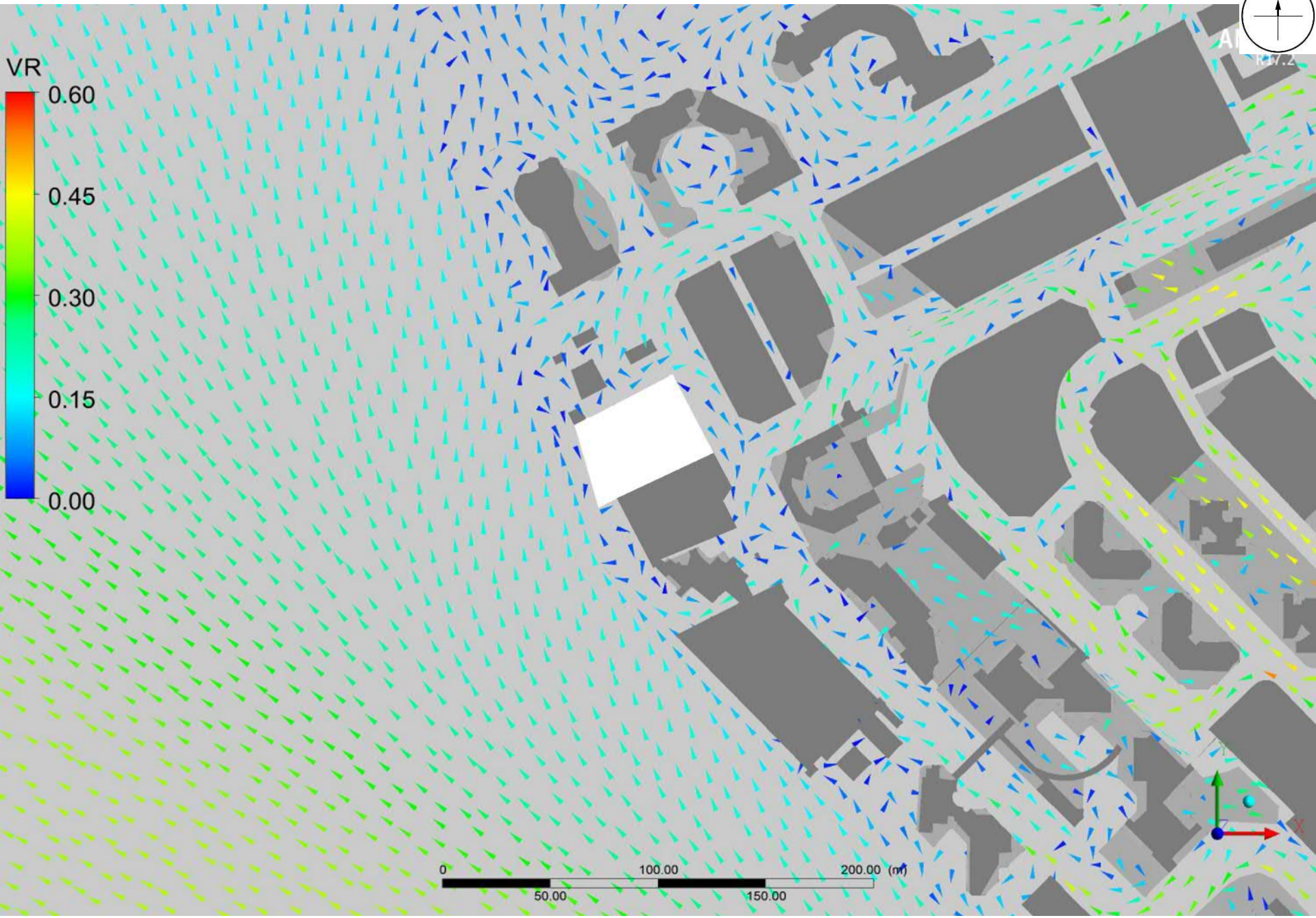
Baseline Scheme - Vector plot at pedestrian level under NE Wind



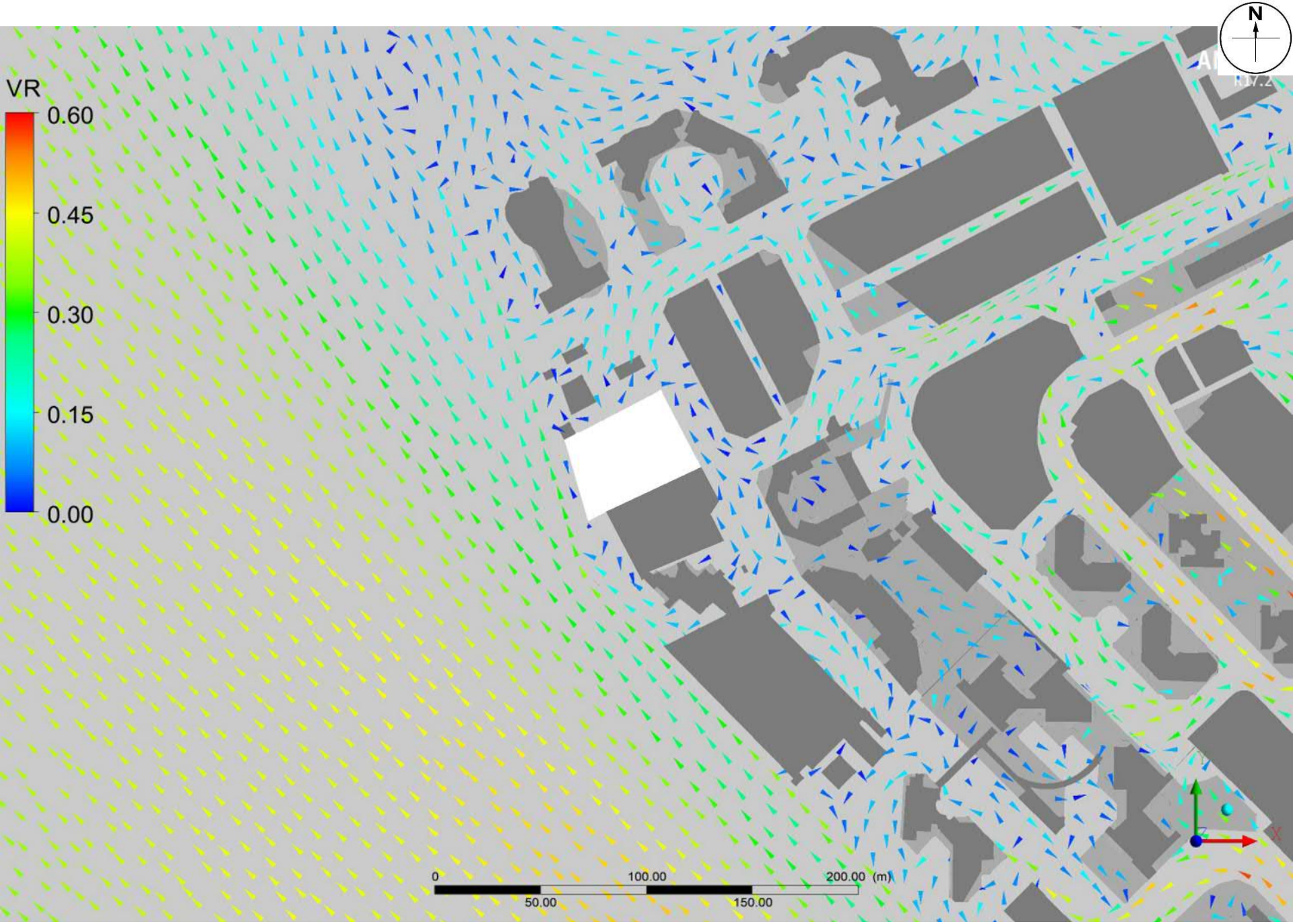
Baseline Scheme - Vector plot at pedestrian level under ENE Wind



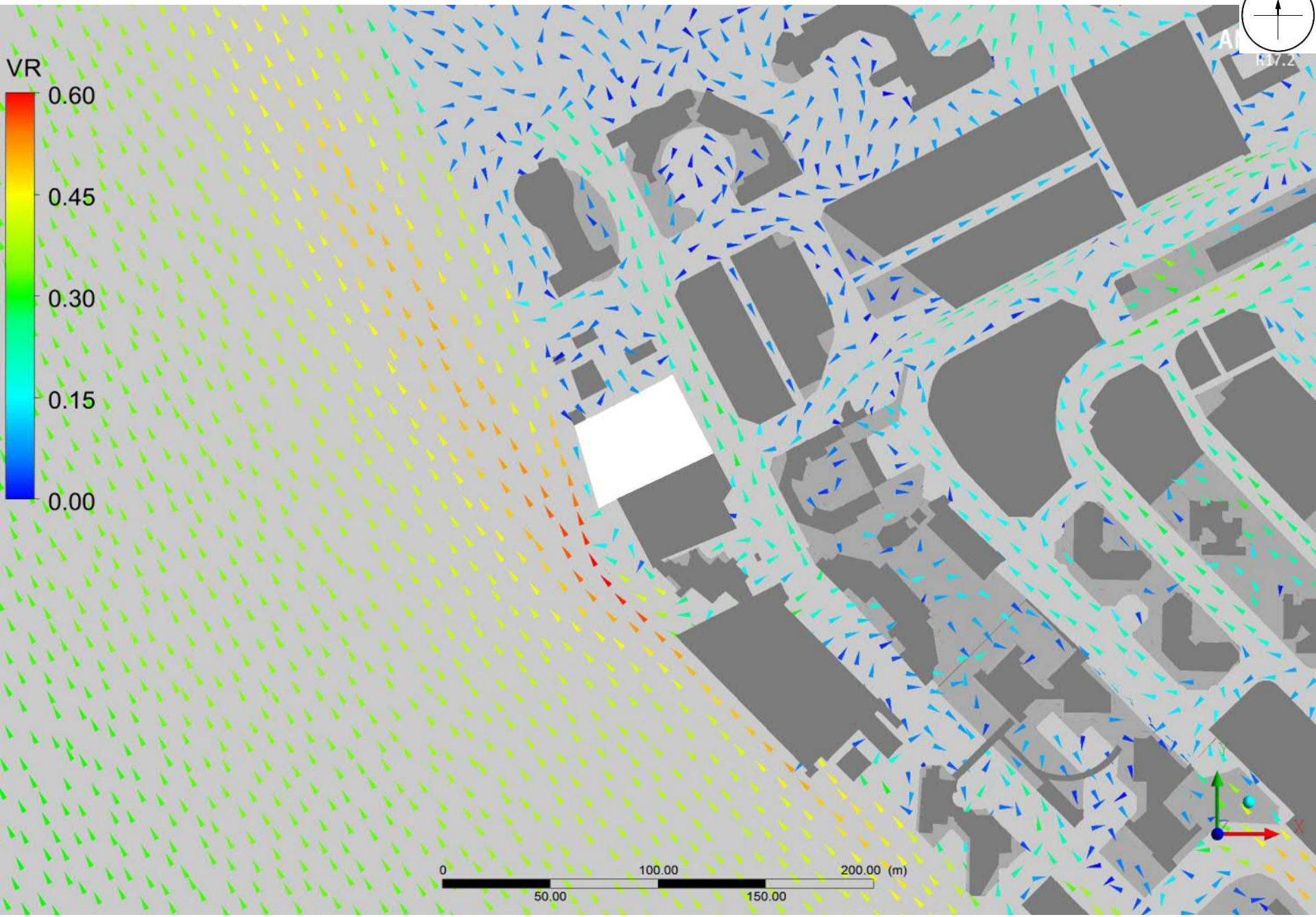
Baseline Scheme - Vector plot at pedestrian level under E Wind



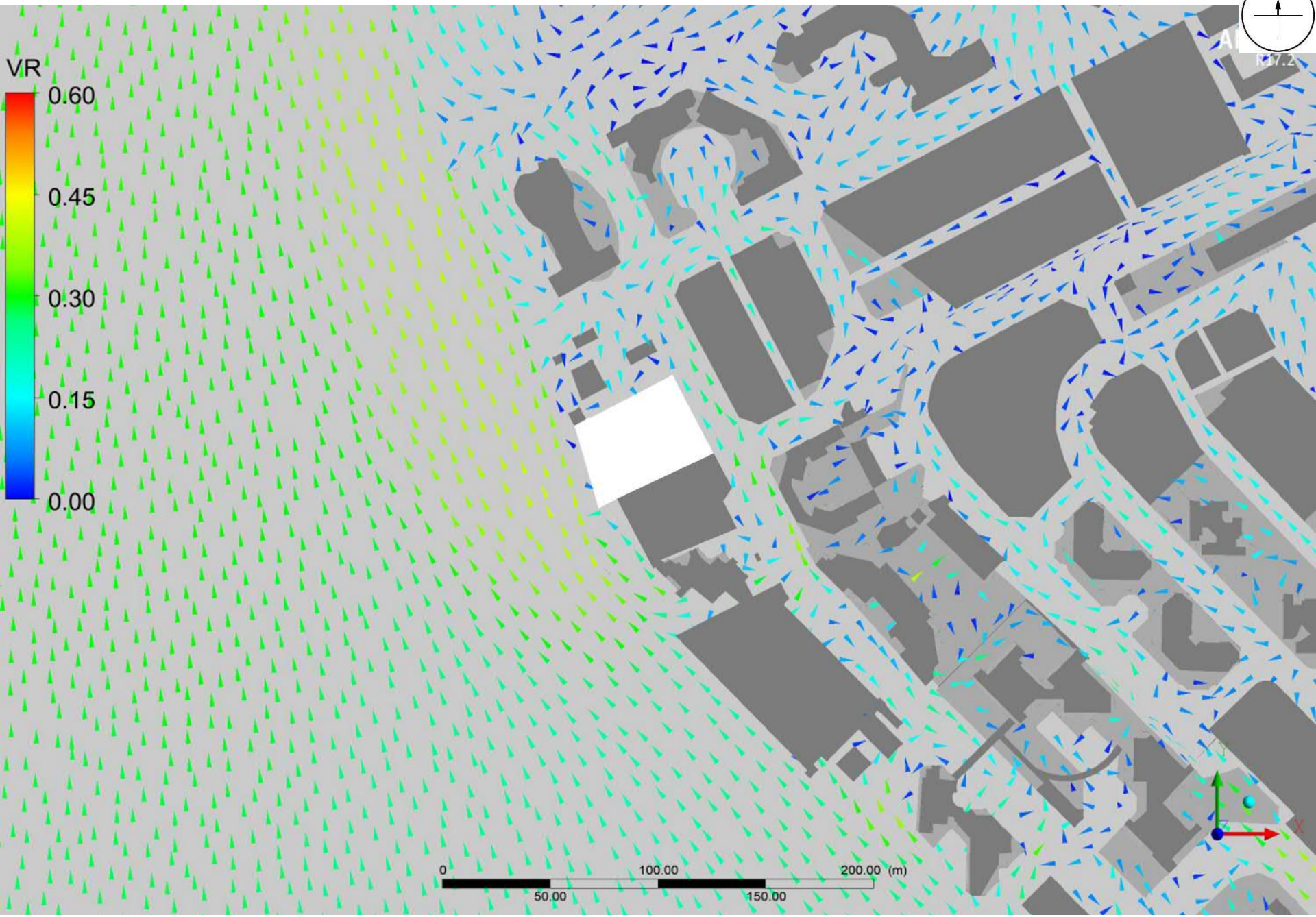
Baseline Scheme - Vector plot at pedestrian level under ESE Wind



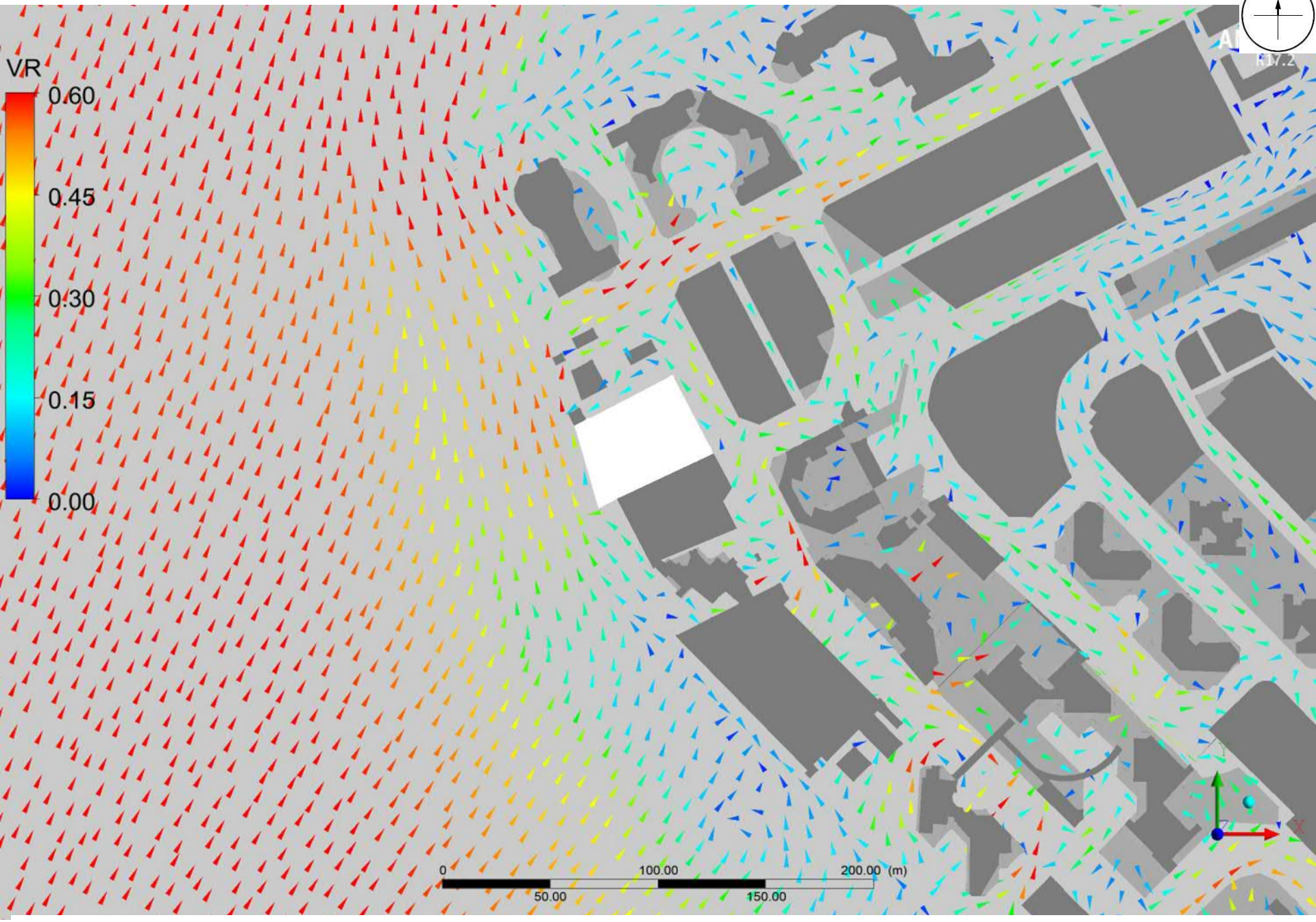
Baseline Scheme - Vector plot at pedestrian level under SE Wind



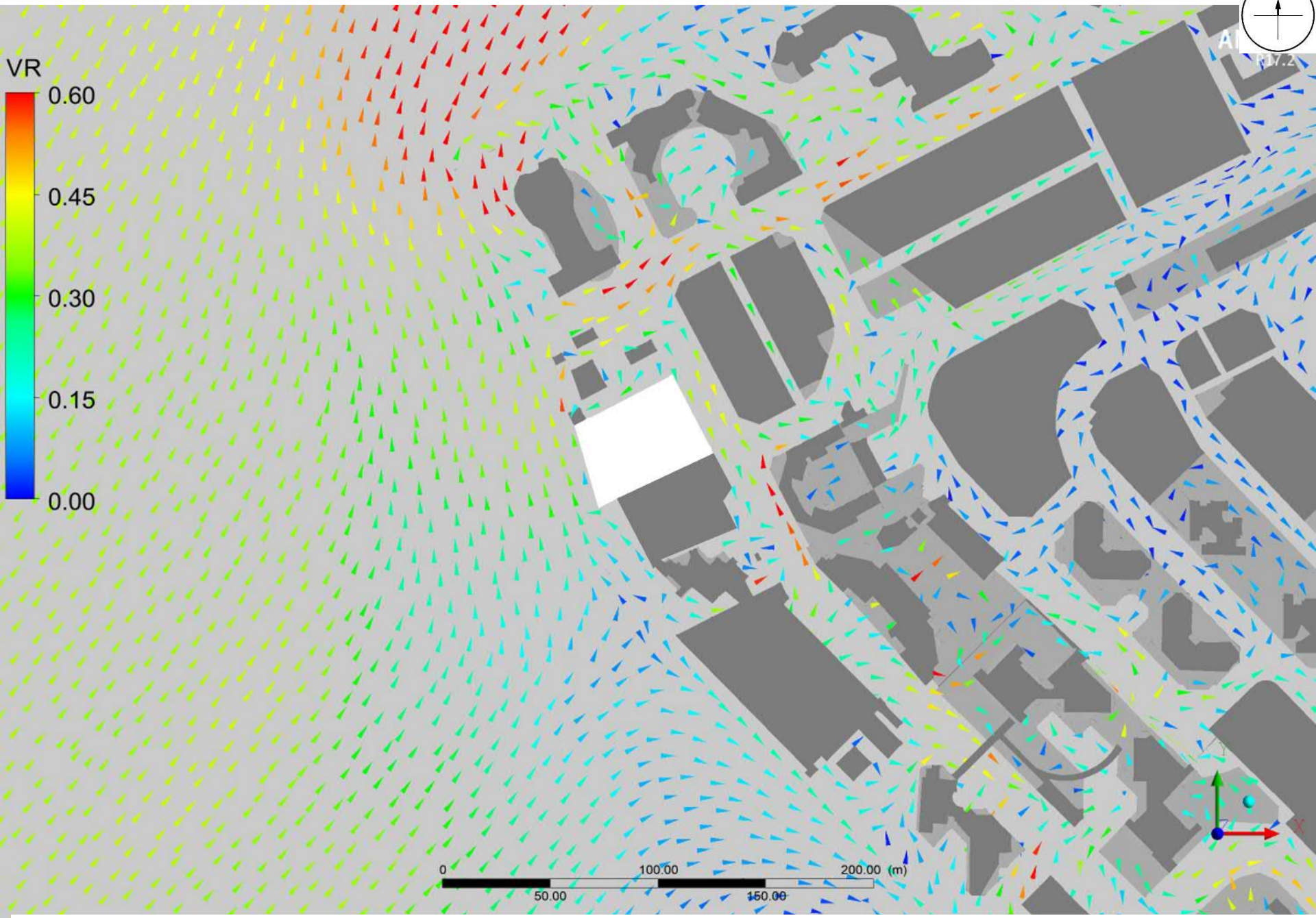
Baseline Scheme - Vector plot at pedestrian level under SSE Wind



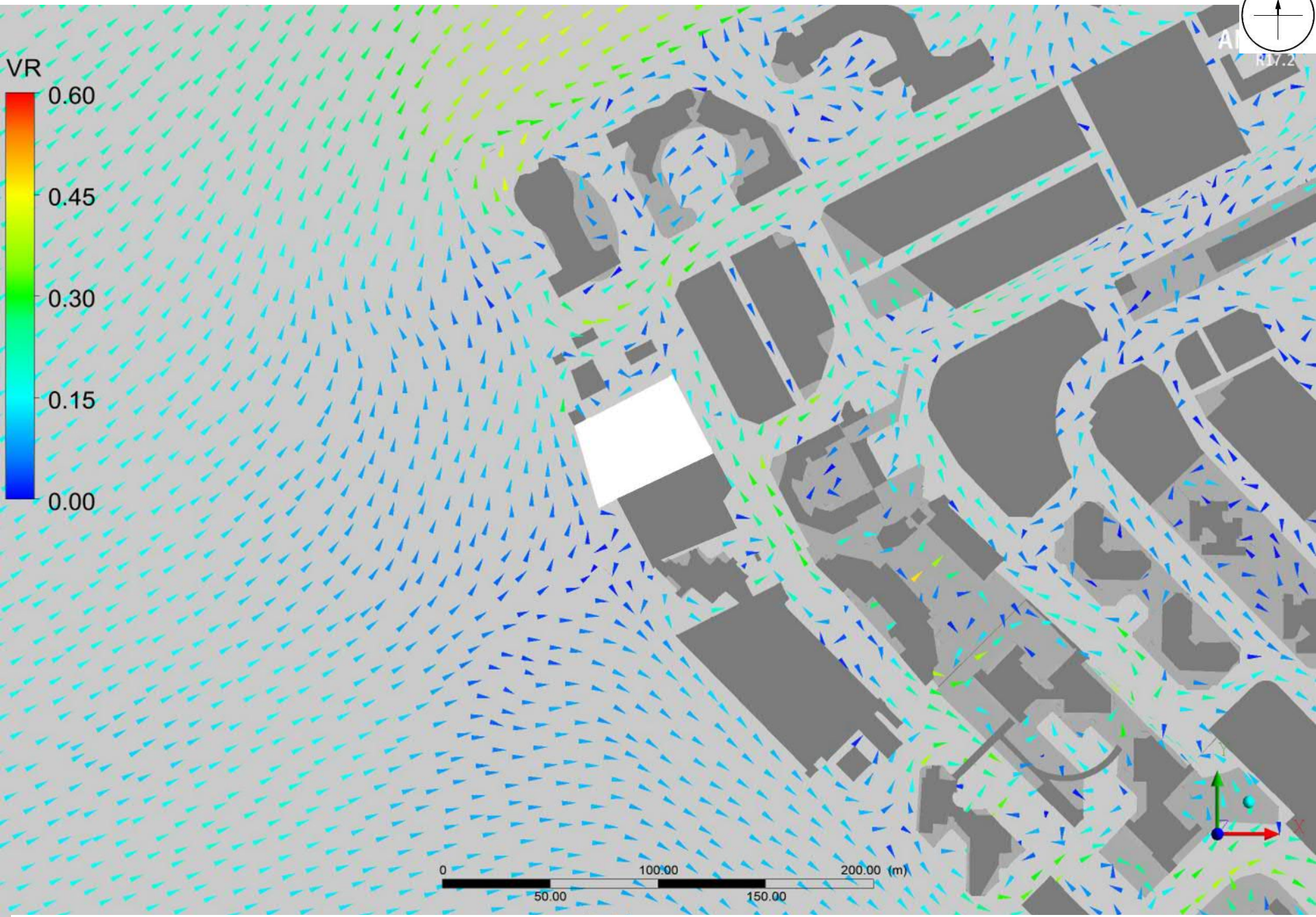
Baseline Scheme - Vector plot at pedestrian level under S Wind



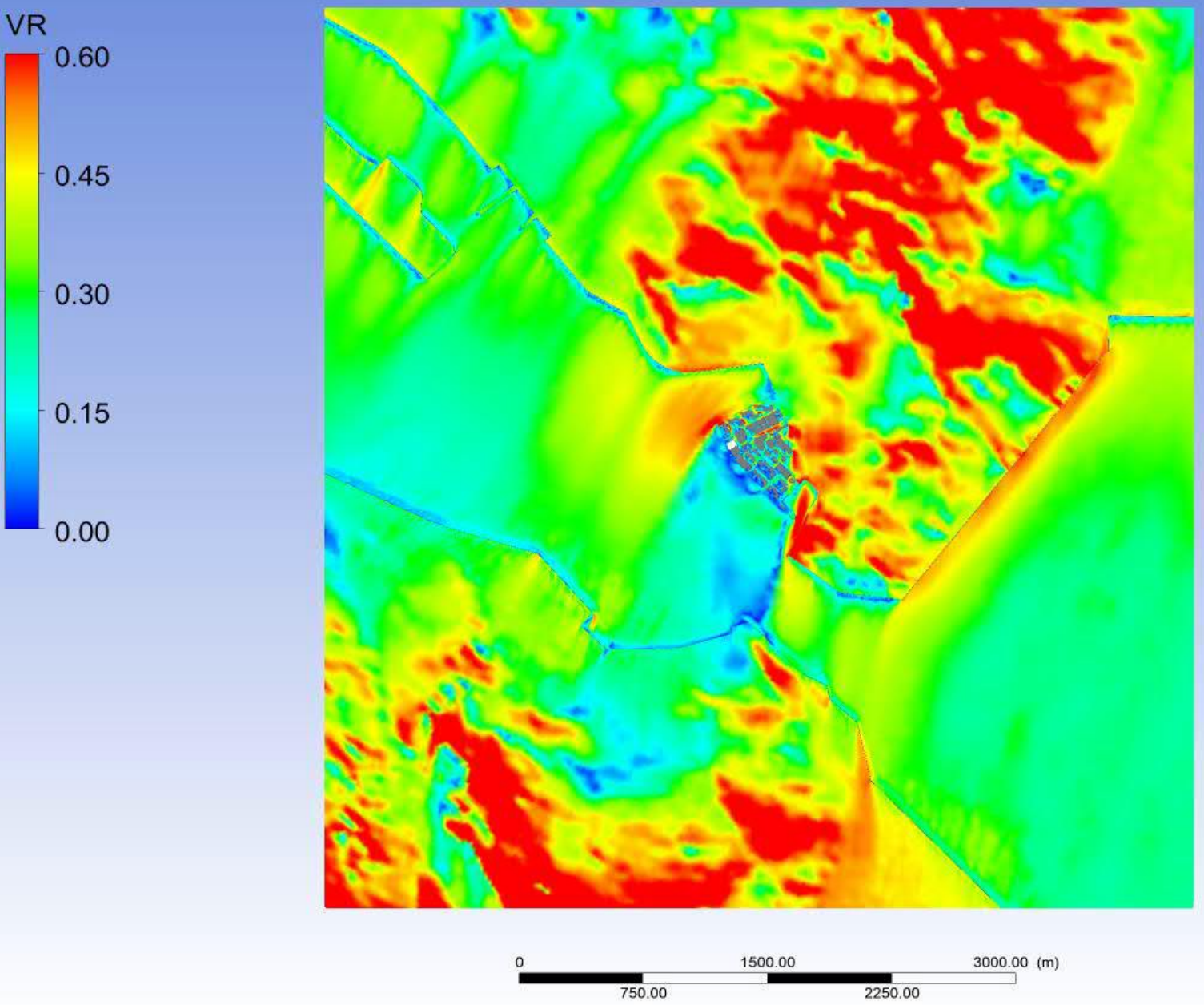
Baseline Scheme - Vector plot at pedestrian level under SSW Wind



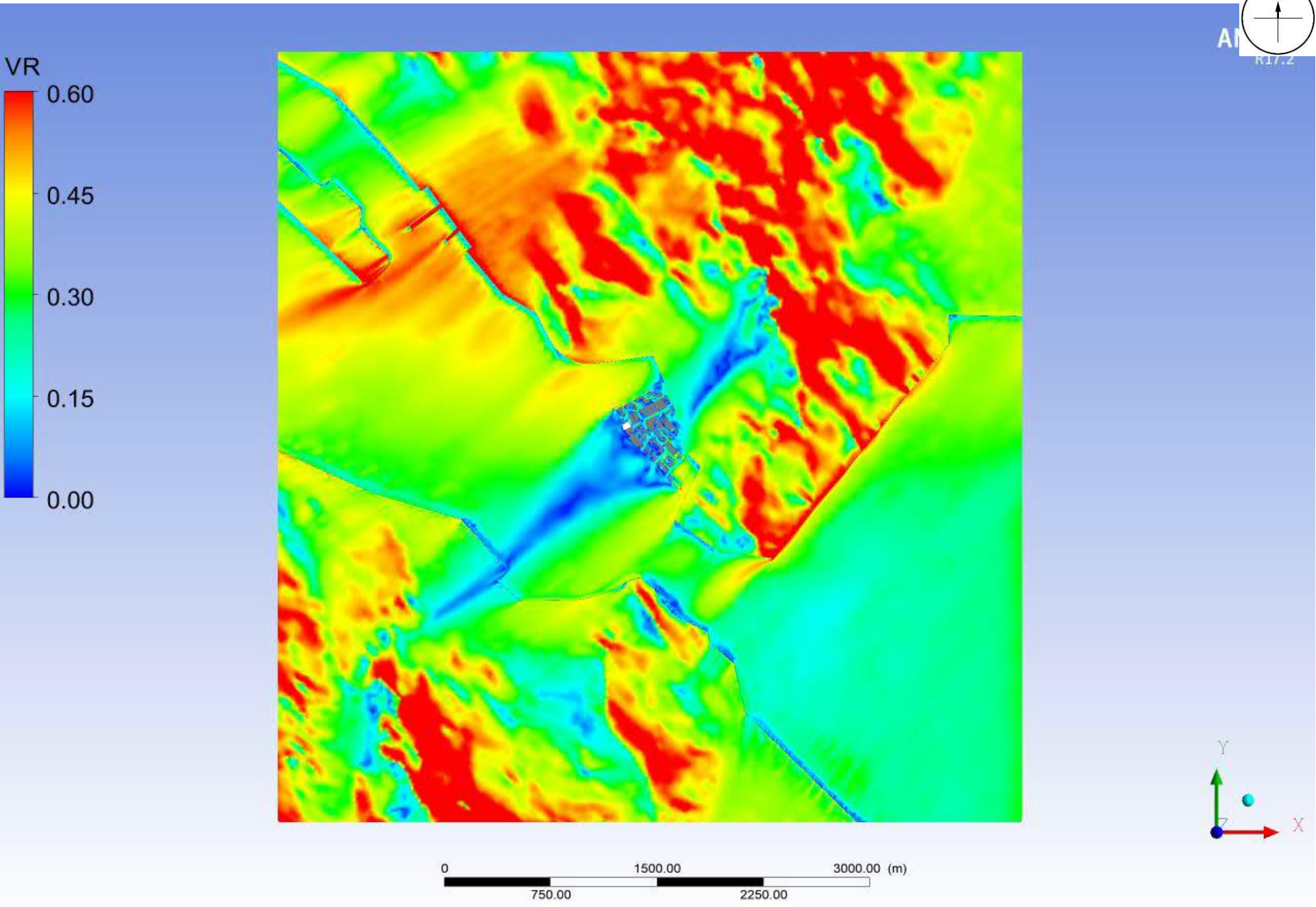
Baseline Scheme - Vector plot at pedestrian level under SW Wind



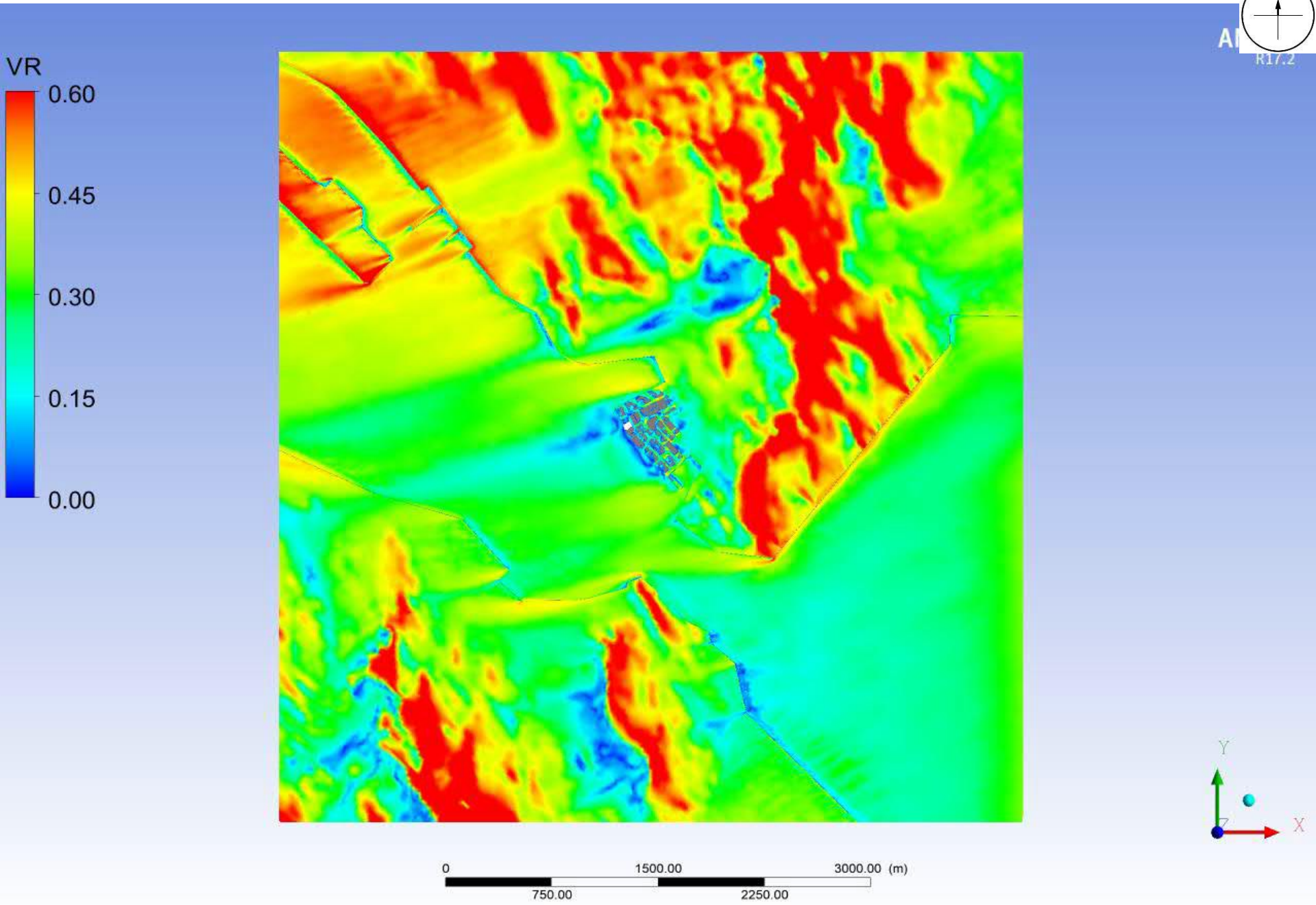
Baseline Scheme - Vector plot at pedestrian level under WSW Wind



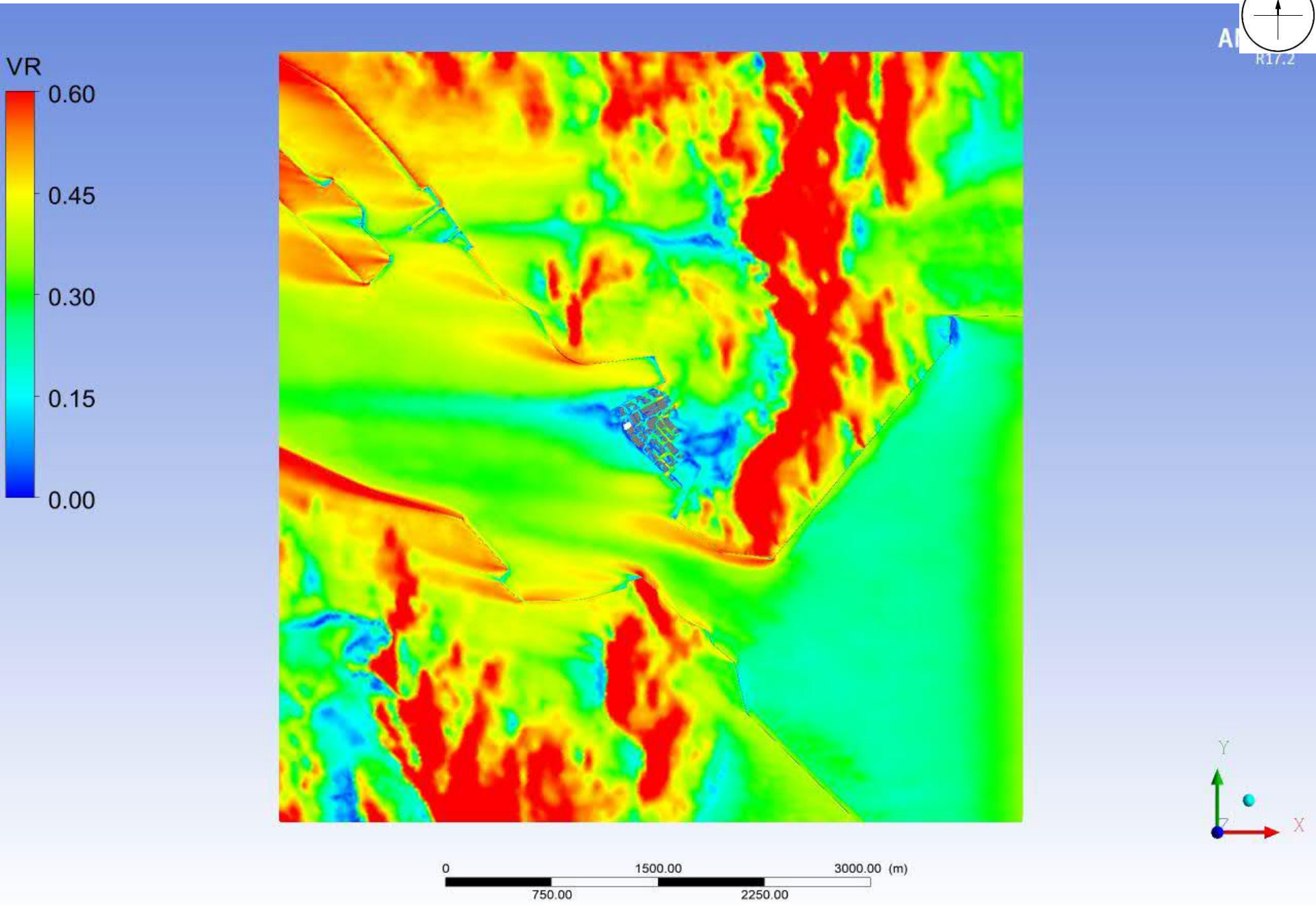
Baseline Scheme - Domain Contour plot at pedestrian level under NNE Wind



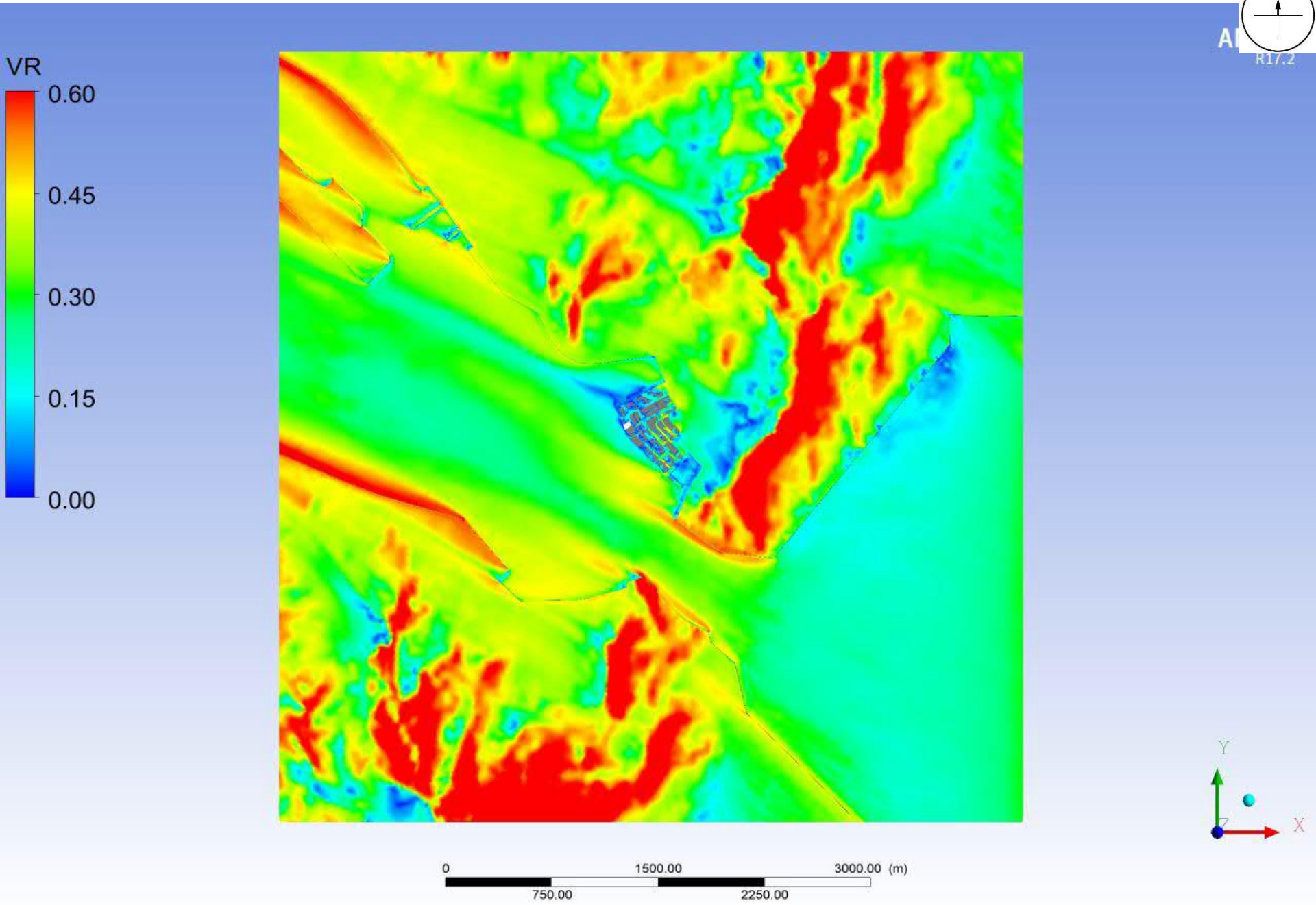
Baseline Scheme - Domain Contour plot at pedestrian level under NE Wind



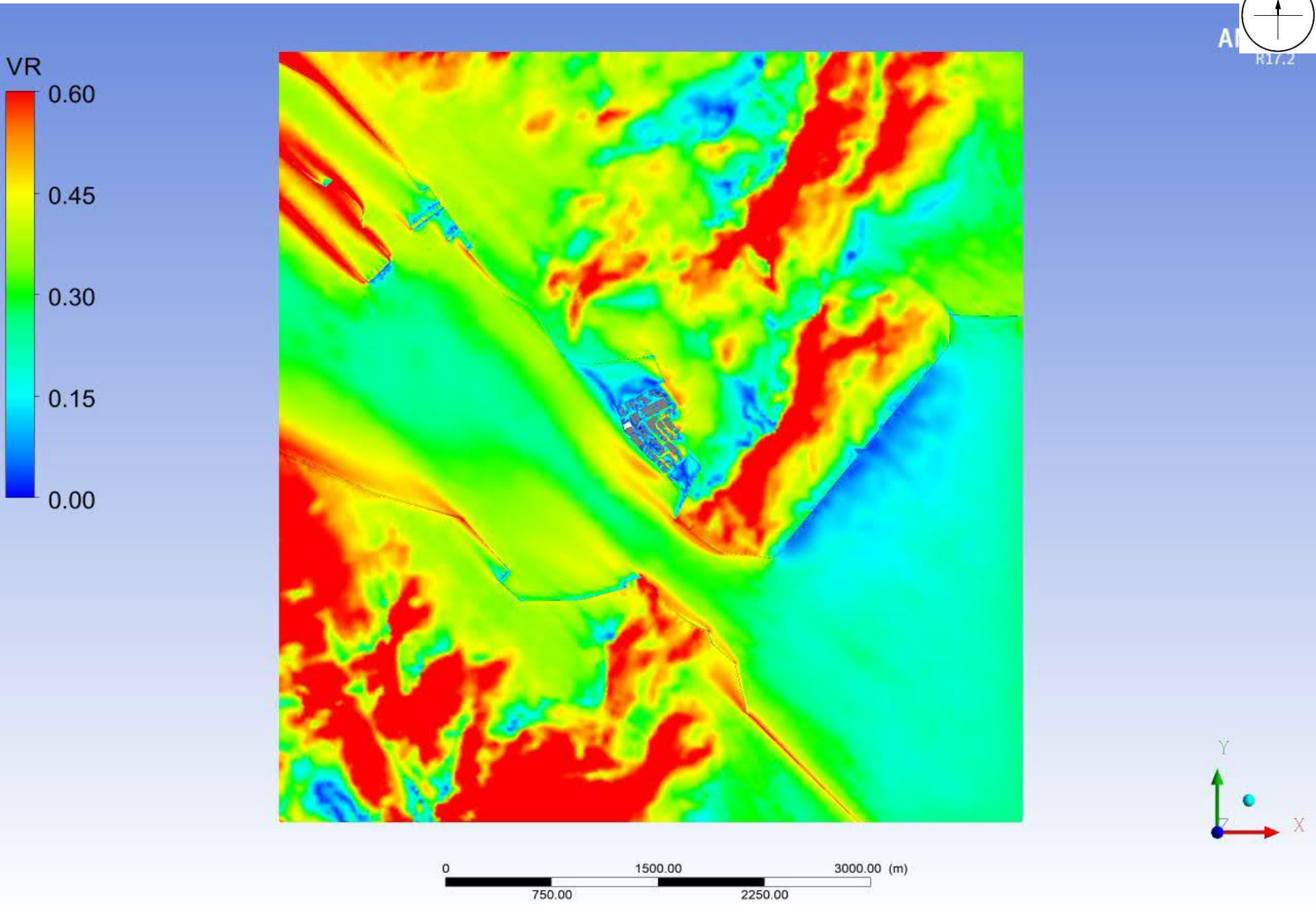
Baseline Scheme - Domain Contour plot at pedestrian level under ENE Wind



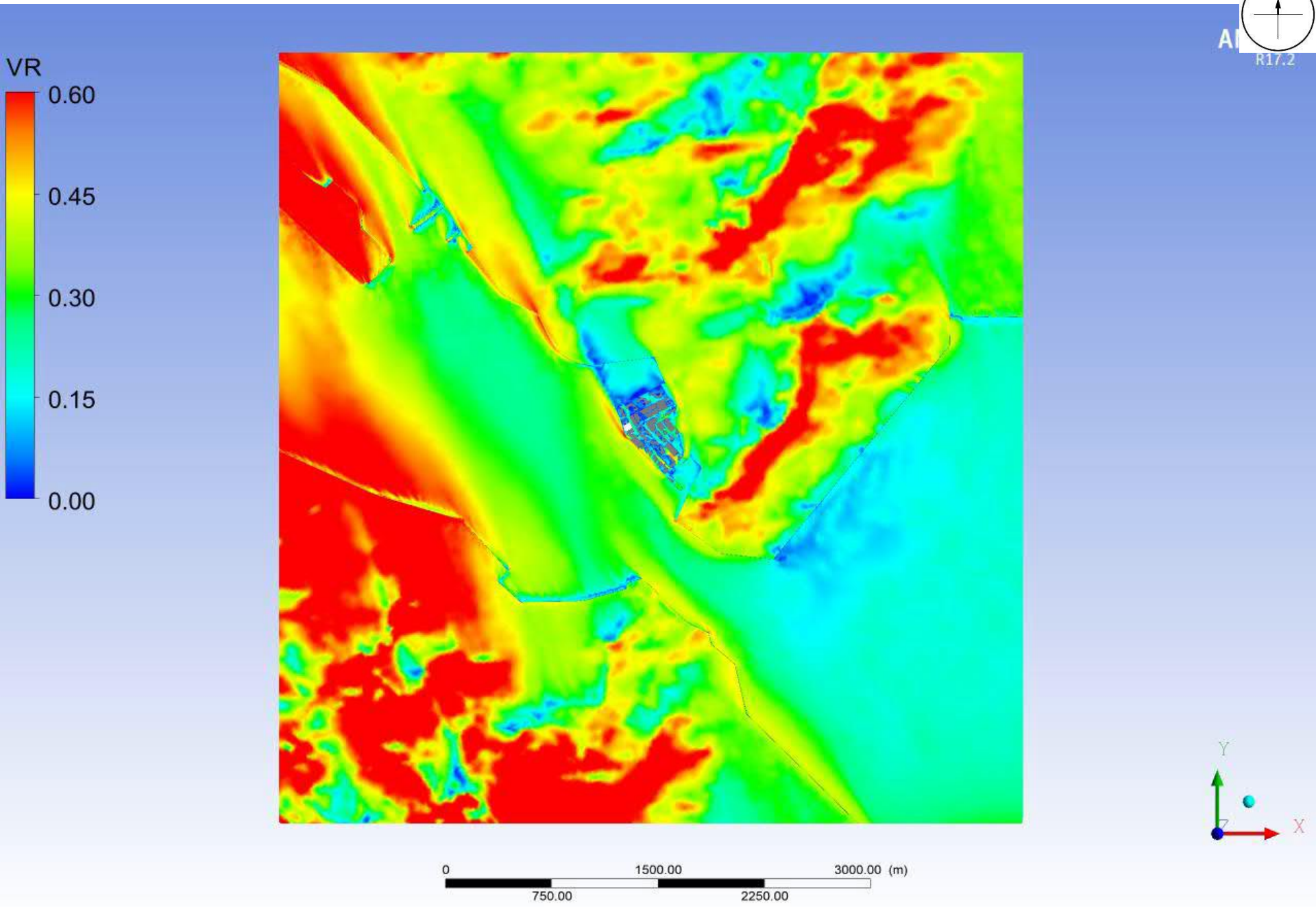
Baseline Scheme - Domain Contour plot at pedestrian level under E Wind



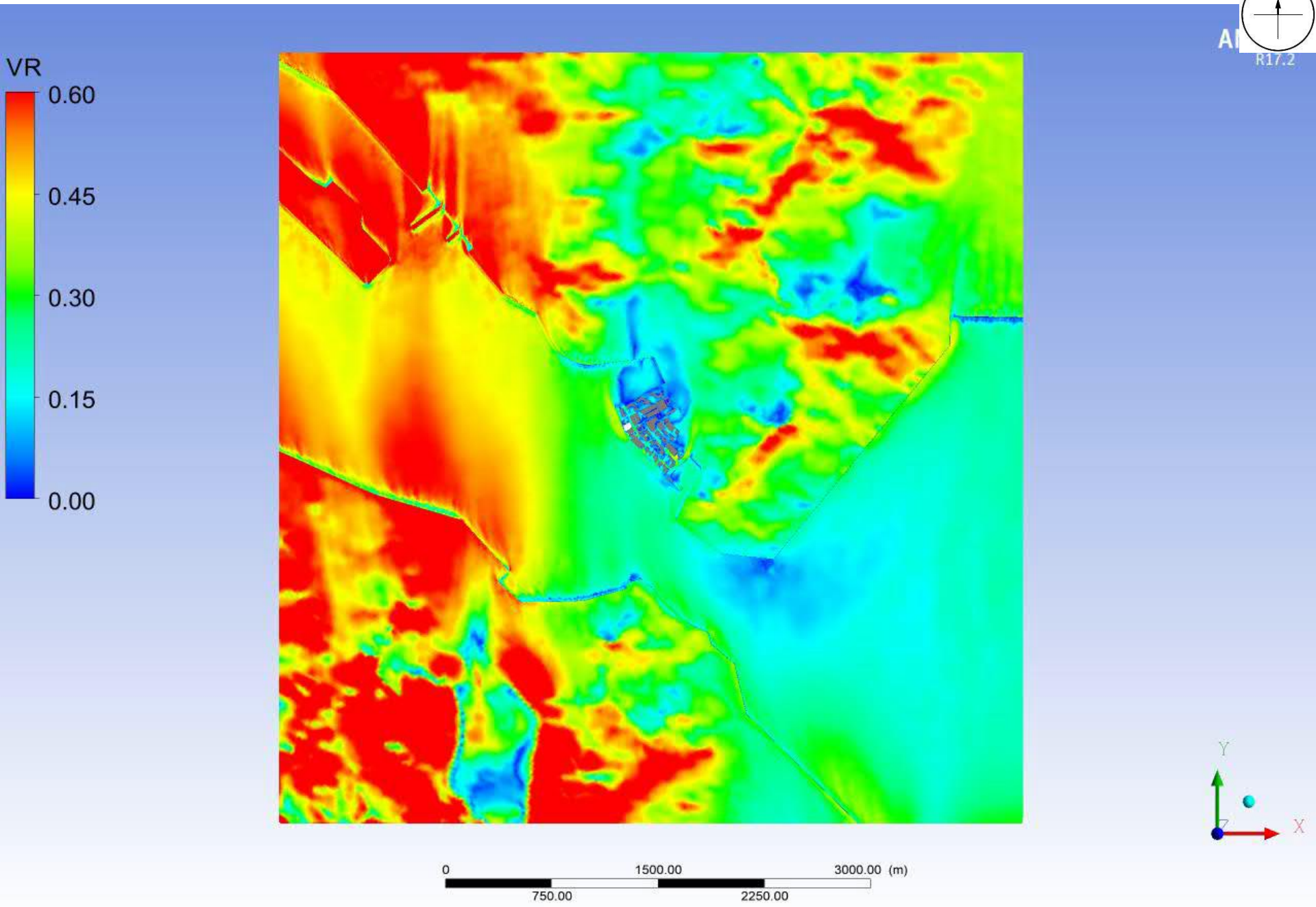
Baseline Scheme - Domain Contour plot at pedestrian level under ESE Wind



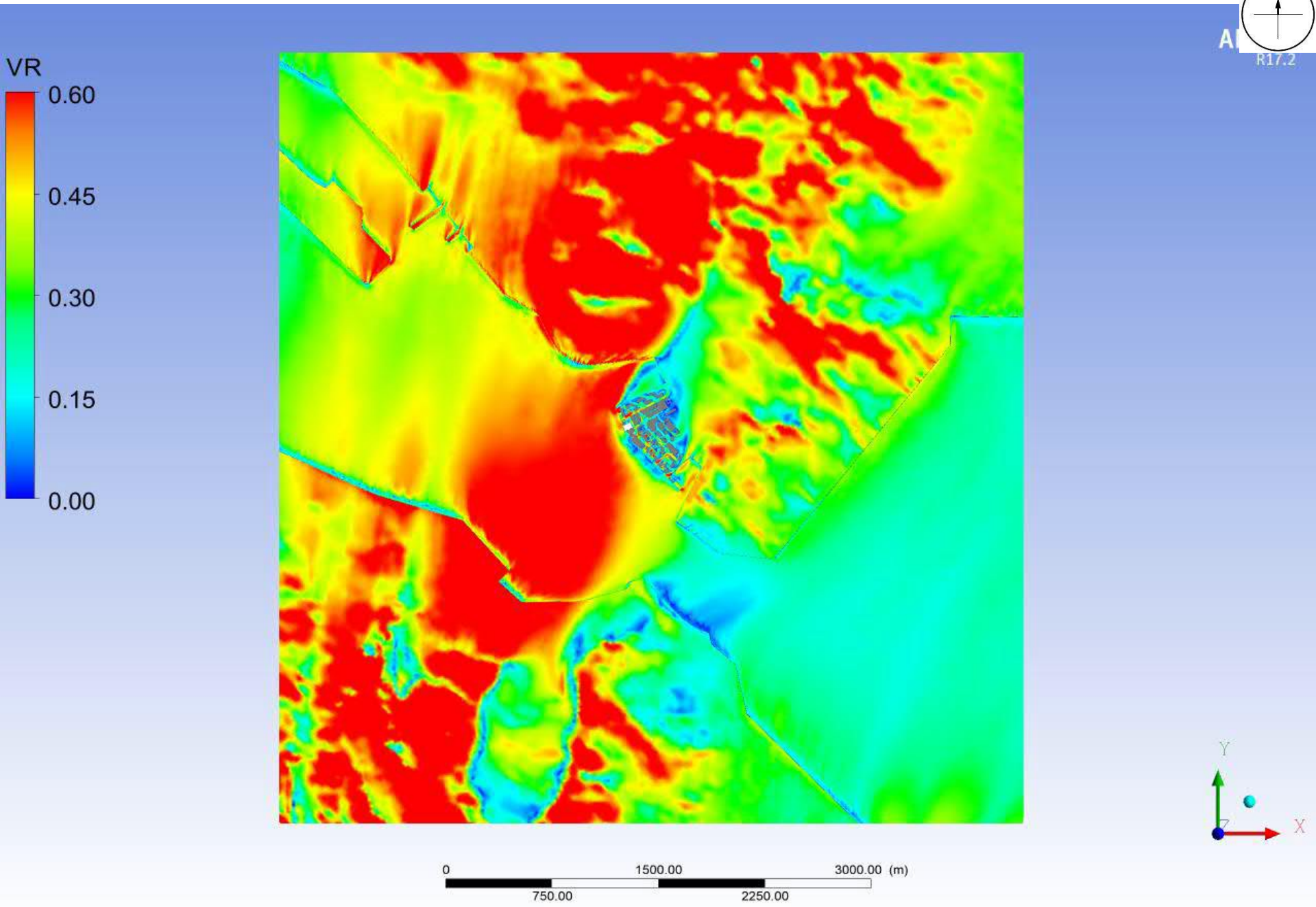
Baseline Scheme - Domain Contour plot at pedestrian level under SE Wind



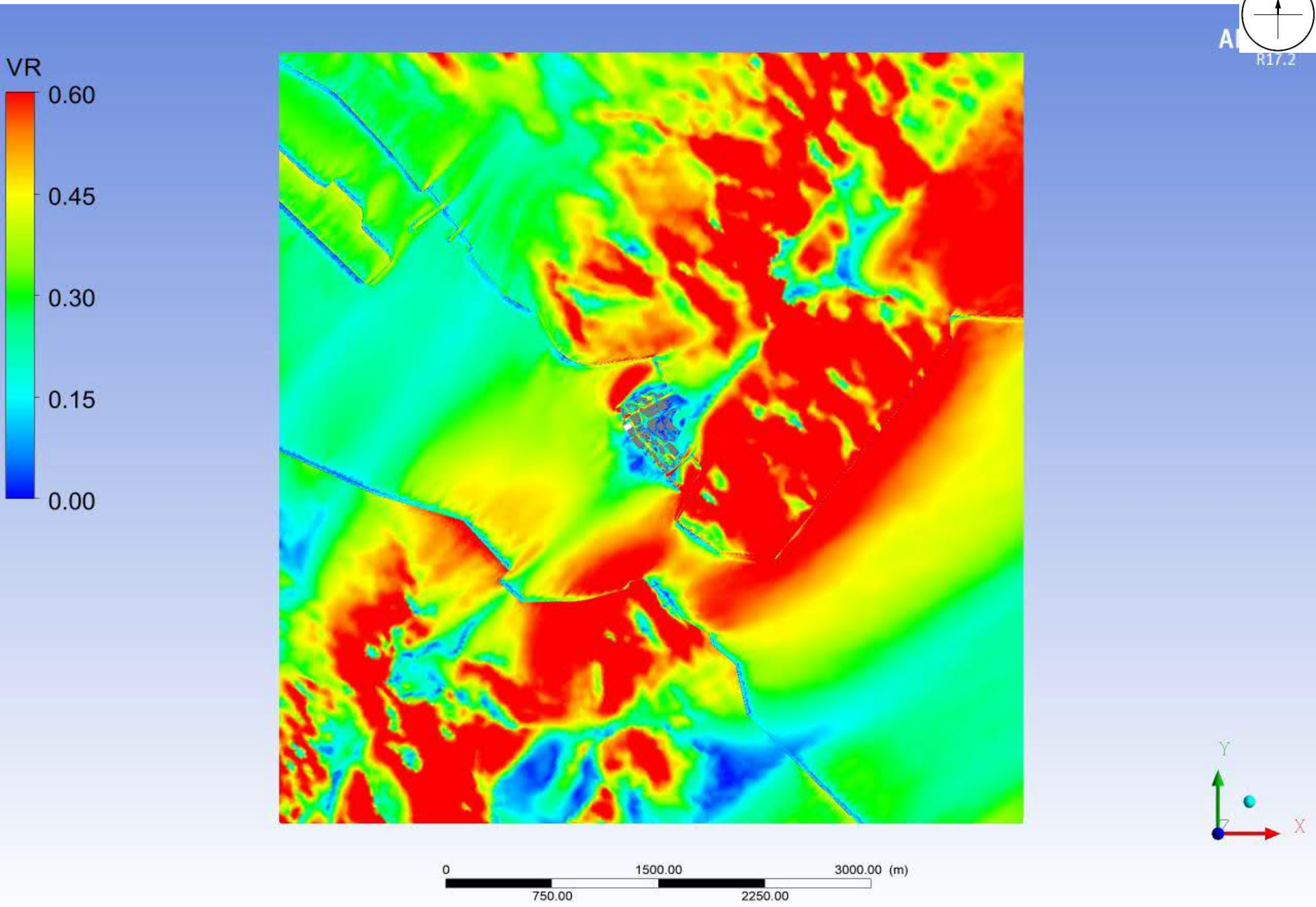
Baseline Scheme - Domain Contour plot at pedestrian level under SSE Wind



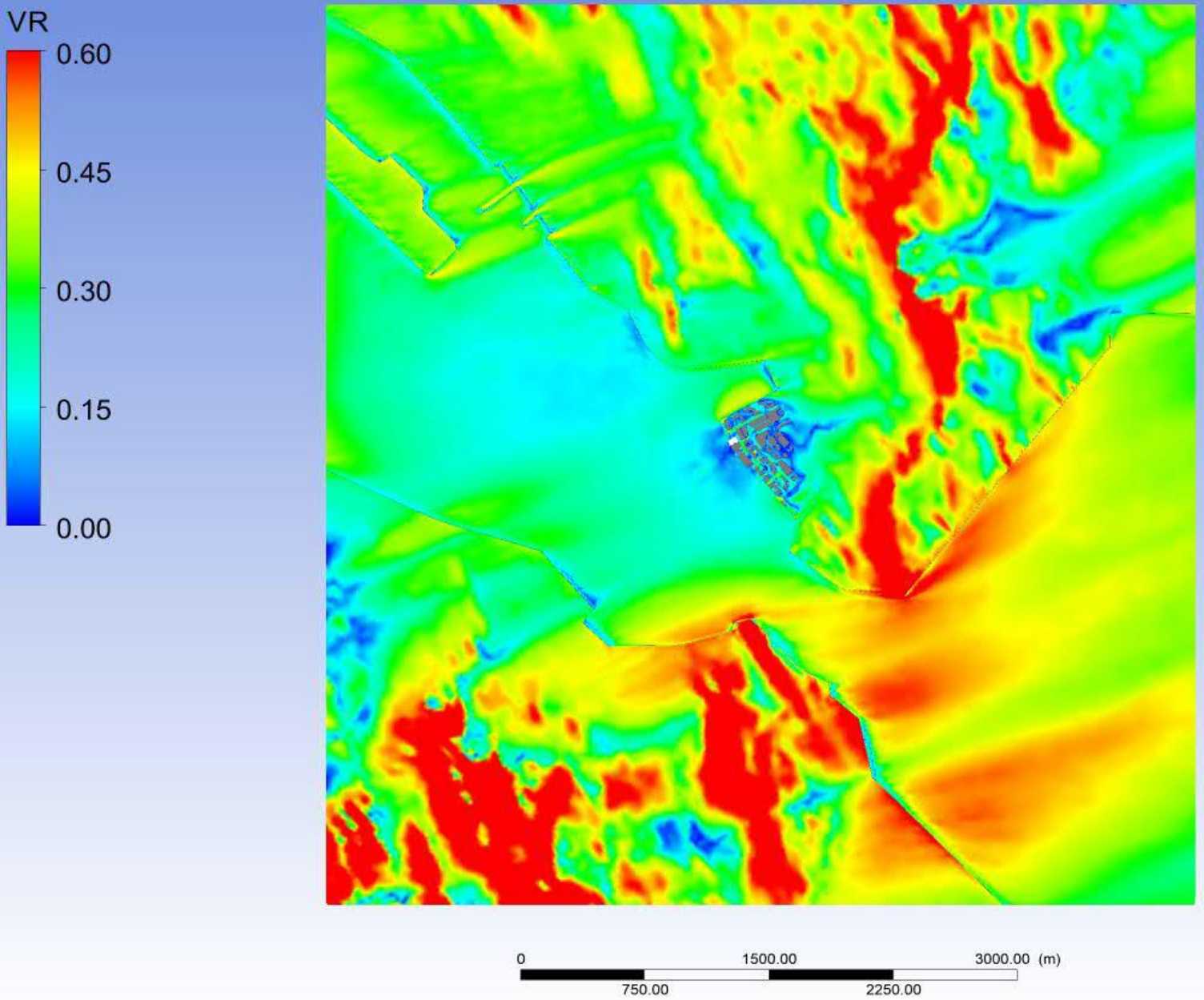
Baseline Scheme - Domain Contour plot at pedestrian level under S Wind



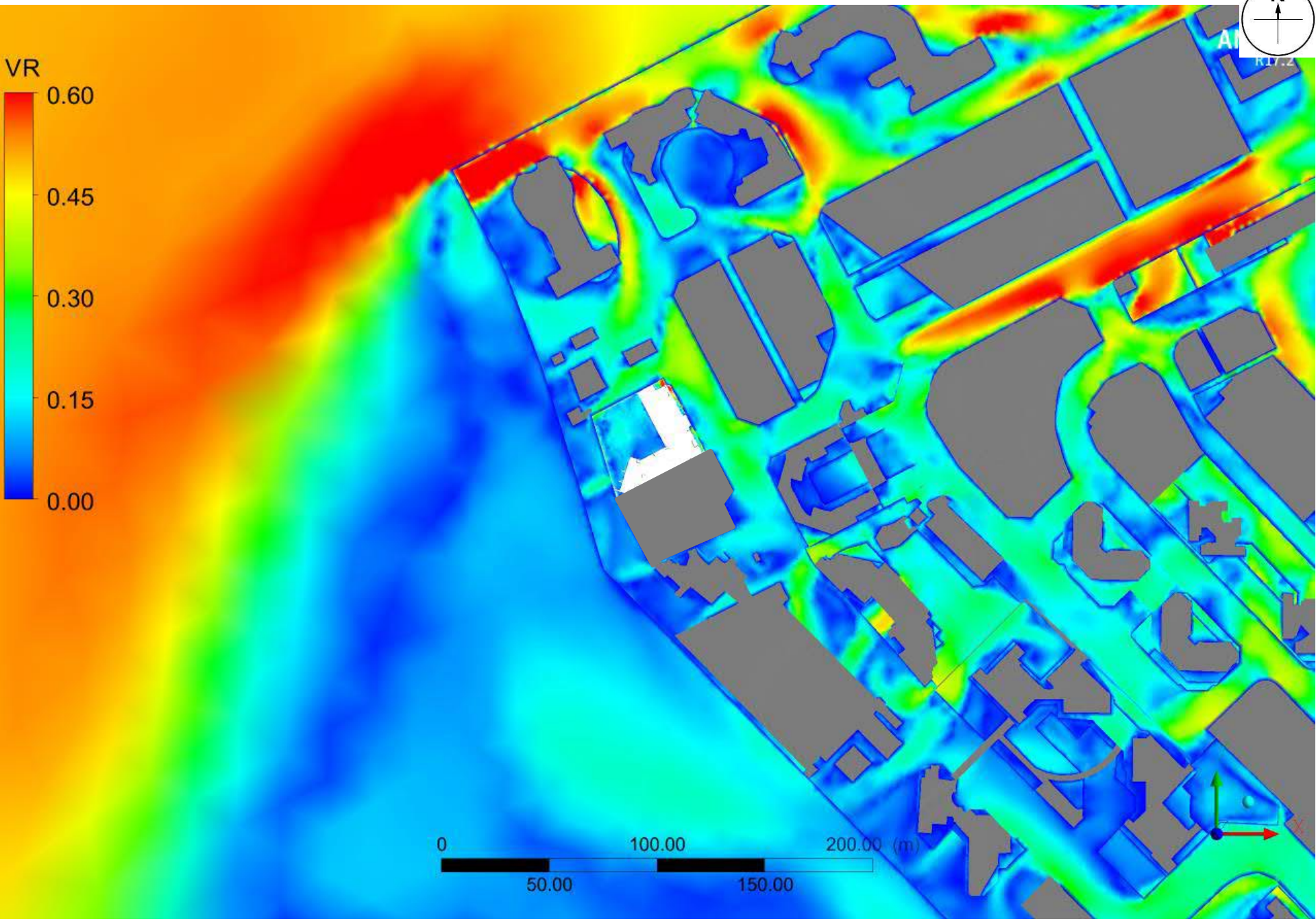
Baseline Scheme - Domain Contour plot at pedestrian level under SSW Wind



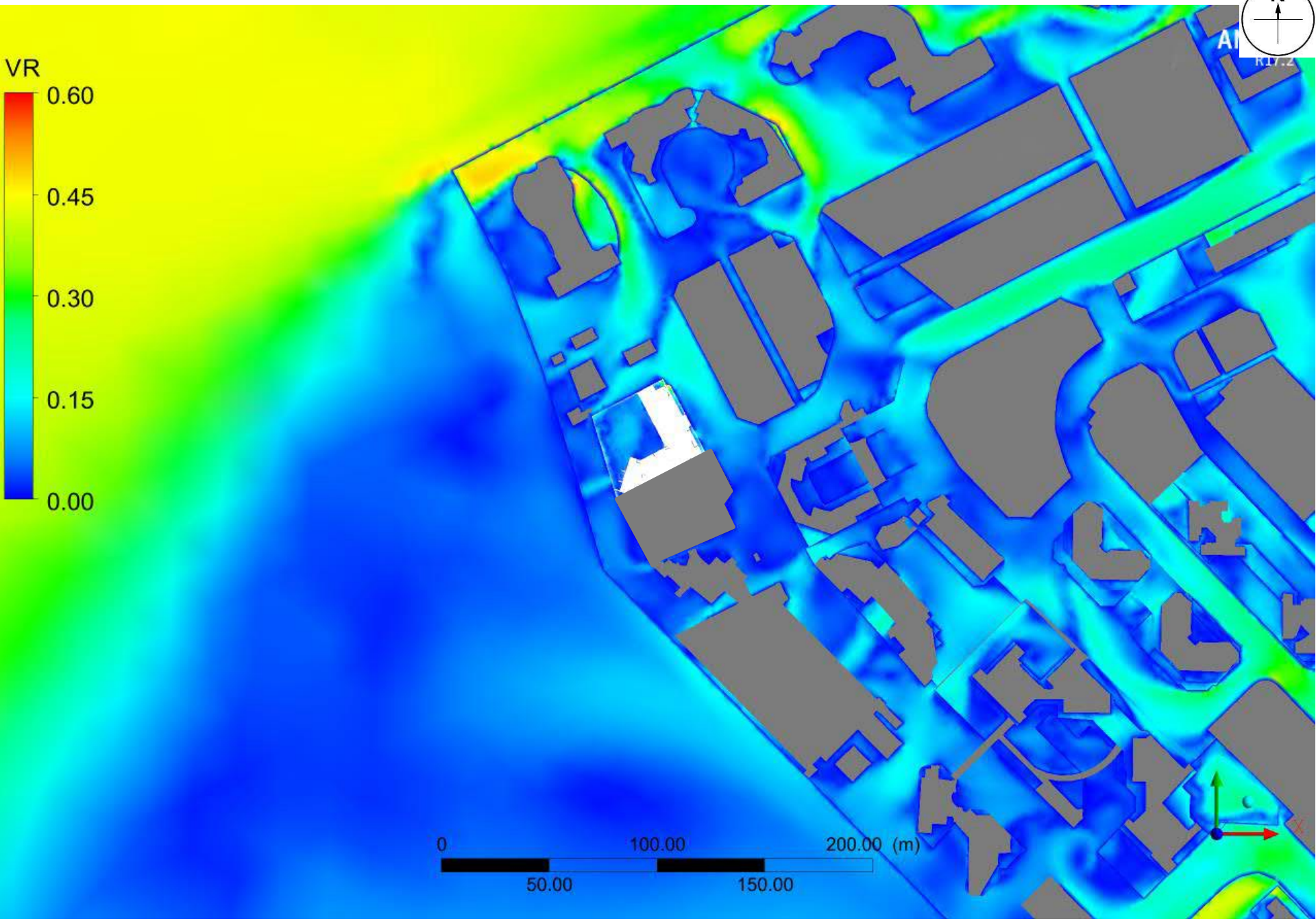
Baseline Scheme - Domain Contour plot at pedestrian level under SW Wind



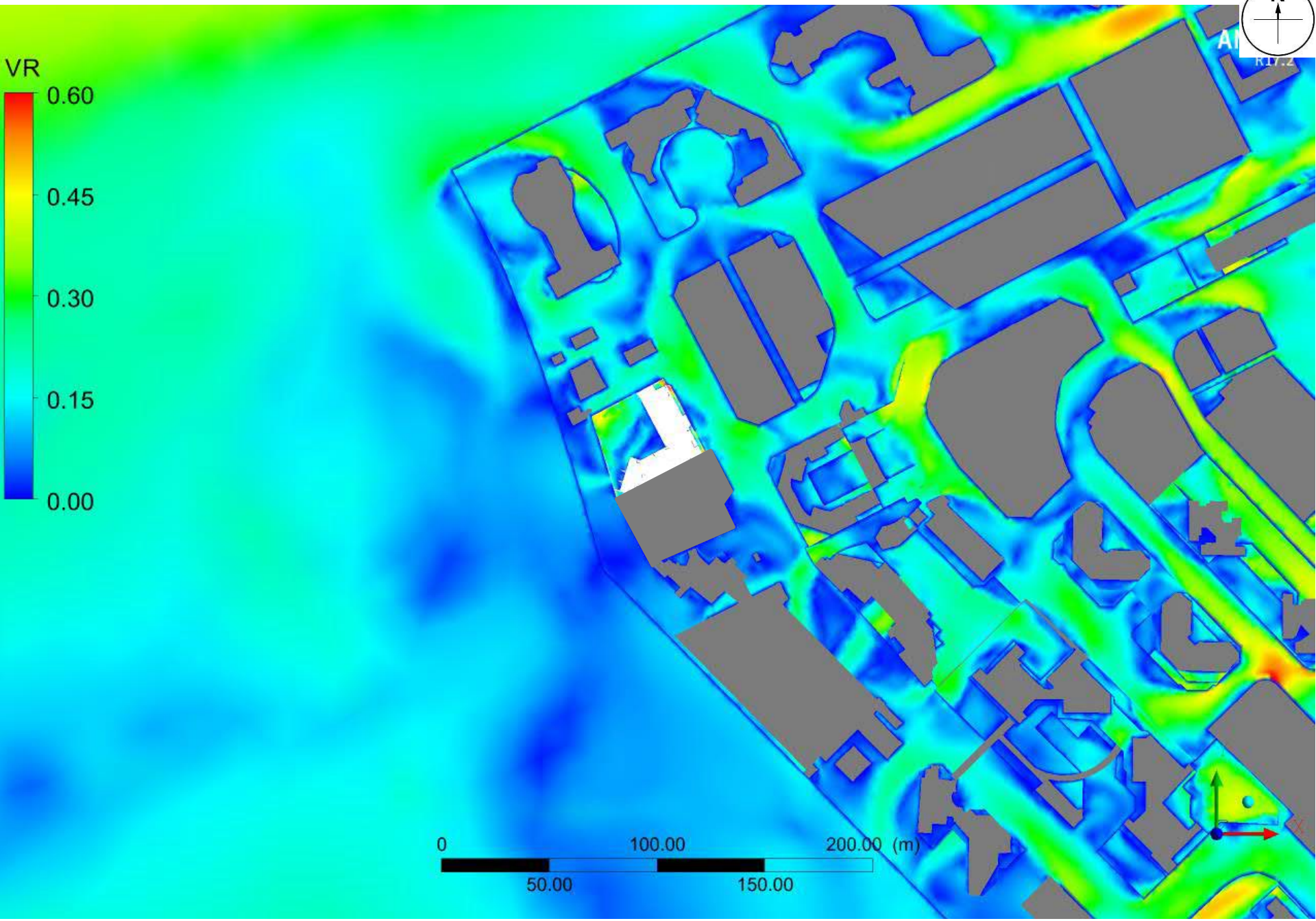
Baseline Scheme - Domain Contour plot at pedestrian level under WSW Wind



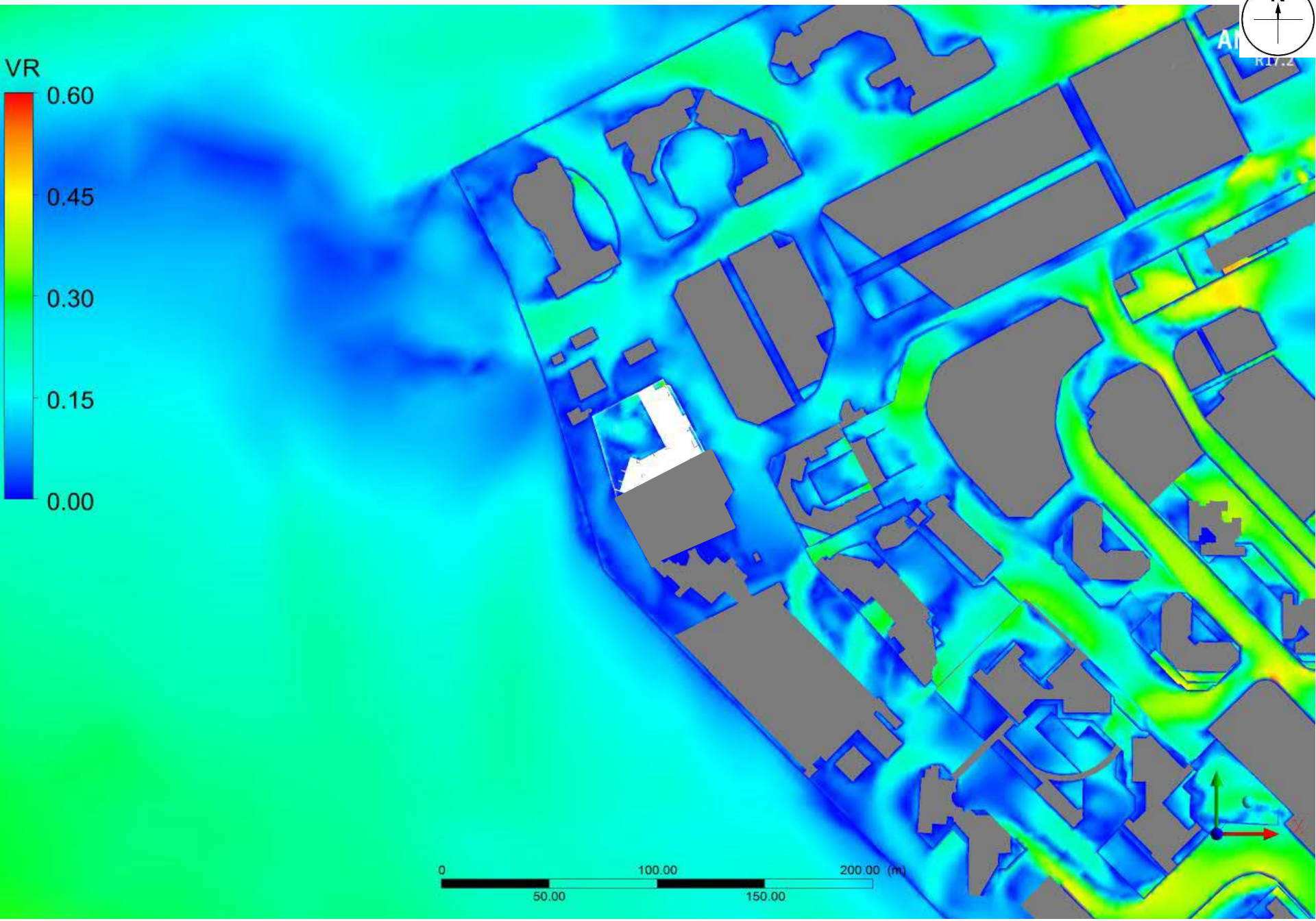
Proposed Scheme - Contour plot at pedestrian level under NNE Wind



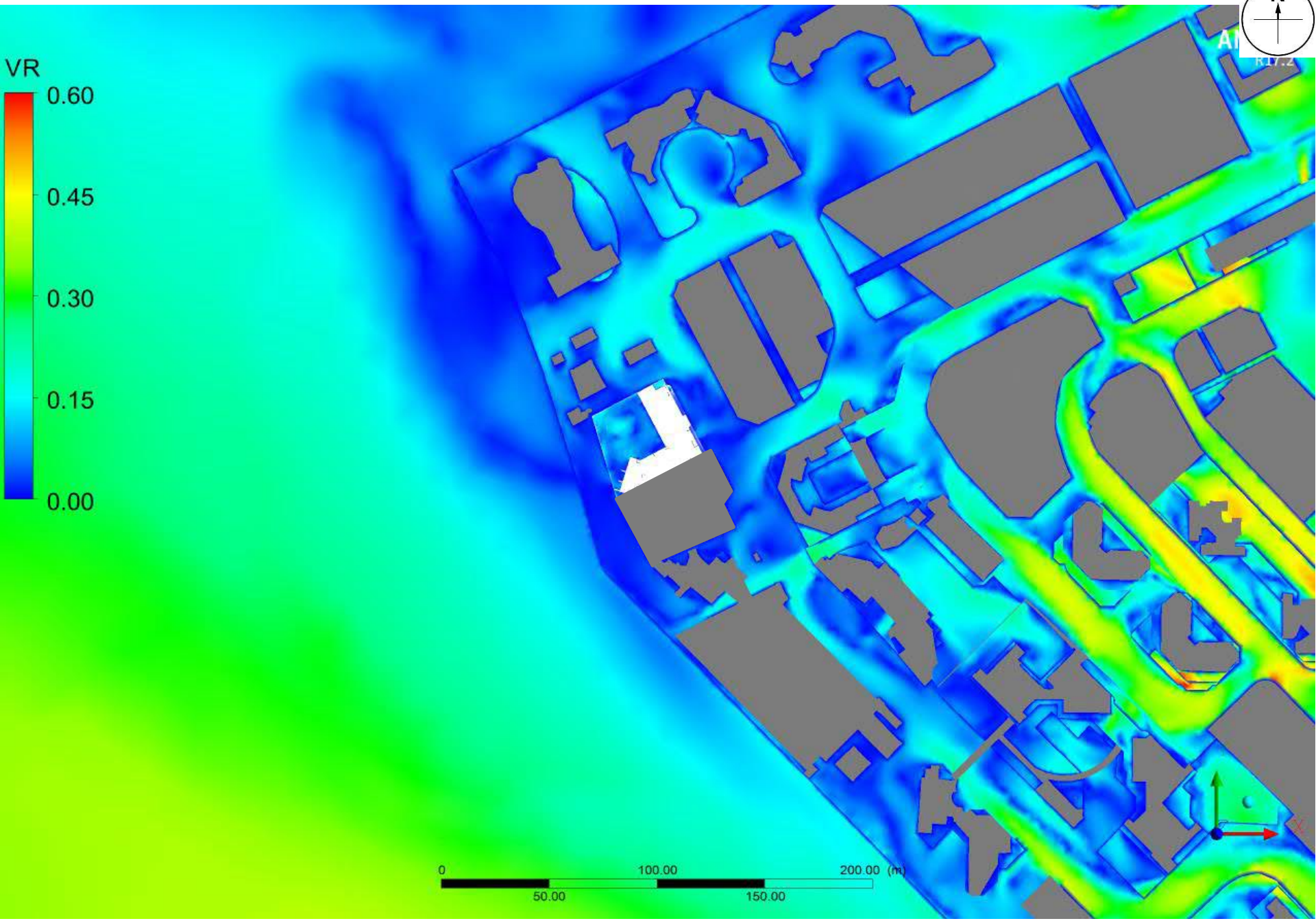
Proposed Scheme - Contour plot at pedestrian level under NE Wind



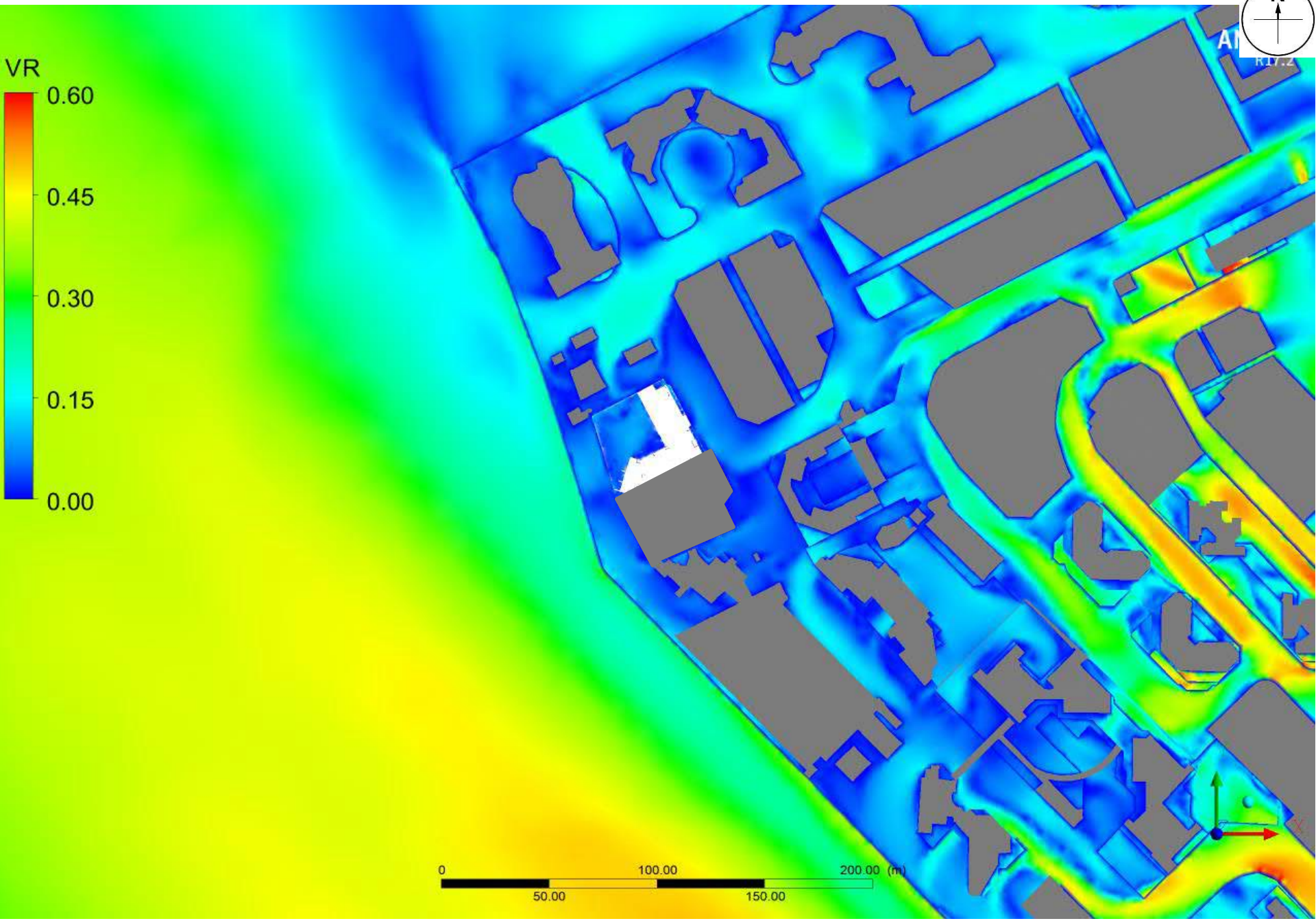
Proposed Scheme - Contour plot at pedestrian level under ENE Wind



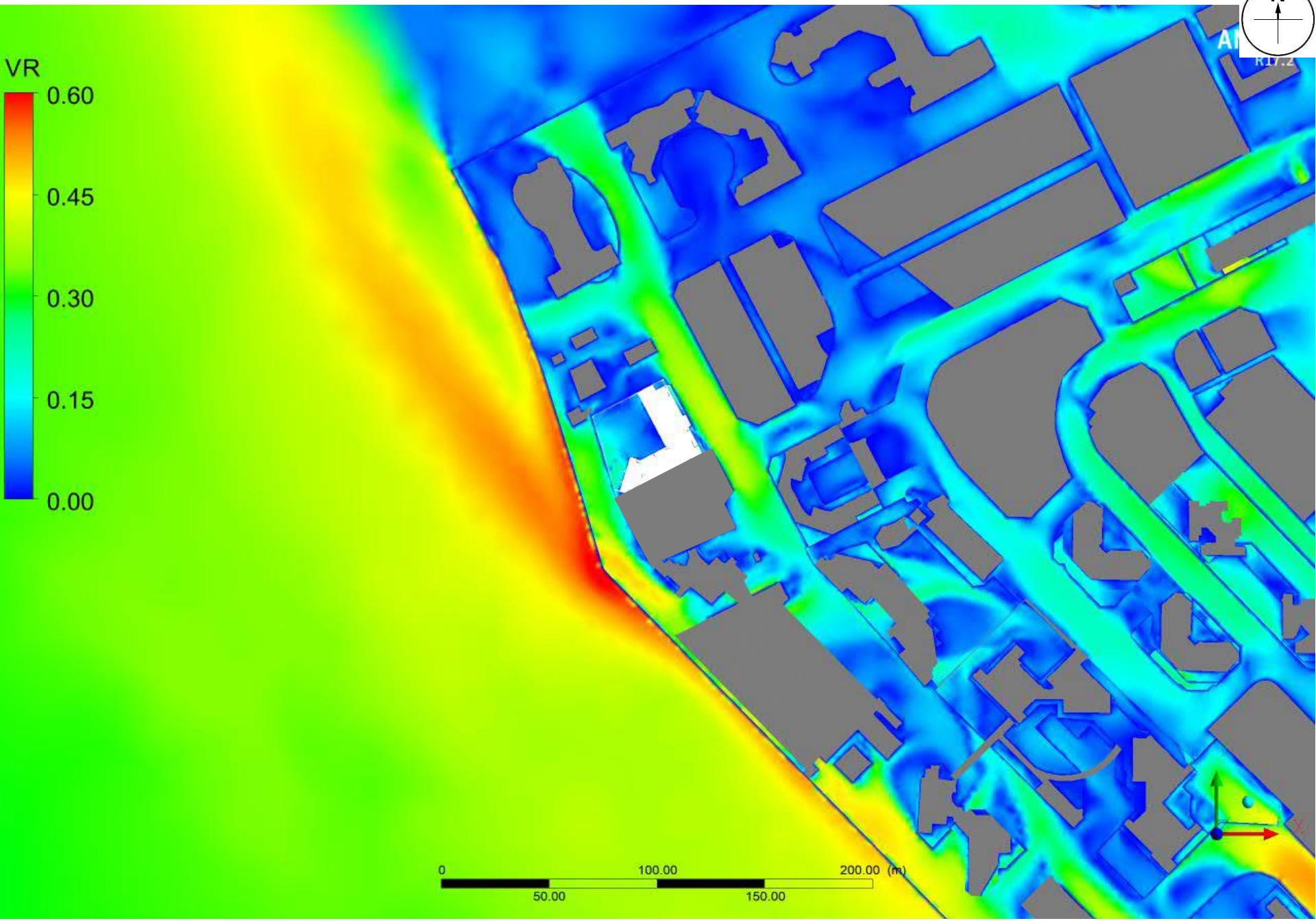
Proposed Scheme - Contour plot at pedestrian level under E Wind



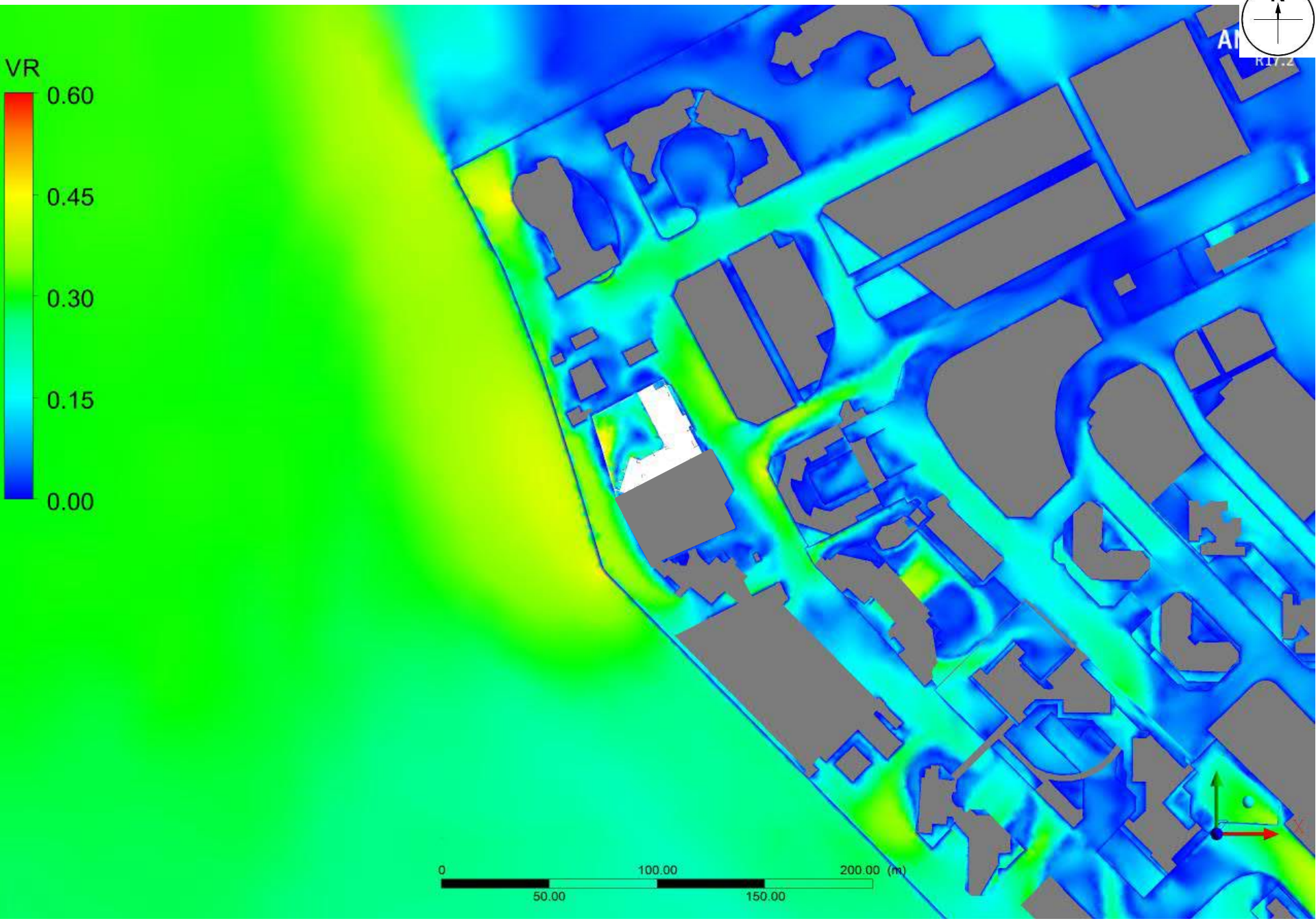
Proposed Scheme - Contour plot at pedestrian level under ESE Wind



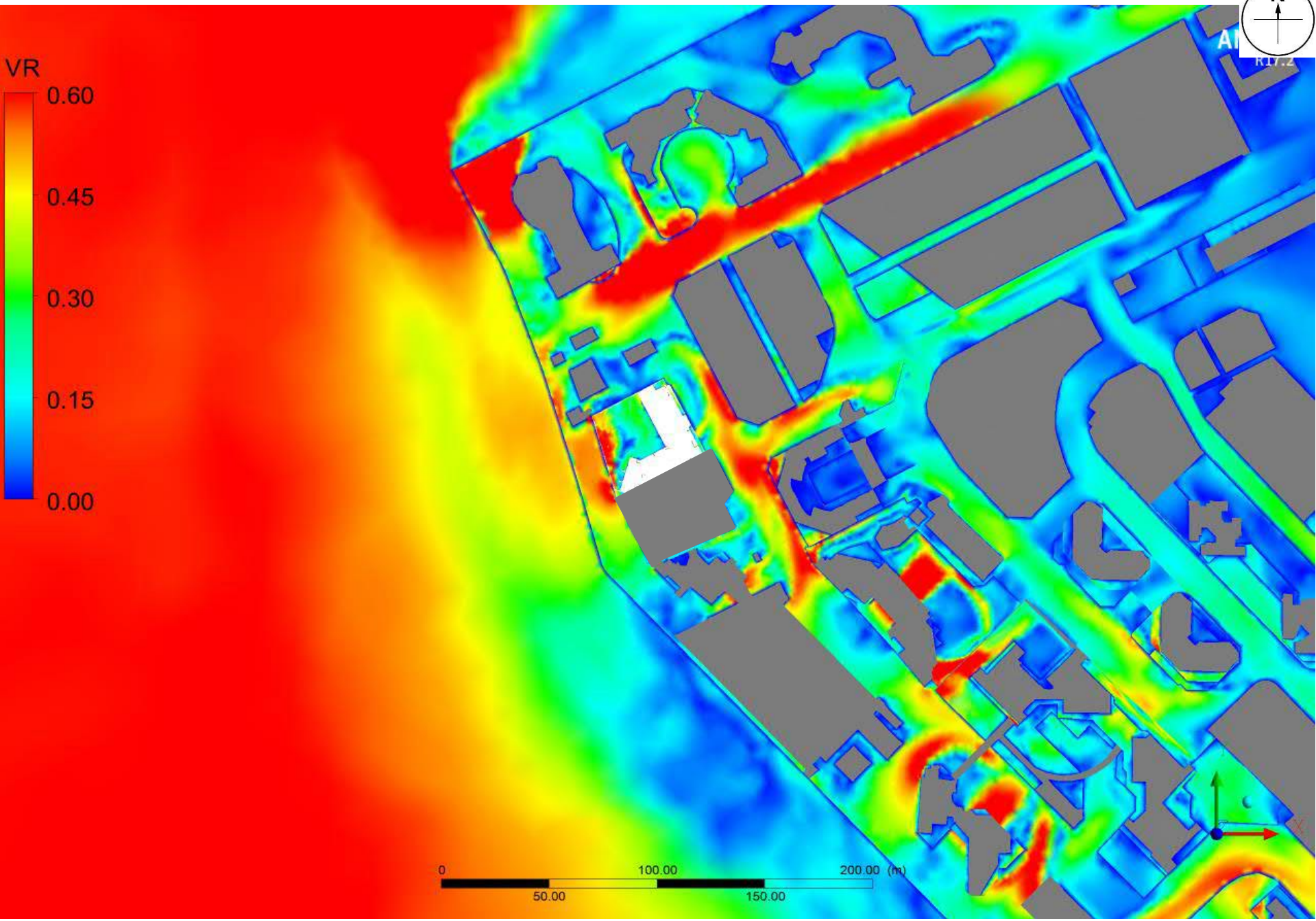
Proposed Scheme - Contour plot at pedestrian level under SE Wind



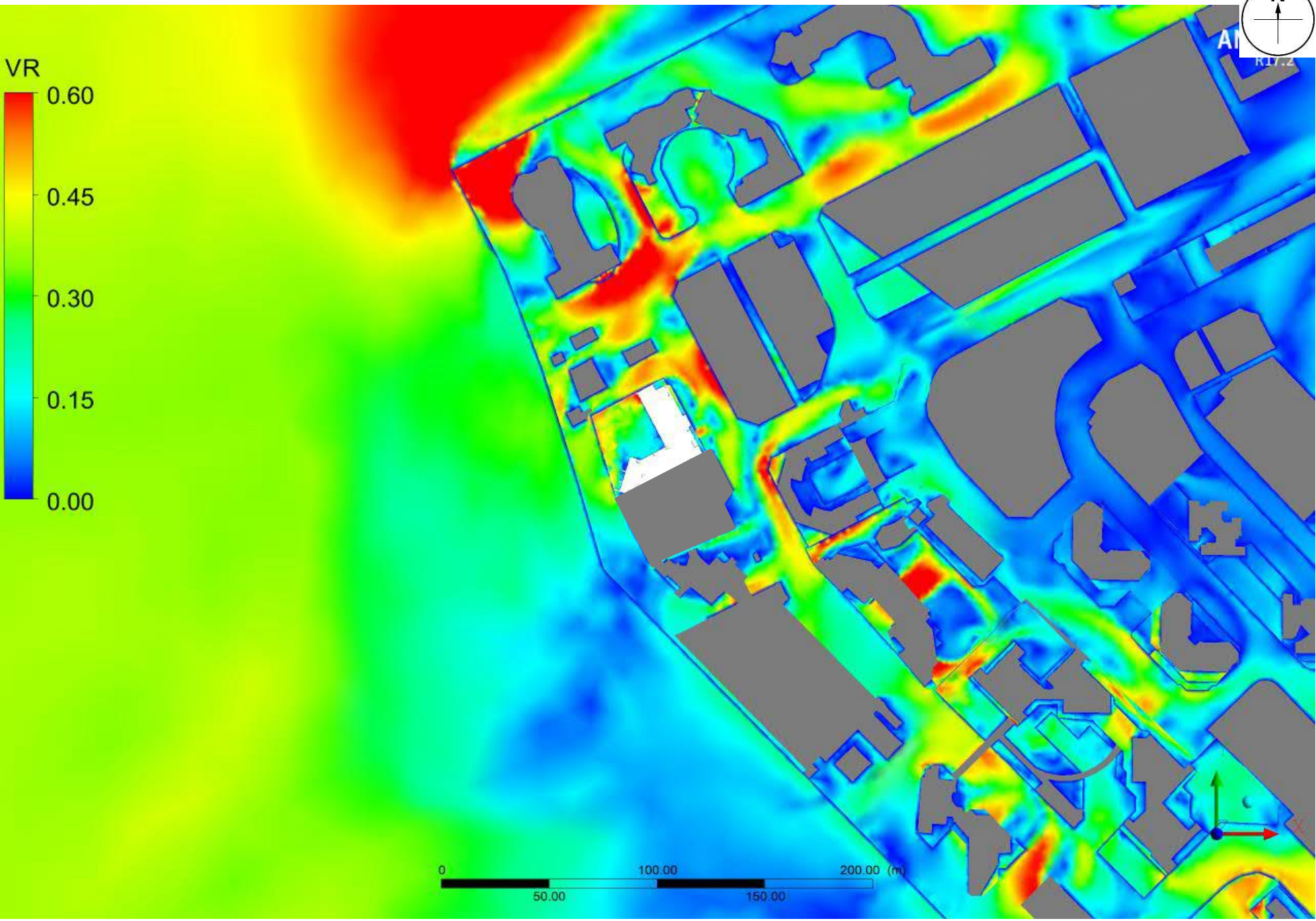
Proposed Scheme - Contour plot at pedestrian level under SSE Wind



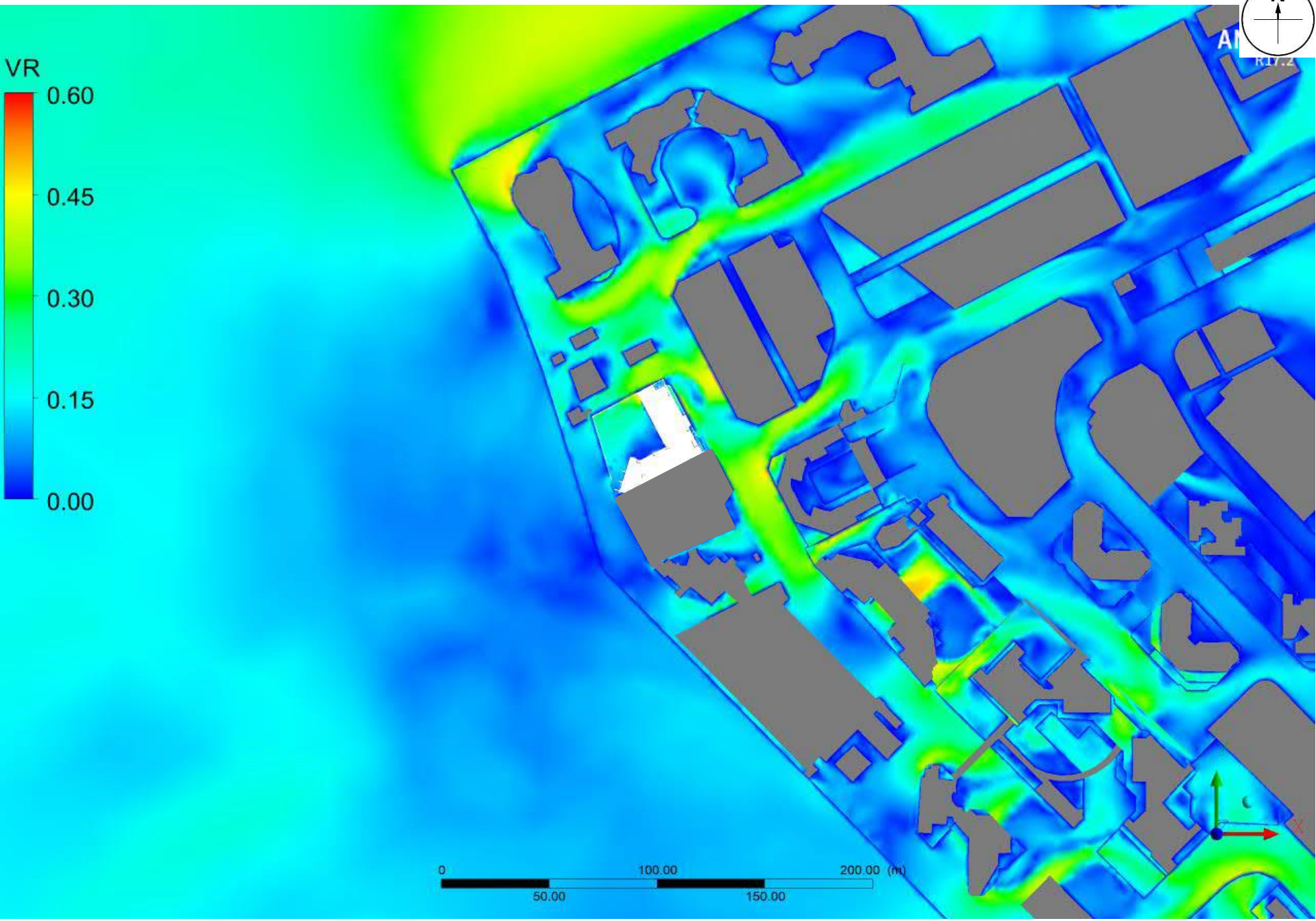
Proposed Scheme - Contour plot at pedestrian level under S Wind



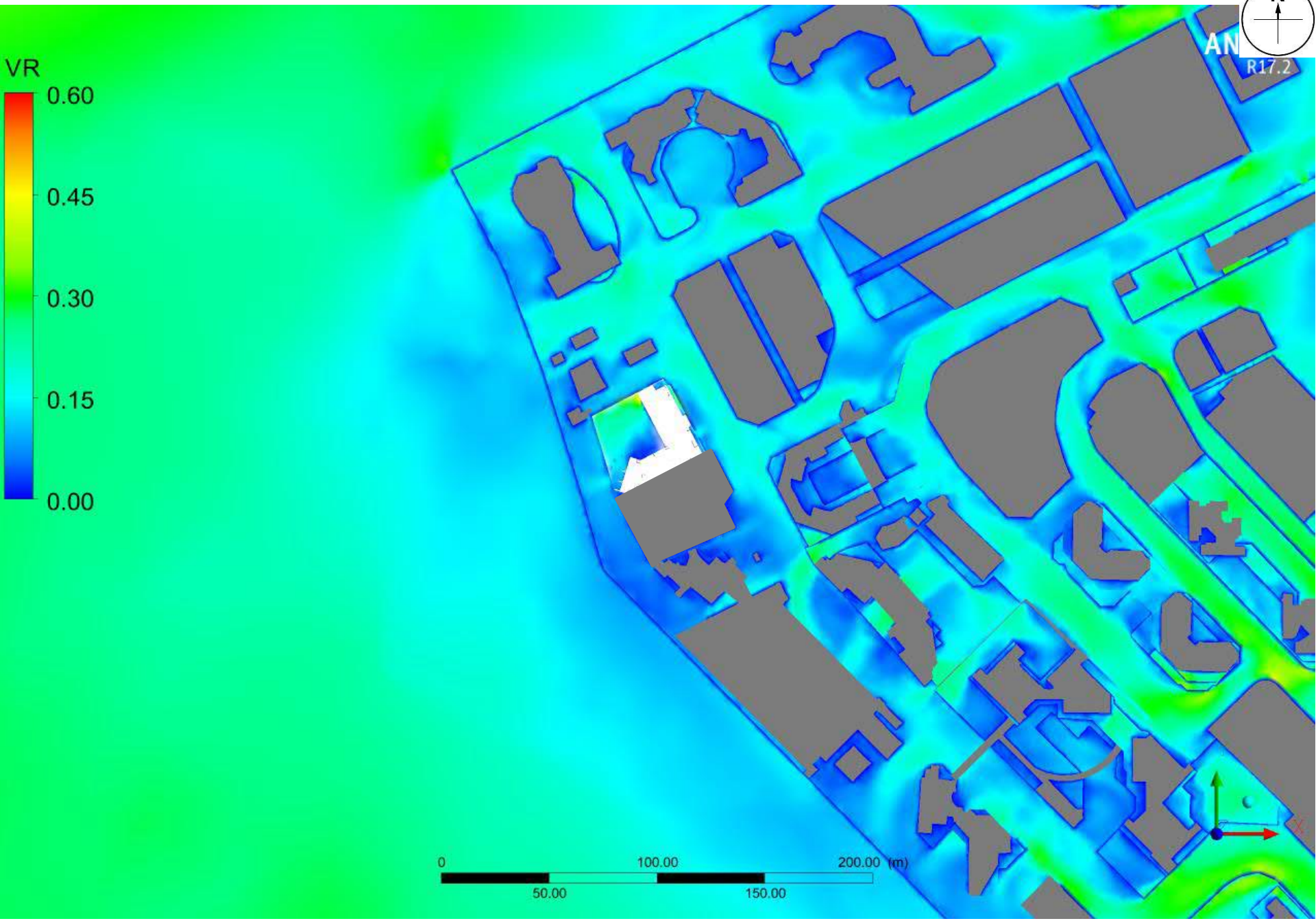
Proposed Scheme - Contour plot at pedestrian level under SSW Wind



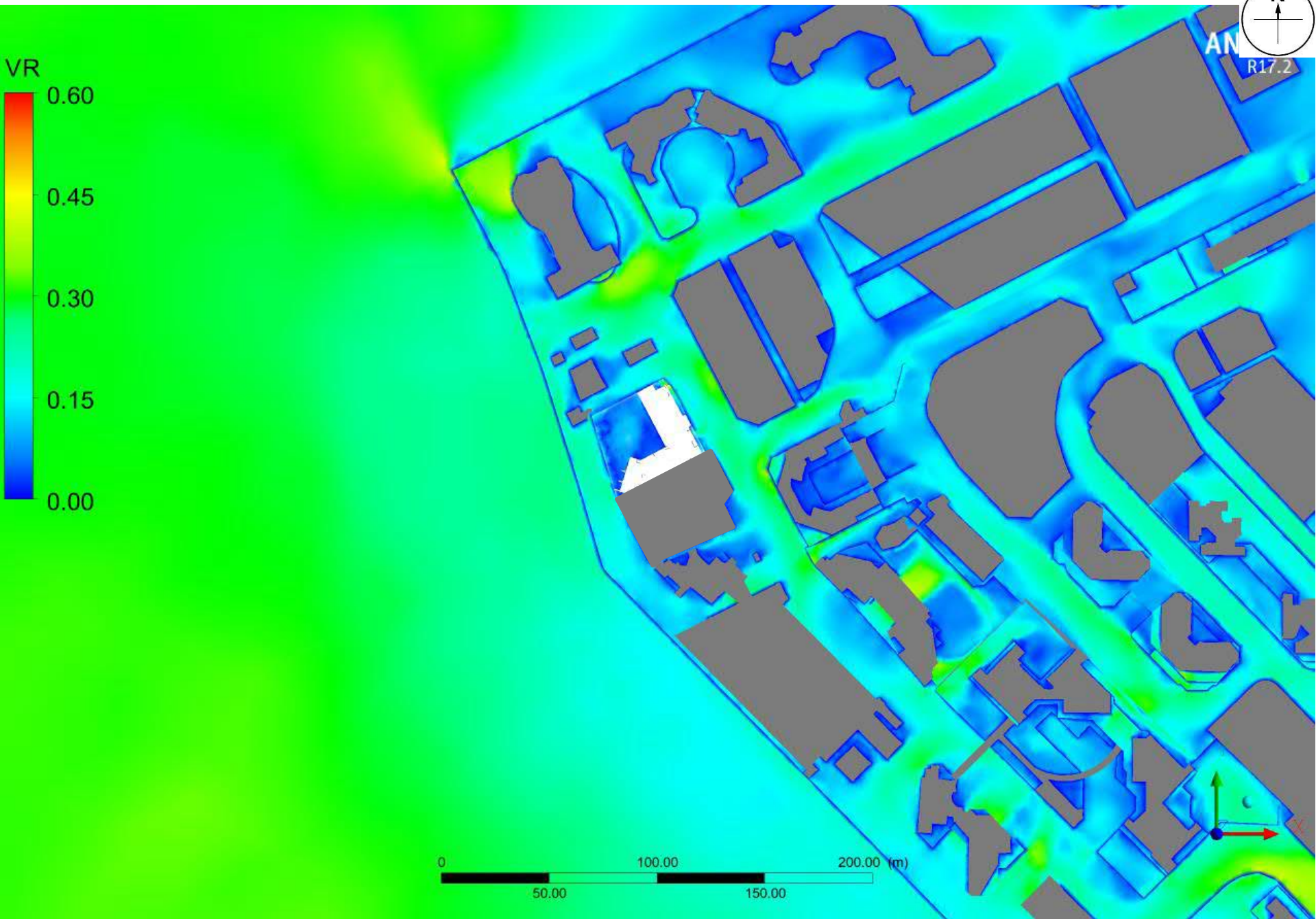
Proposed Scheme - Contour plot at pedestrian level under SW Wind



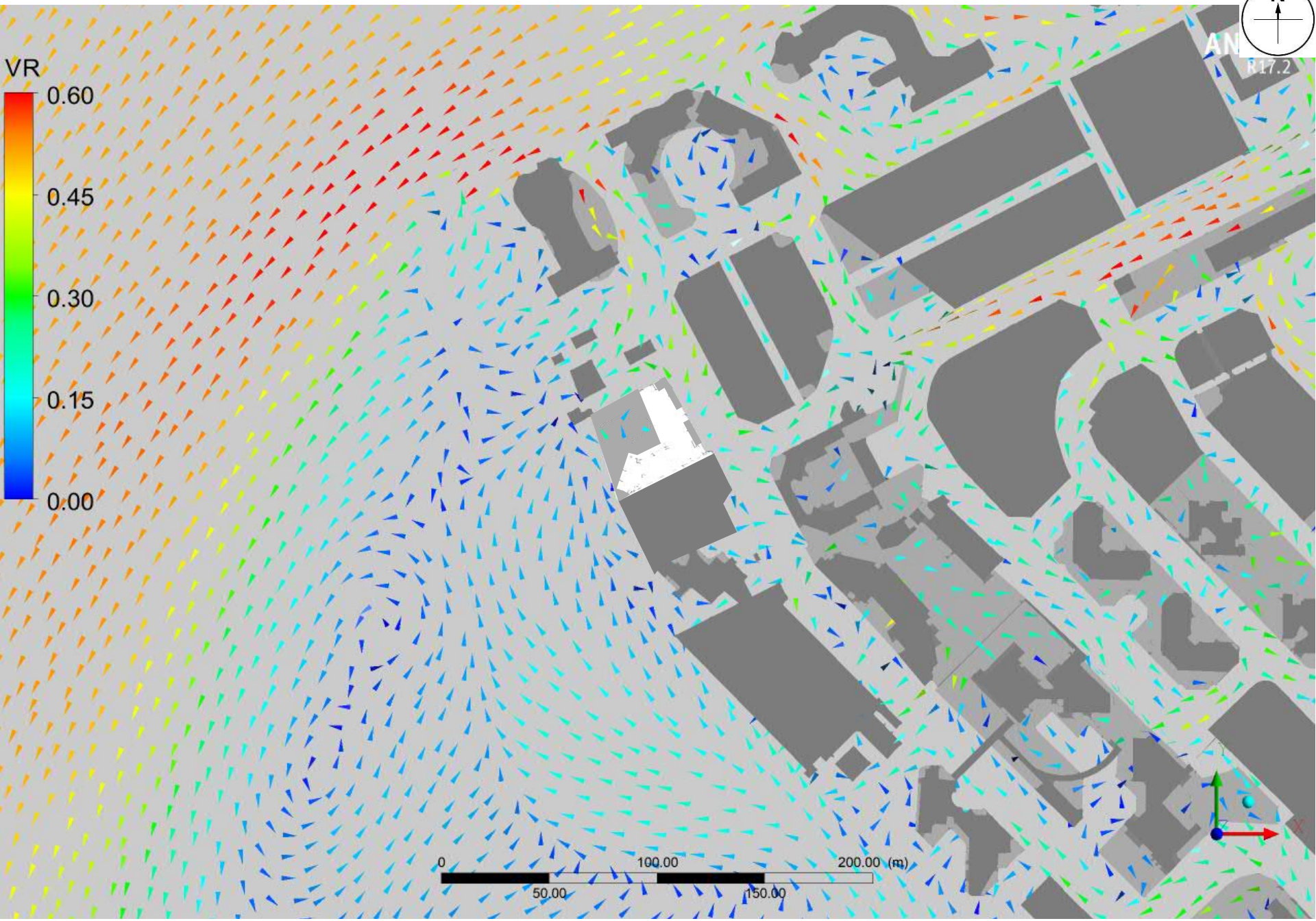
Proposed Scheme - Contour plot at pedestrian level under WSW Wind



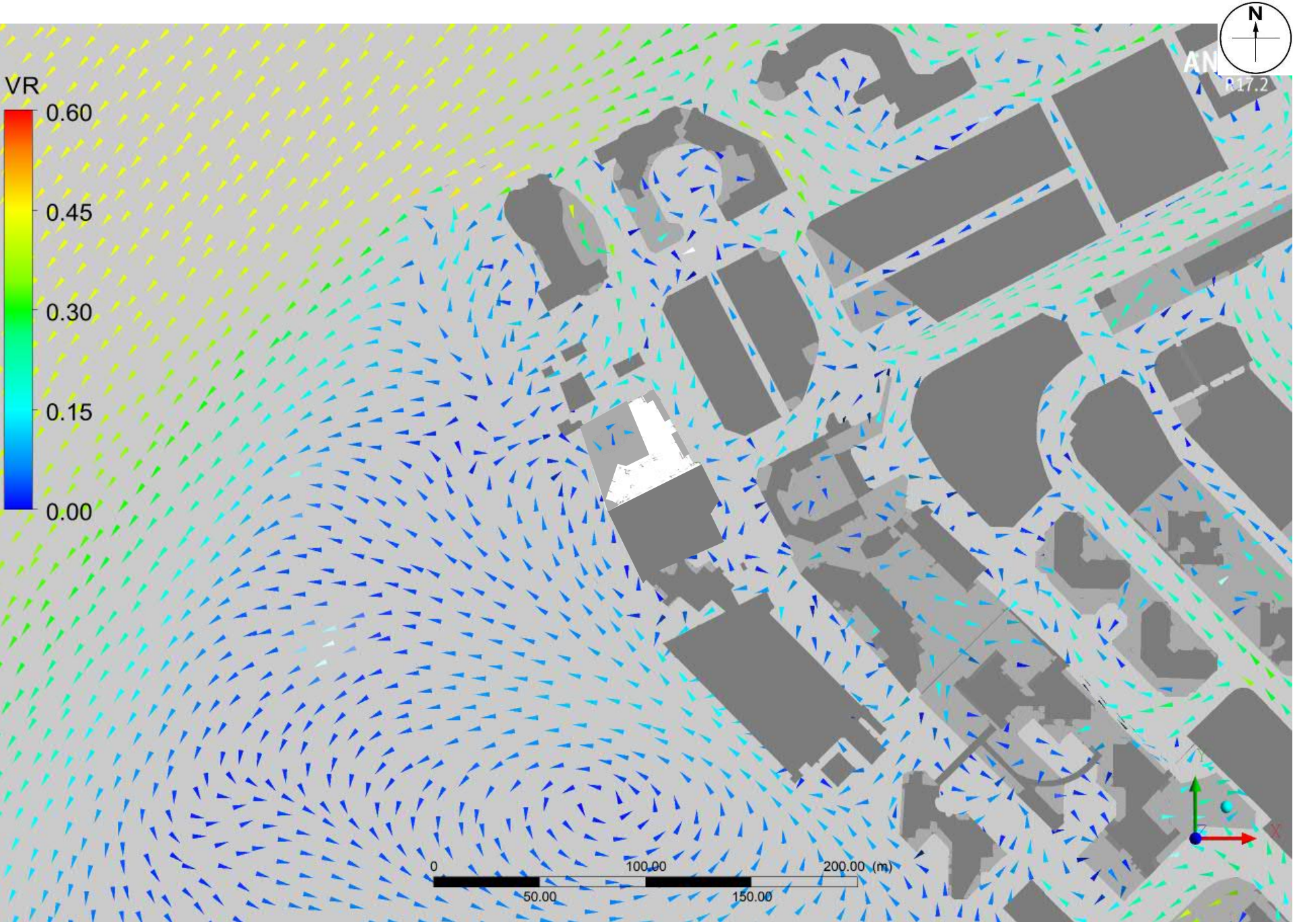
Proposed Scheme – Annual weighted wind speed colour at pedestrian level



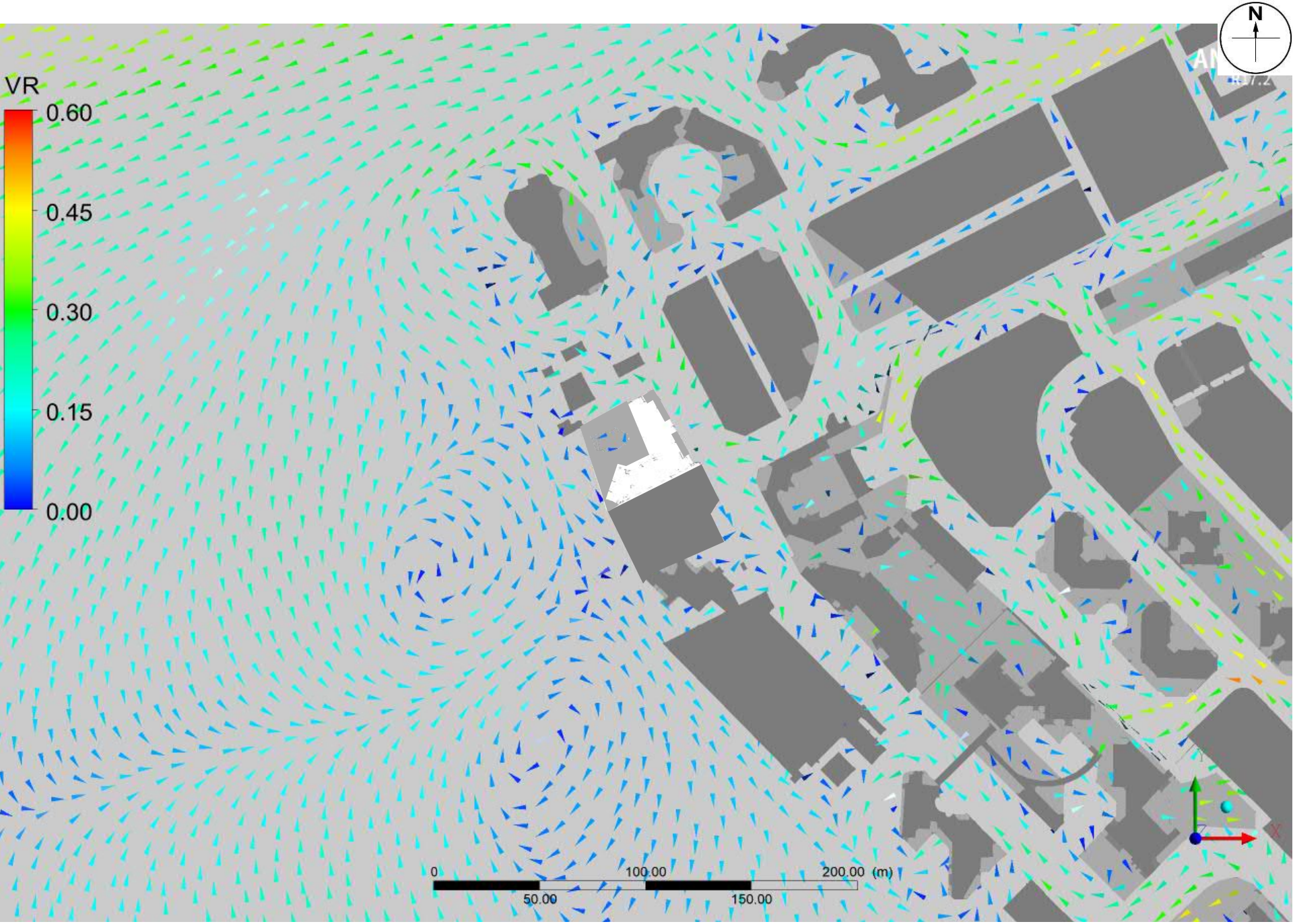
Proposed Scheme – Summer weighted wind speed colour at pedestrian level



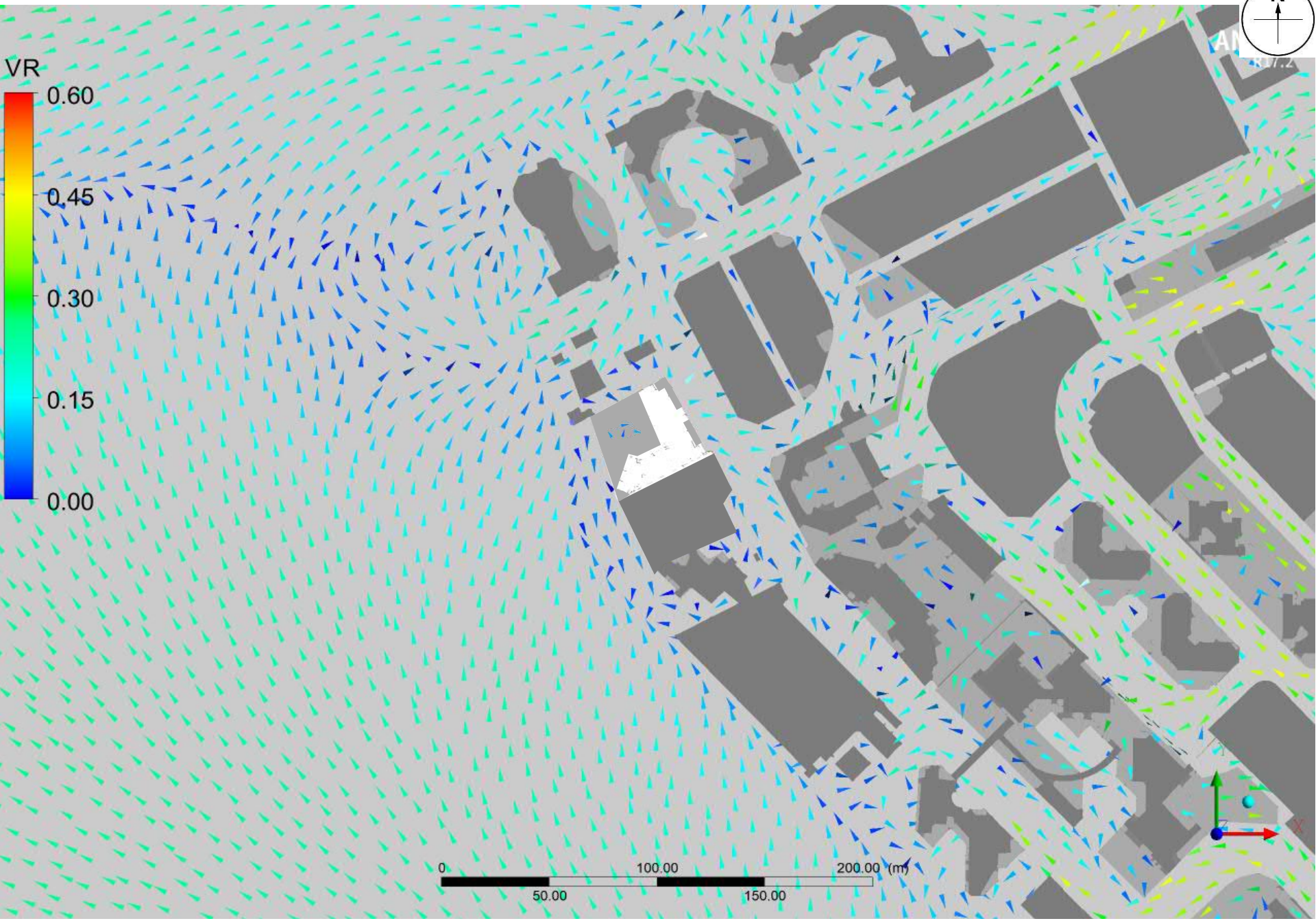
Proposed Scheme – Vector plot at pedestrian level under NNE Wind



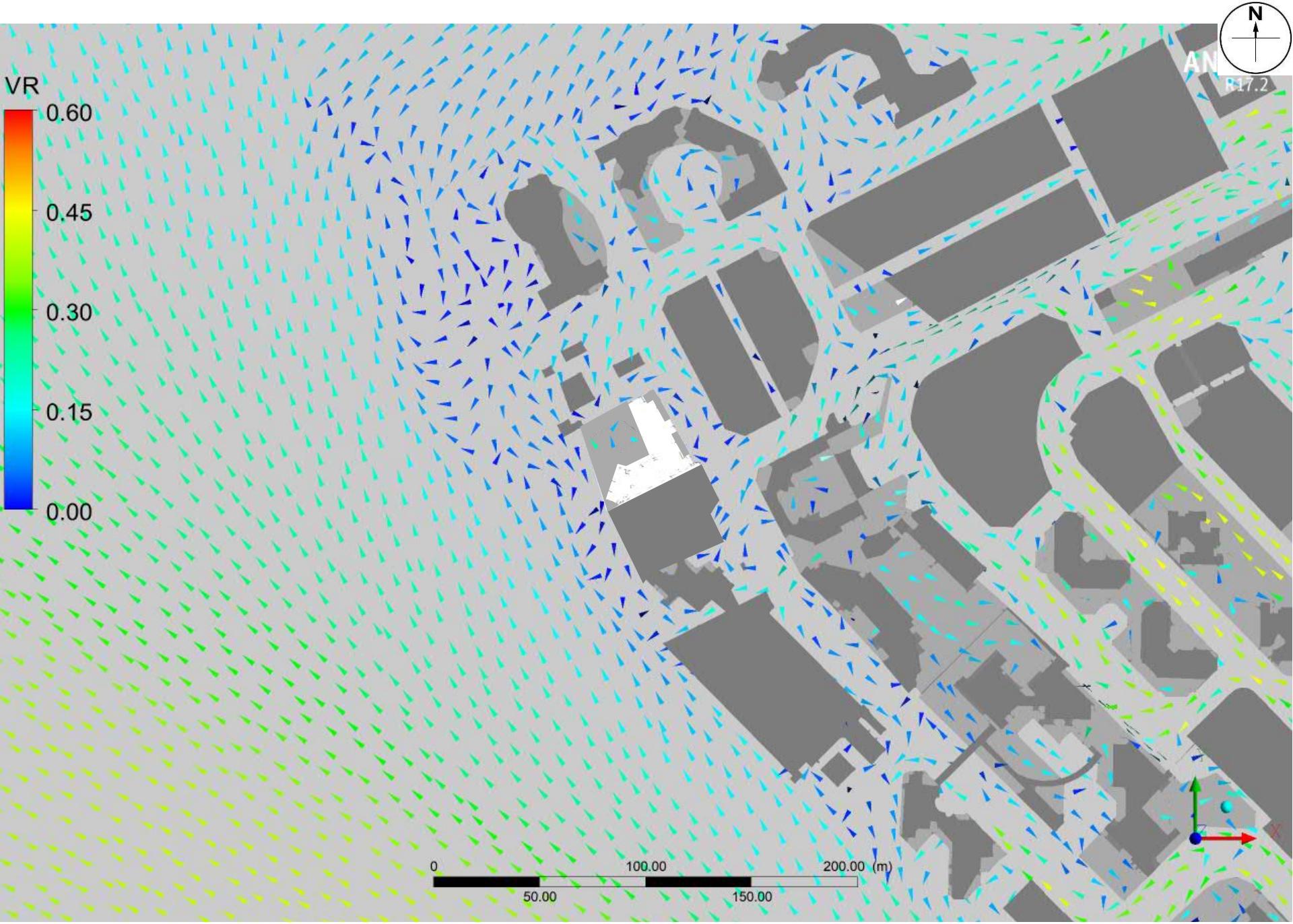
Proposed Scheme – Vector plot at pedestrian level under NE Wind



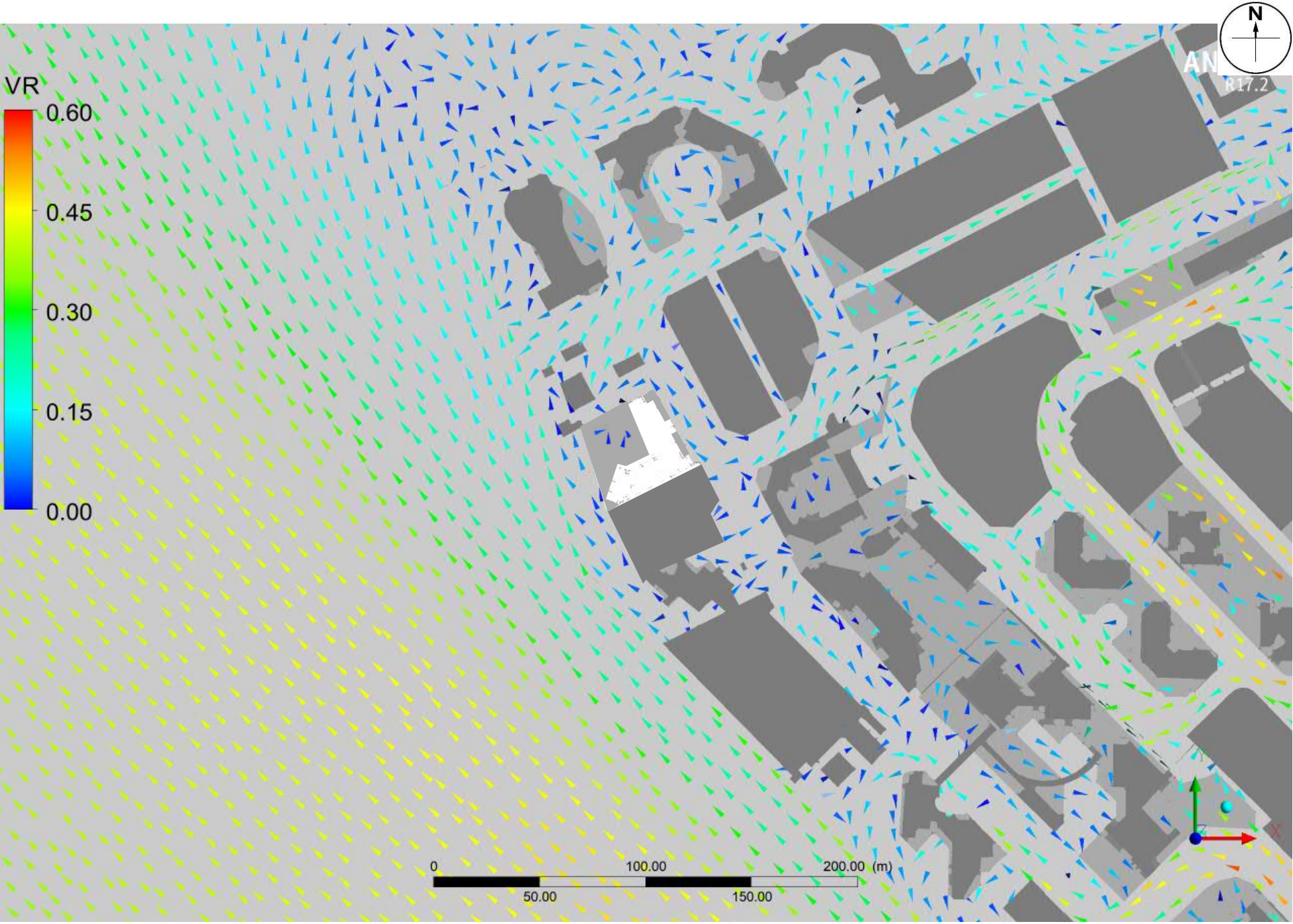
Proposed Scheme – Vector plot at pedestrian level under ENE Wind



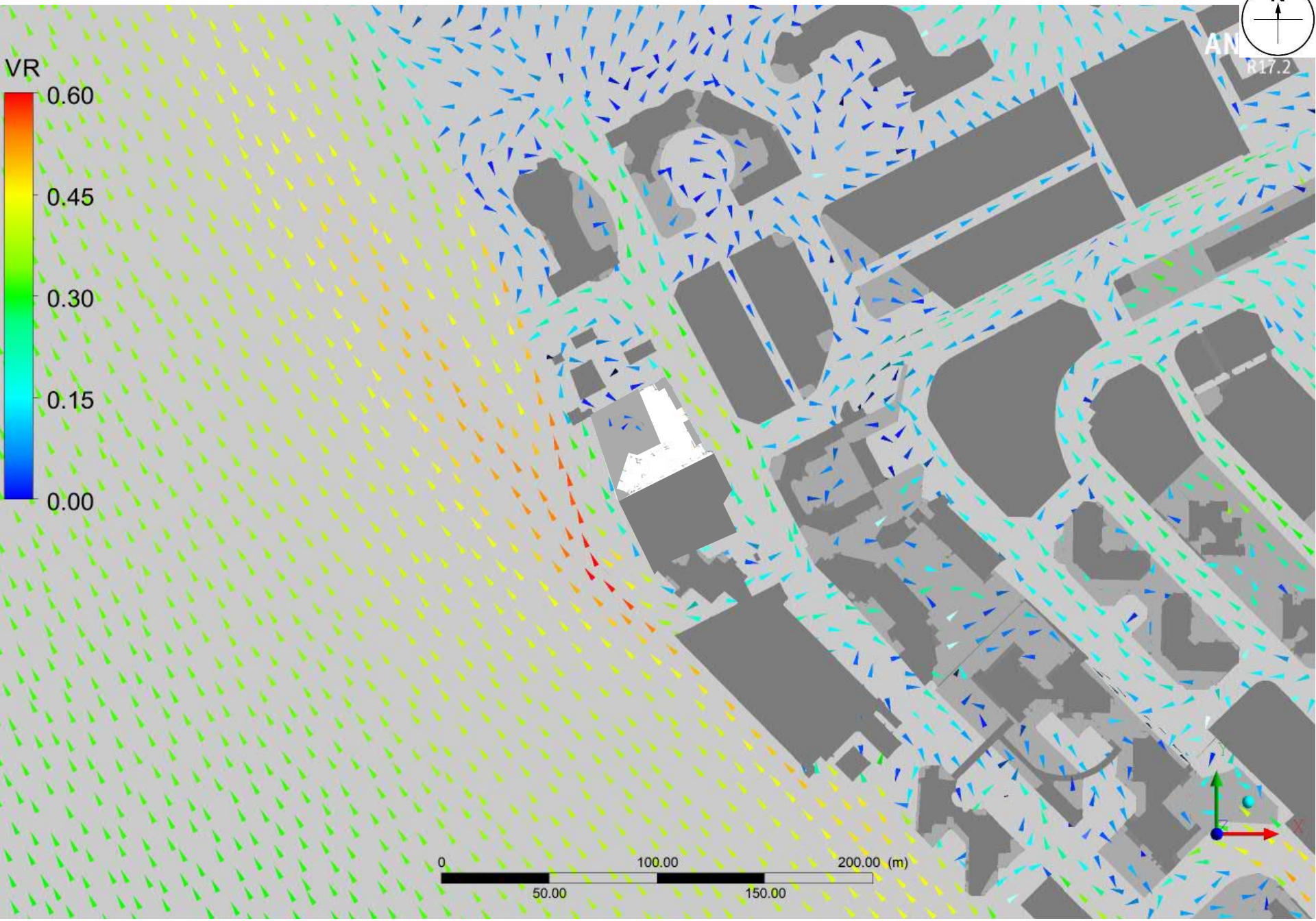
Proposed Scheme – Vector plot at pedestrian level under E Wind



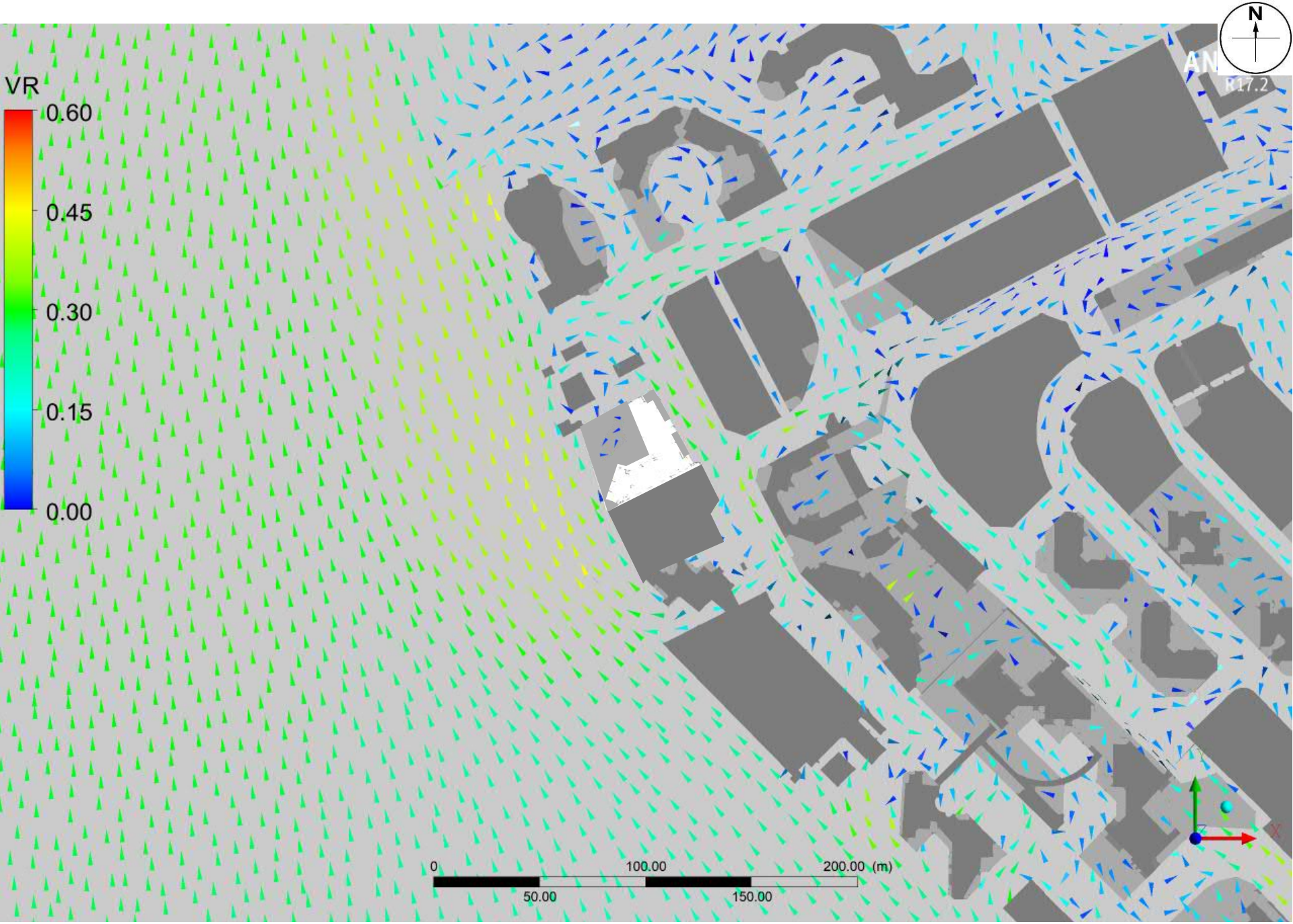
Proposed Scheme – Vector plot at pedestrian level under ESE Wind



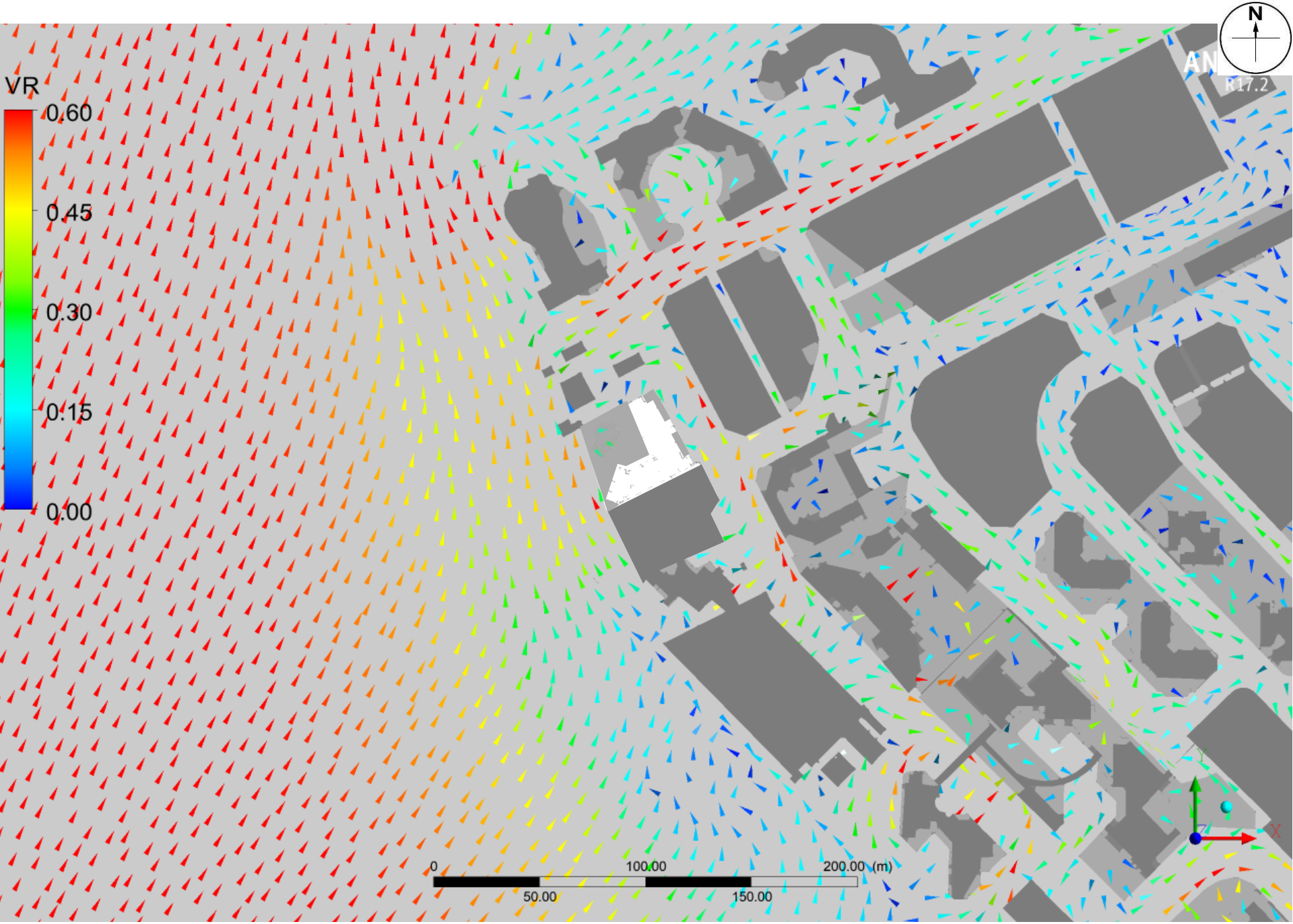
Proposed Scheme – Vector plot at pedestrian level under SE Wind



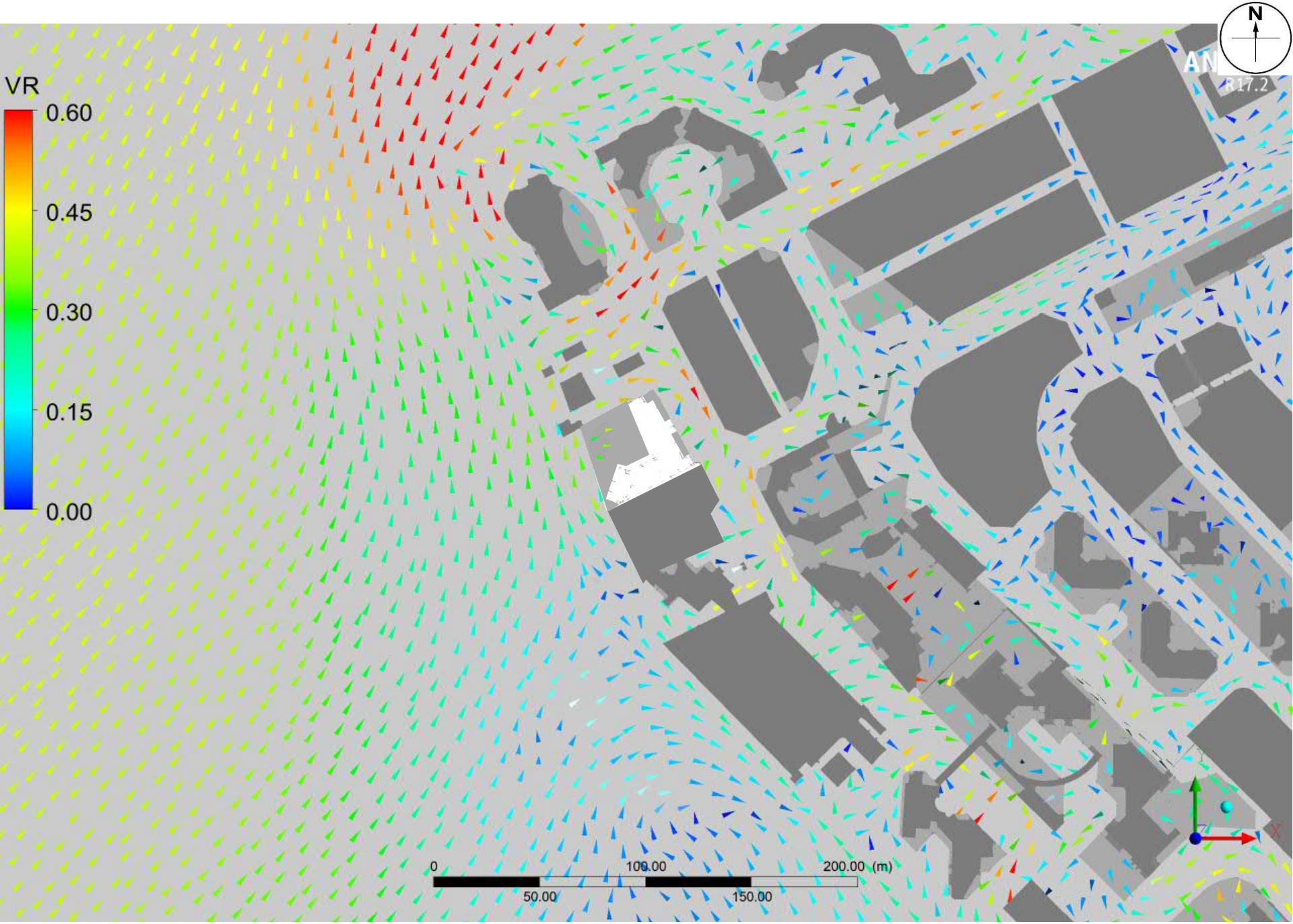
Proposed Scheme – Vector plot at pedestrian level under SSE Wind



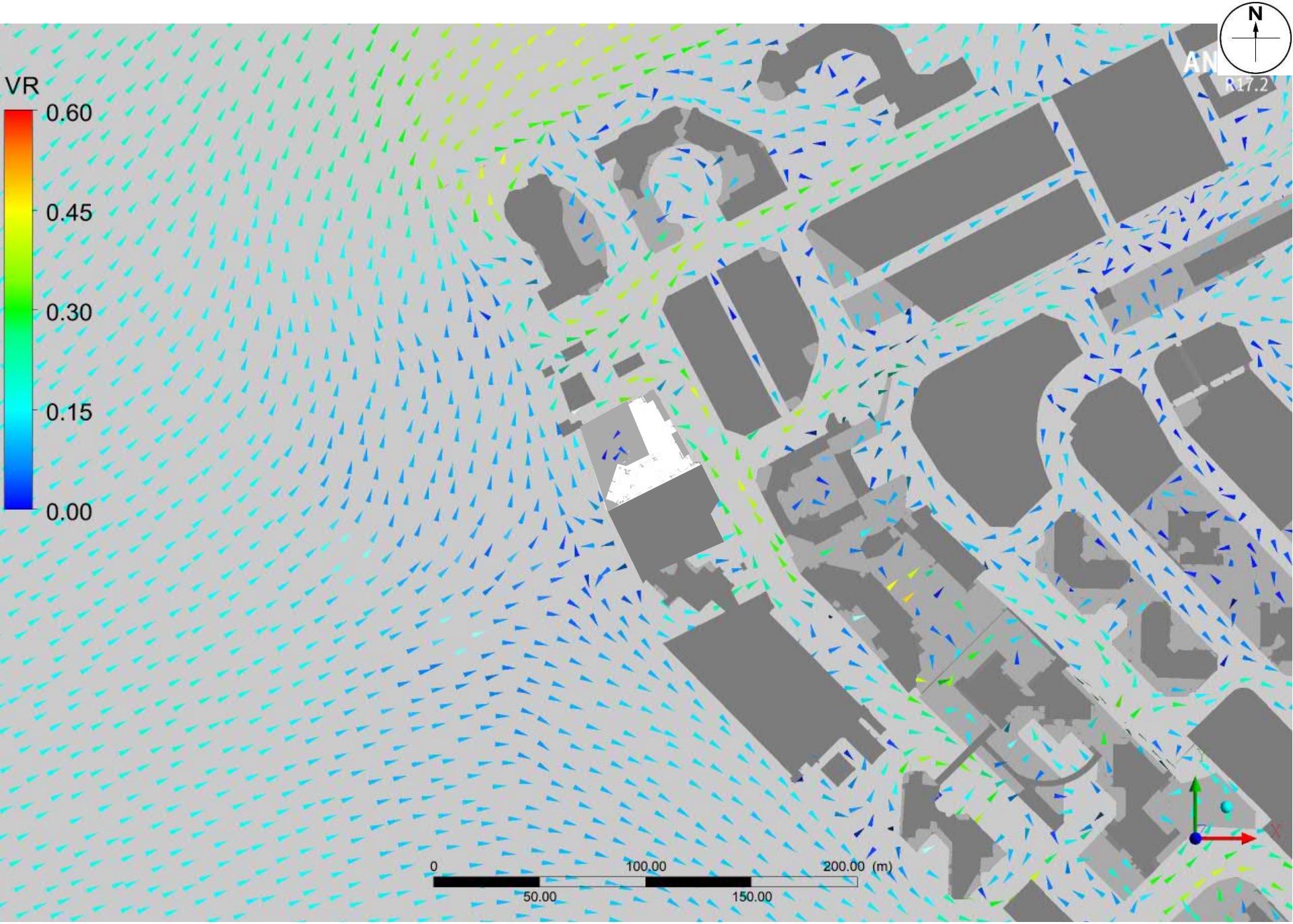
Proposed Scheme – Vector plot at pedestrian level under S Wind



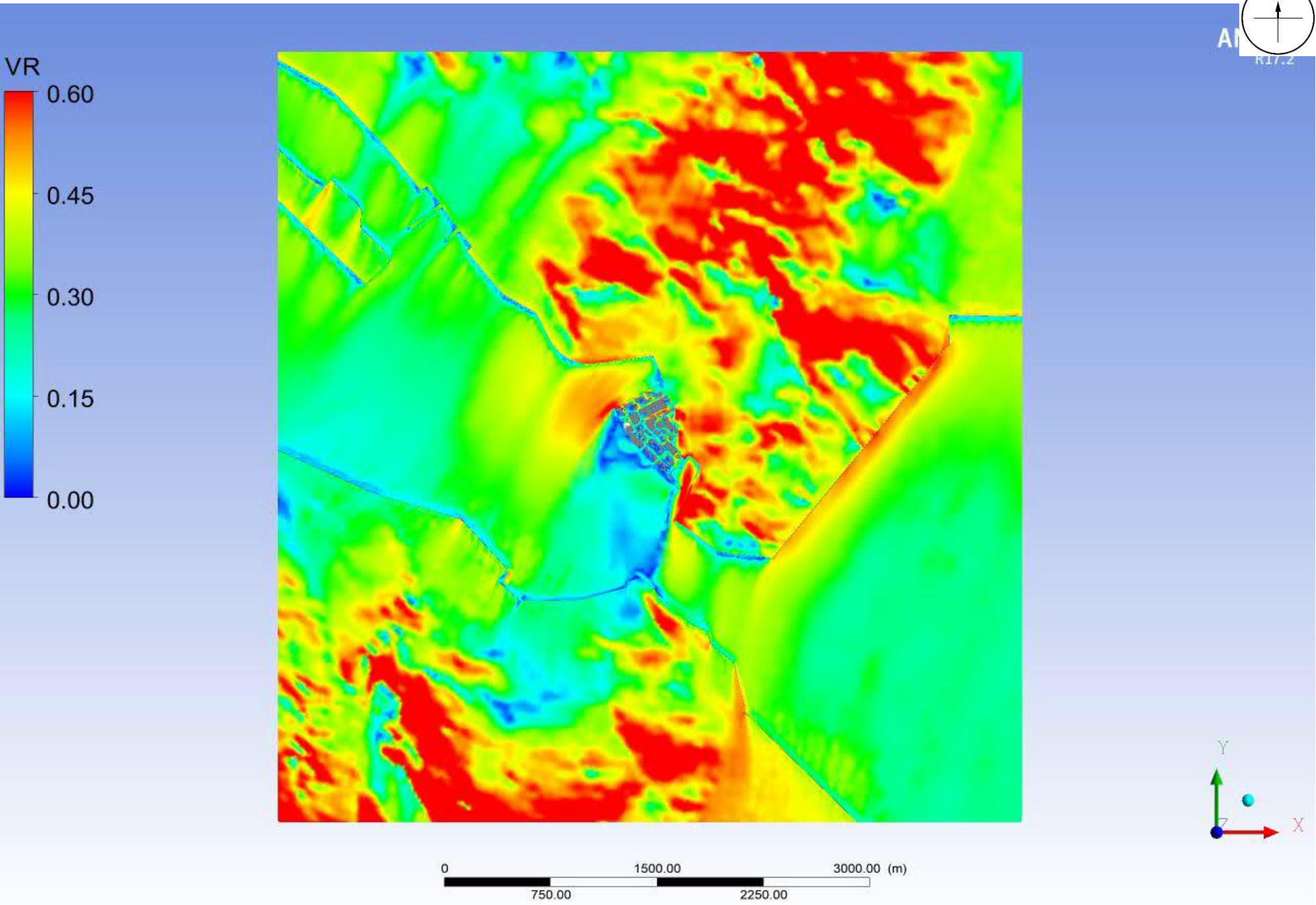
Proposed Scheme – Vector plot at pedestrian level under SSW Wind



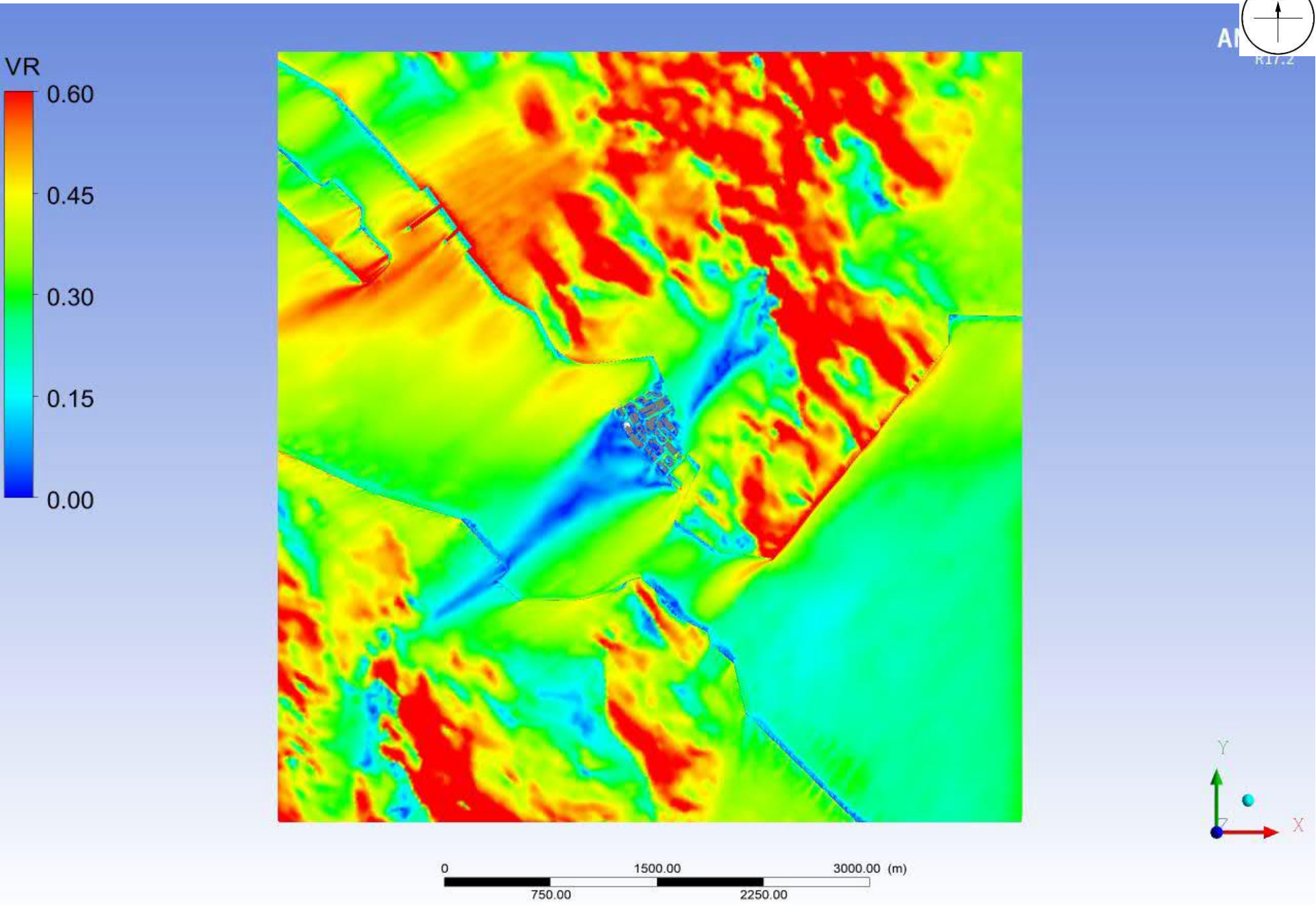
Proposed Scheme – Vector plot at pedestrian level under SW Wind



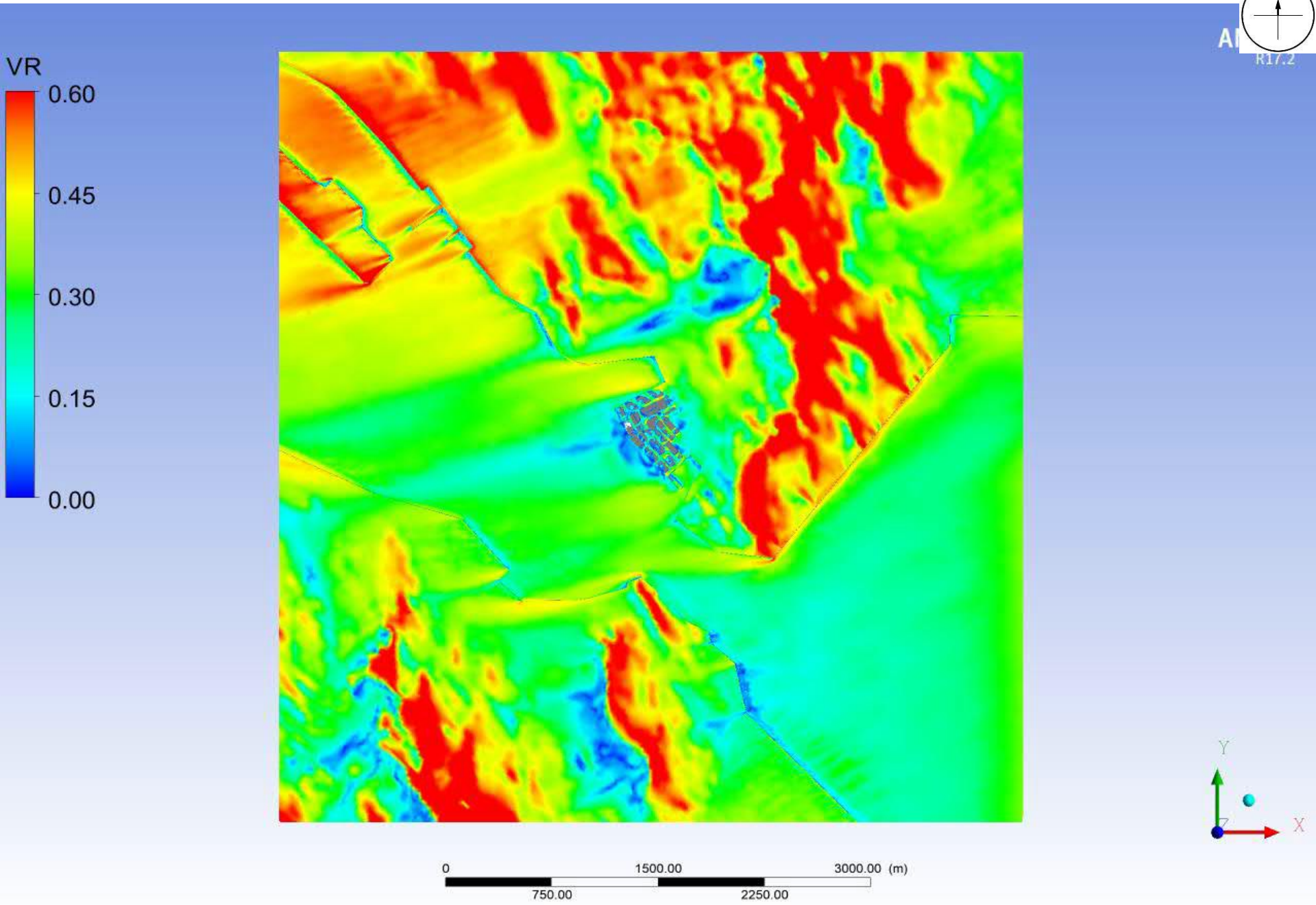
Proposed Scheme – Vector plot at pedestrian level under WSW Wind



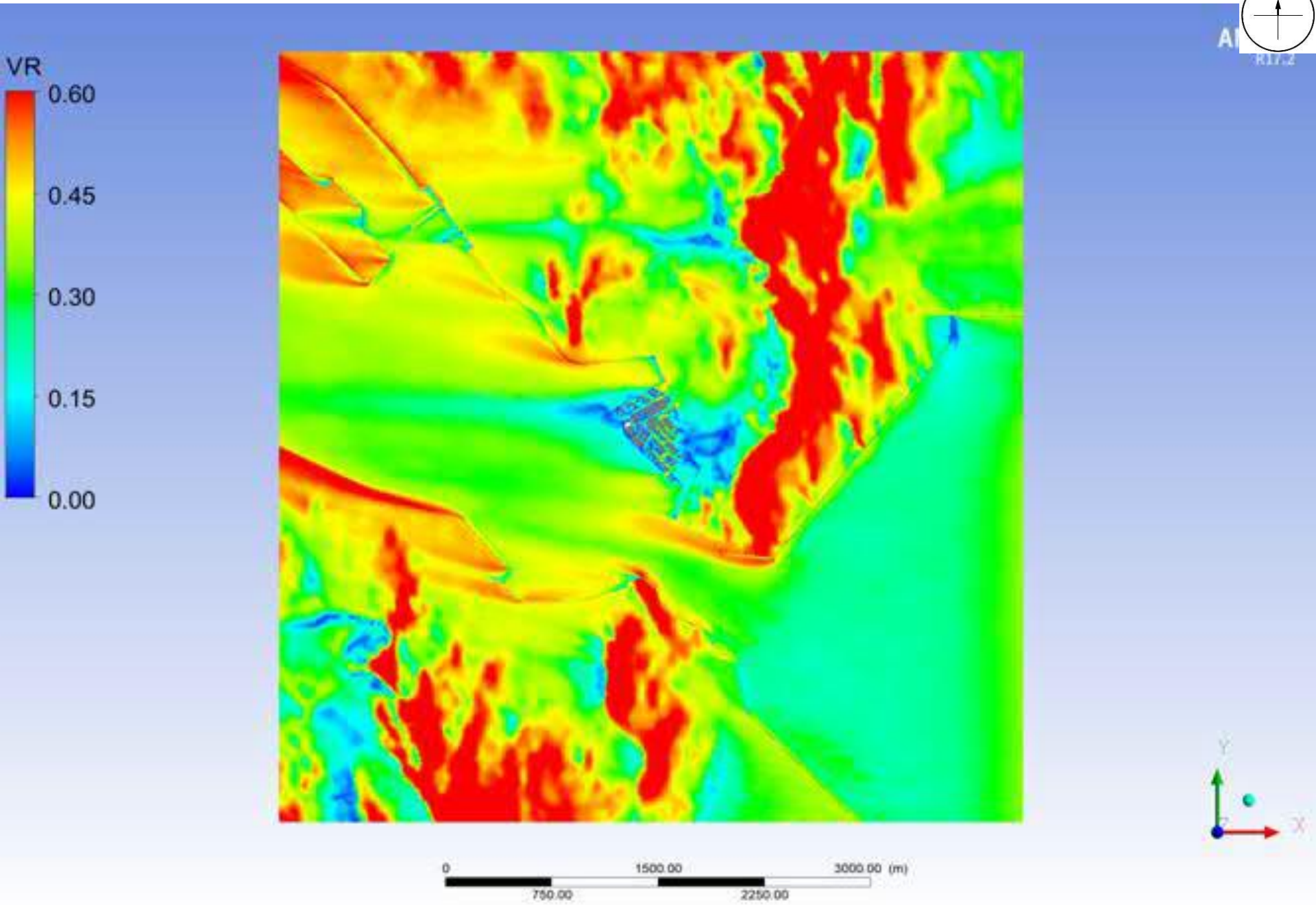
Proposed Scheme - Domain Contour plot at pedestrian level under NNE Wind



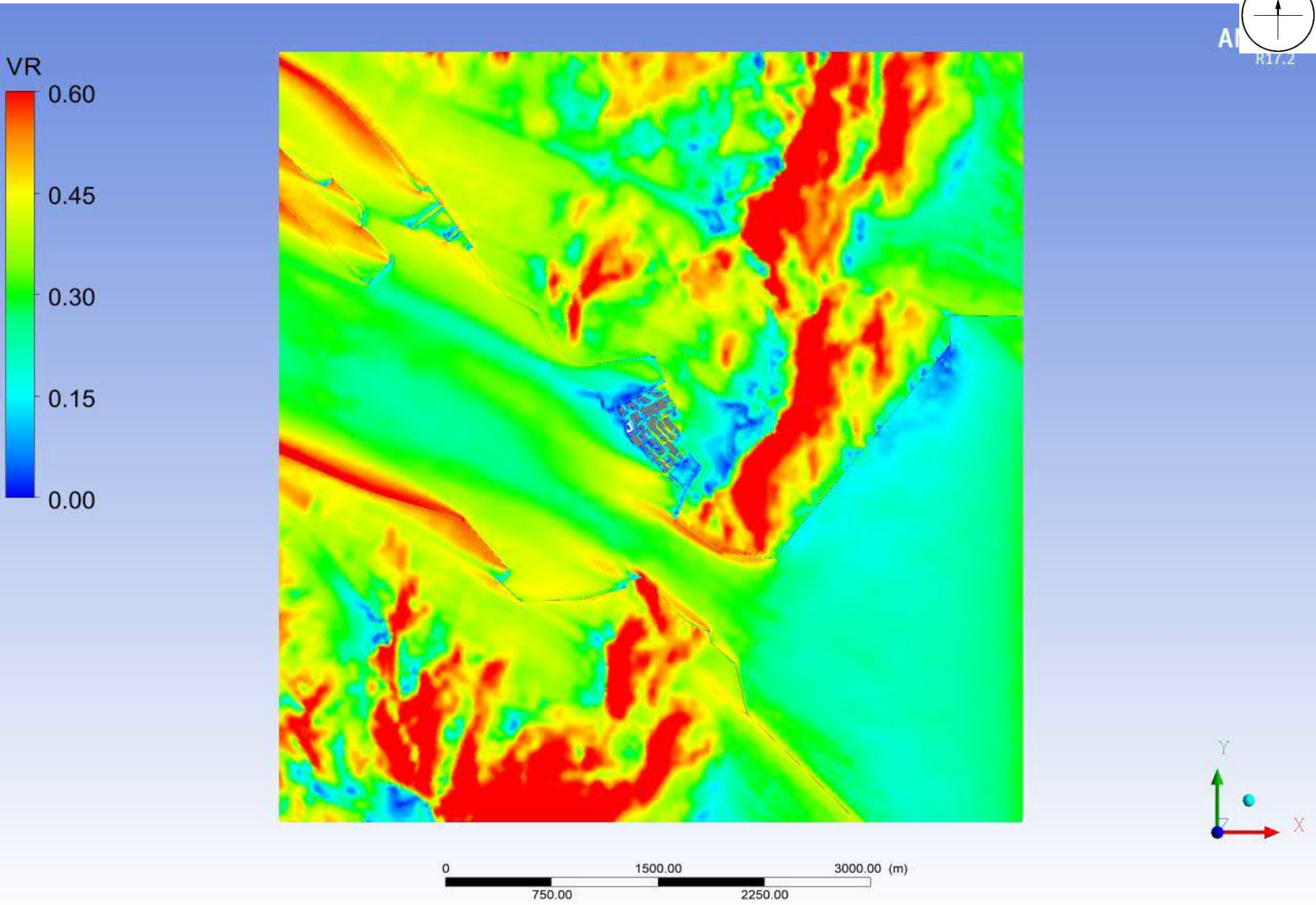
Proposed Scheme - Domain Contour plot at pedestrian level under NE Wind



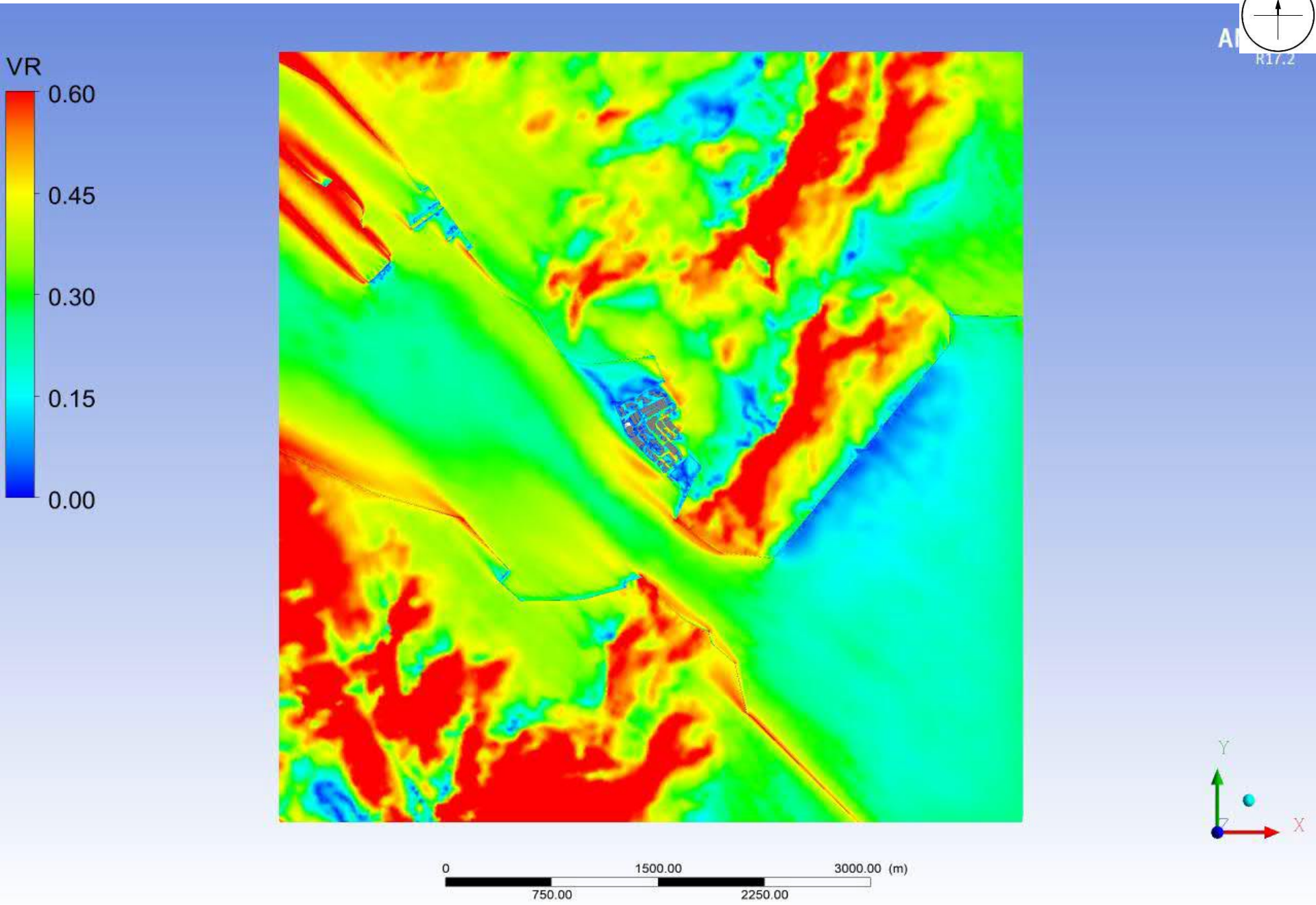
Proposed Scheme - Domain Contour plot at pedestrian level under ENE Wind



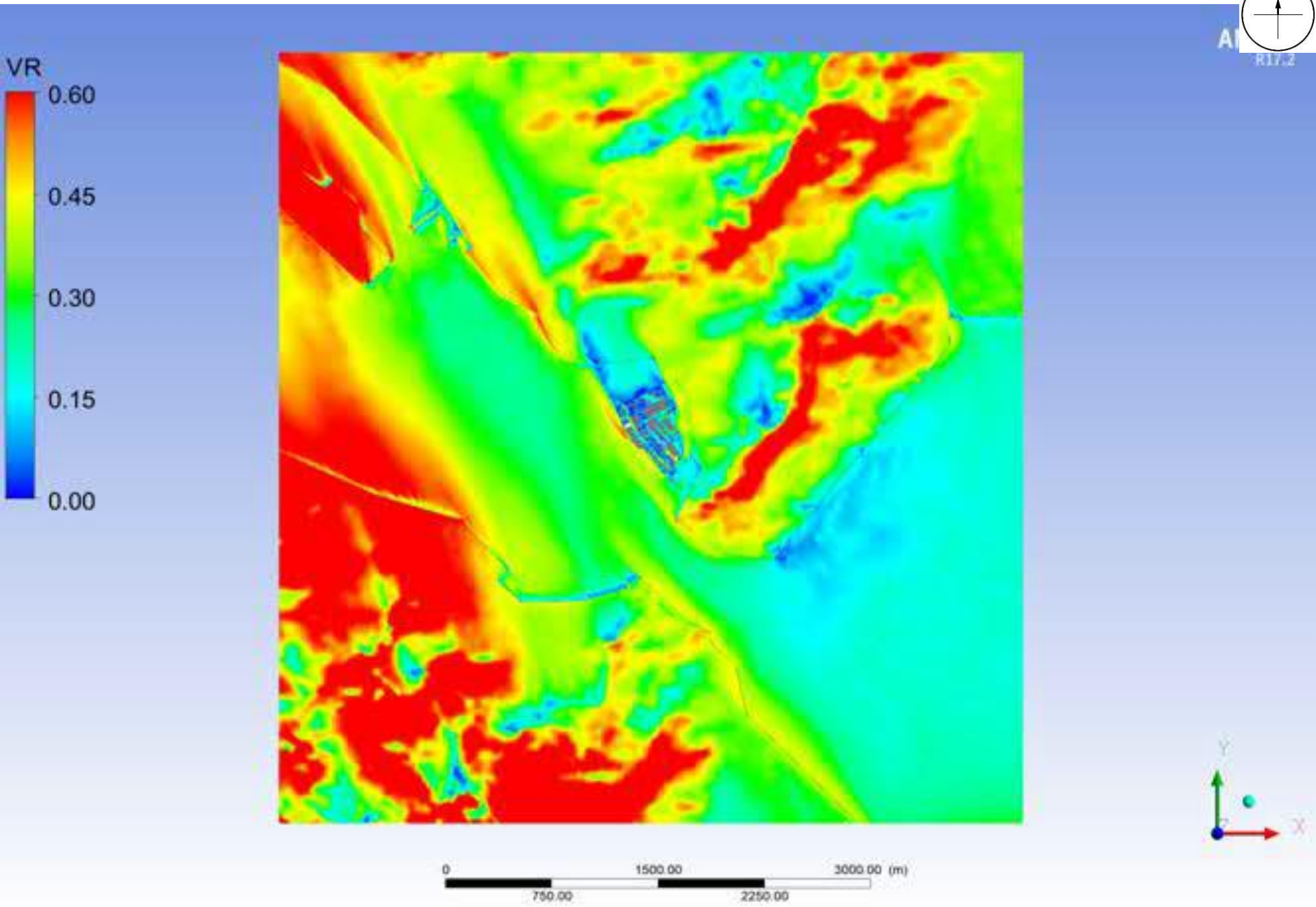
Proposed Scheme - Domain Contour plot at pedestrian level under E Wind



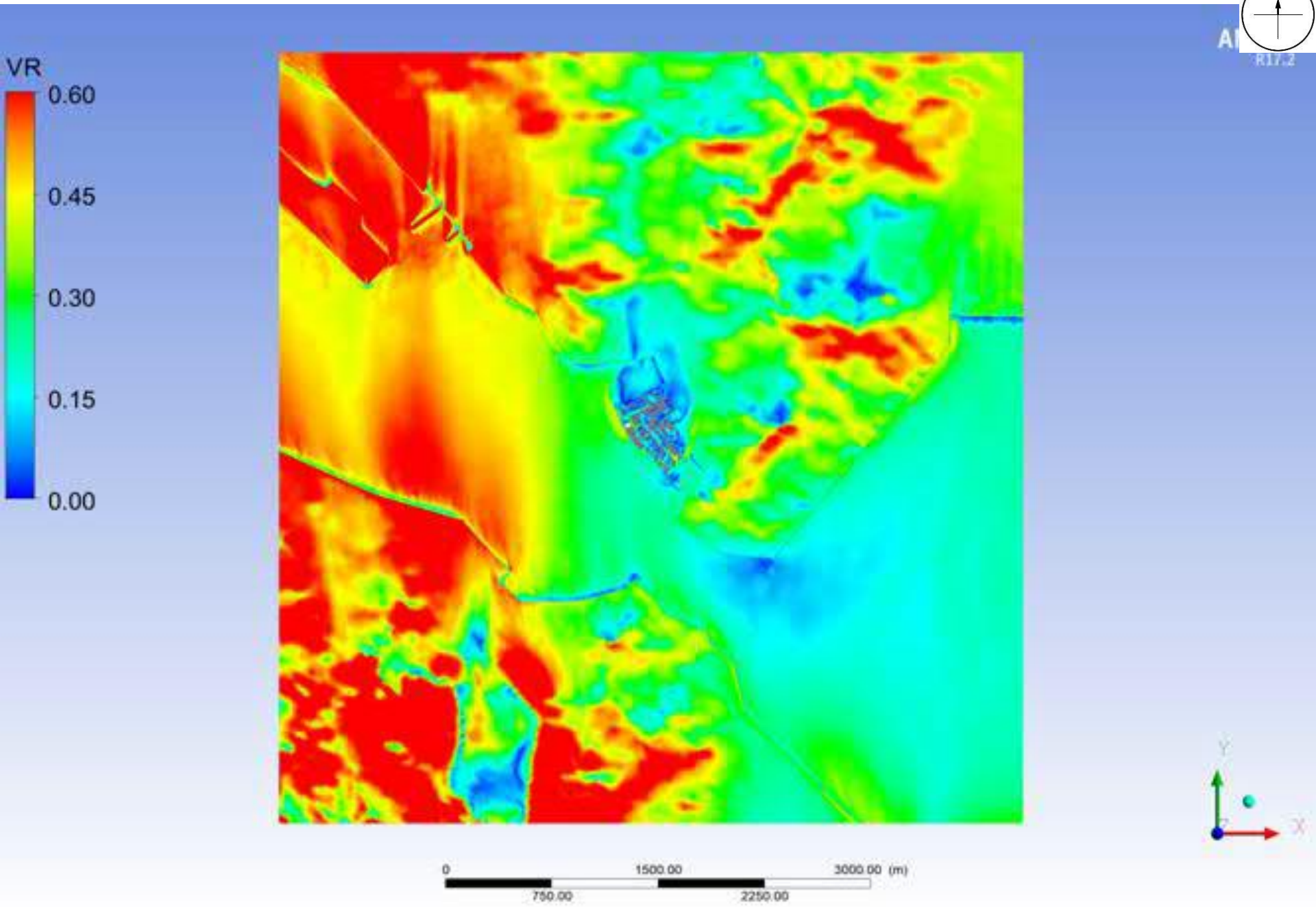
Proposed Scheme - Domain Contour plot at pedestrian level under ESE Wind



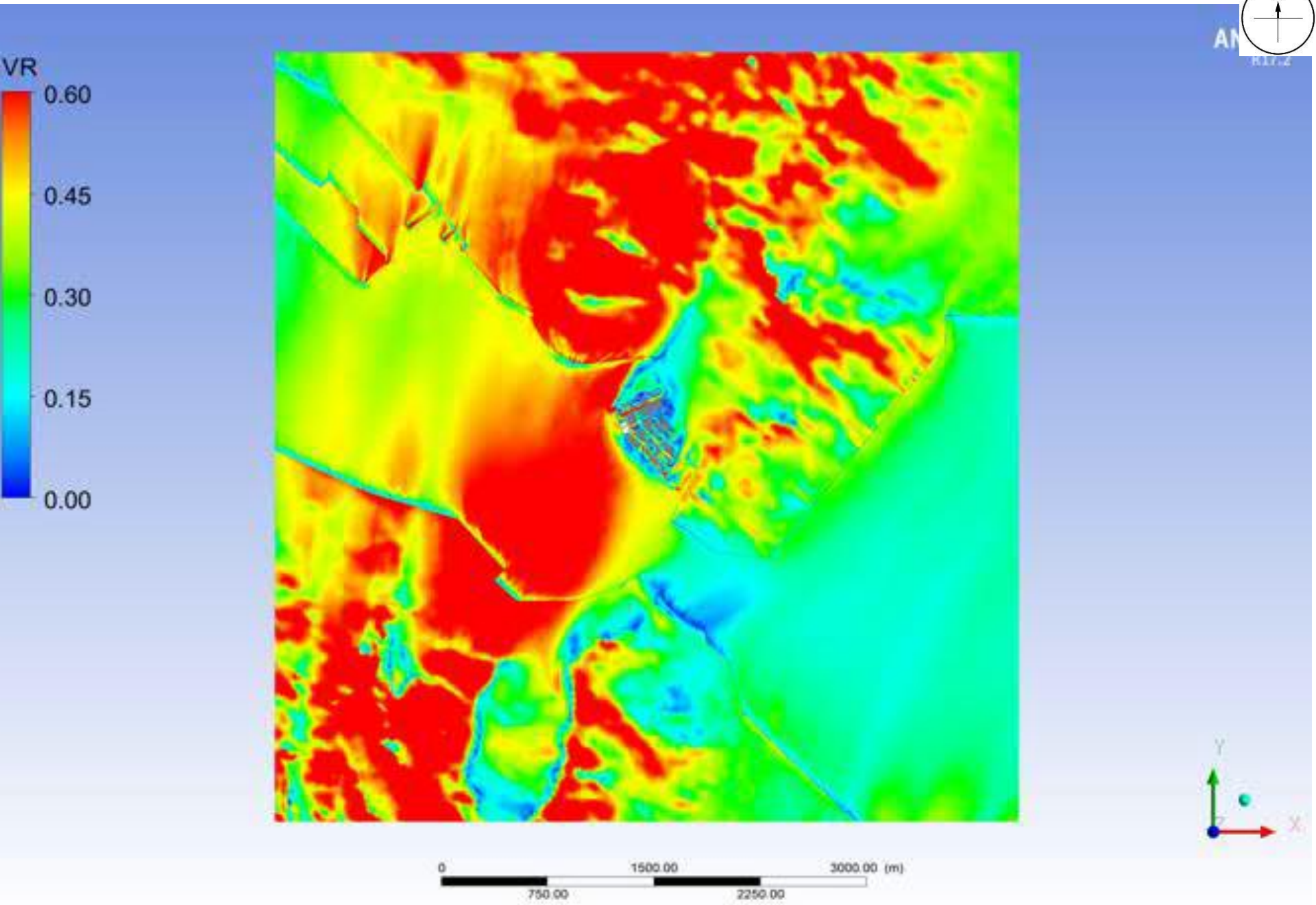
Proposed Scheme - Domain Contour plot at pedestrian level under SE Wind



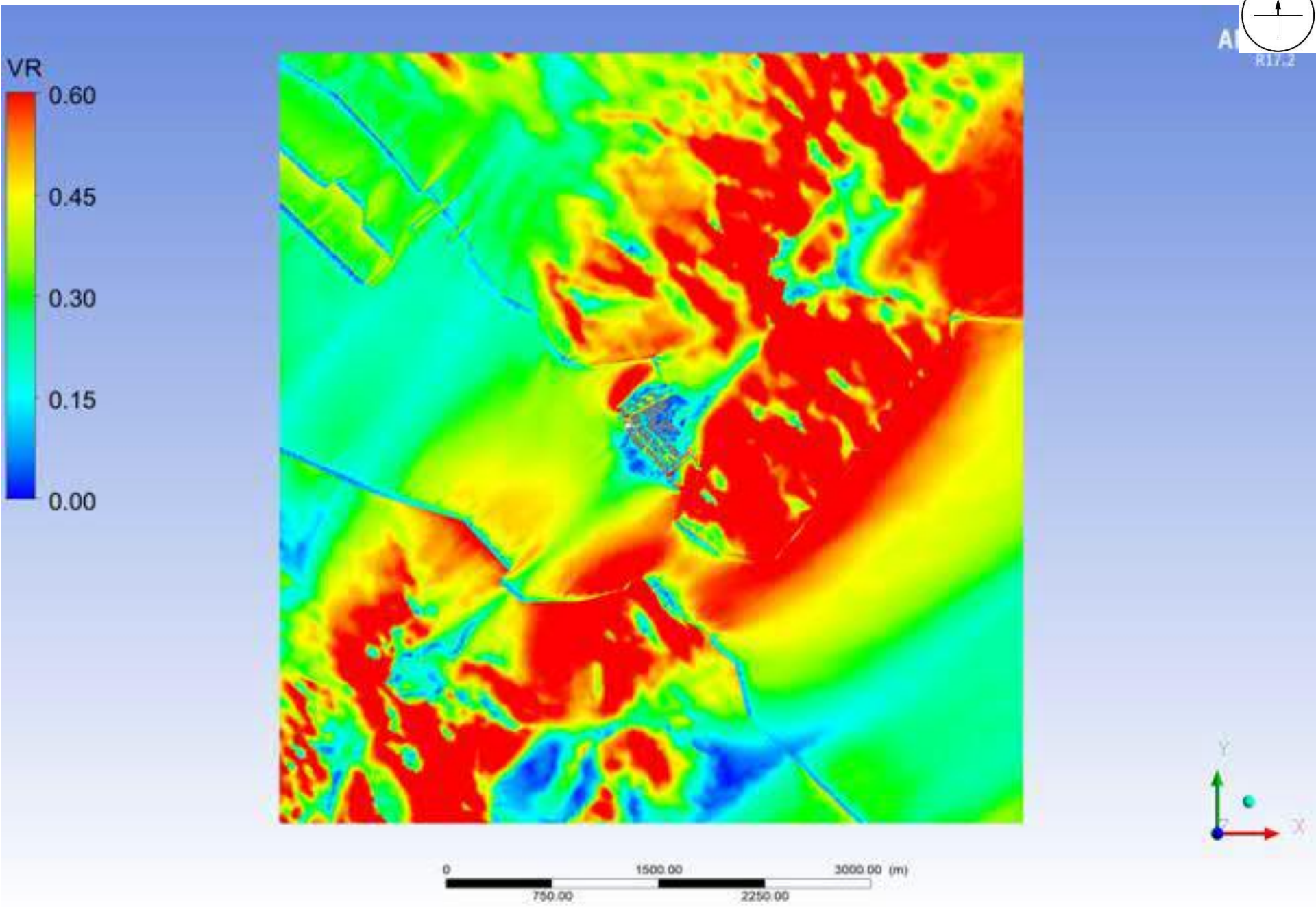
Proposed Scheme - Domain Contour plot at pedestrian level under SSE Wind



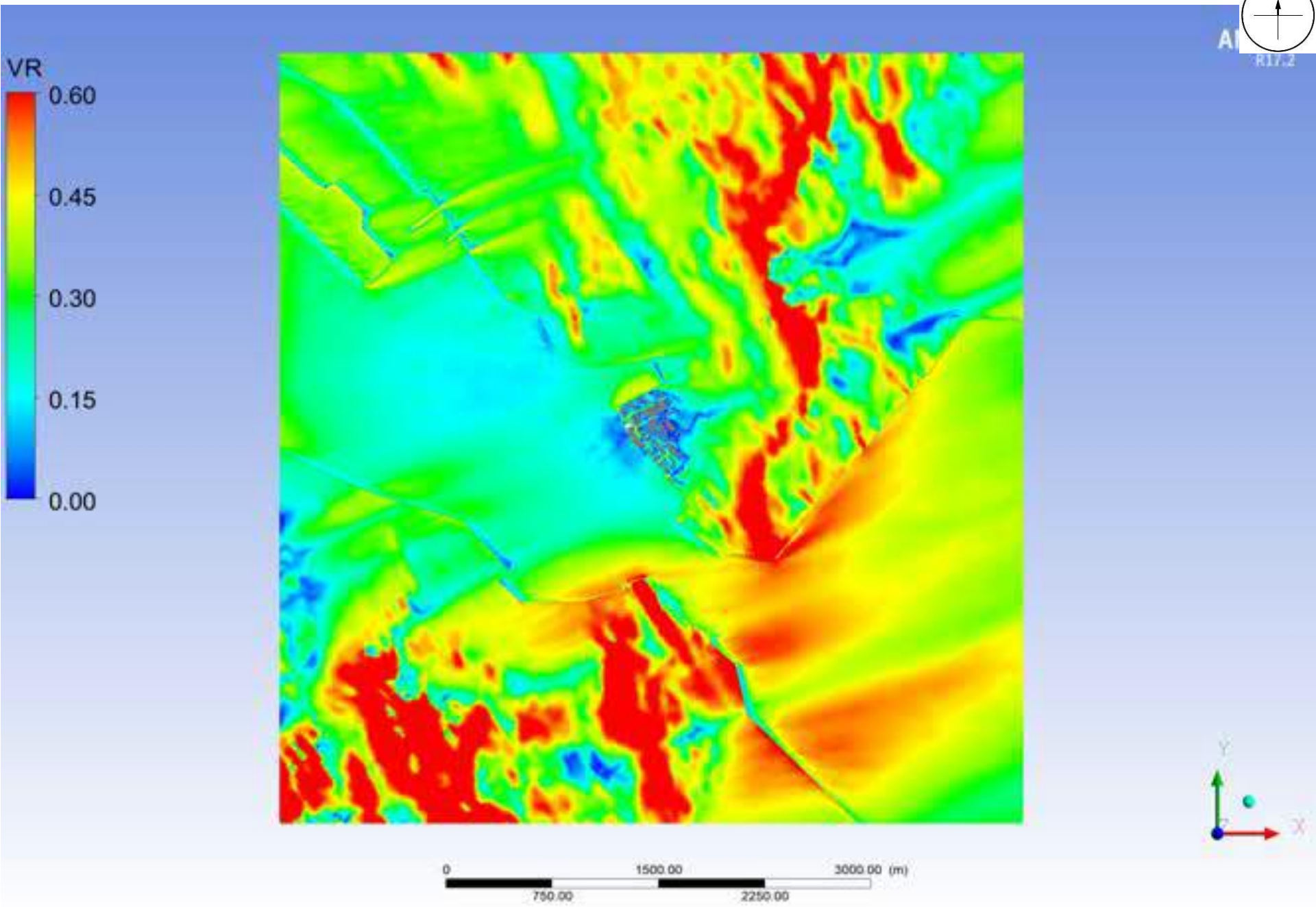
Proposed Scheme - Domain Contour plot at pedestrian level under S Wind



Proposed Scheme - Domain Contour plot at pedestrian level under SSW Wind



Proposed Scheme - Domain Contour plot at pedestrian level under SW Wind



Proposed Scheme - Domain Contour plot at pedestrian level under WSW Wind

Appendix 5

Detailed CFD Simulation Result for Selected Test Points

Baseline Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
P01	0.09	0.04	0.11	0.02	0.01	0.05	0.10	0.01	0.48	0.44	0.19	0.11	0.19
P02	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.03	0.01	0.01
P03	0.10	0.06	0.01	0.05	0.03	0.04	0.02	0.07	0.14	0.19	0.09	0.06	0.09
P04	0.12	0.08	0.01	0.07	0.03	0.04	0.02	0.09	0.16	0.23	0.06	0.07	0.10
P05	0.07	0.05	0.00	0.04	0.02	0.03	0.01	0.05	0.09	0.15	0.05	0.04	0.06
P06	0.07	0.04	0.01	0.07	0.05	0.04	0.04	0.08	0.17	0.32	0.15	0.08	0.13
P07	0.02	0.02	0.02	0.04	0.05	0.03	0.03	0.05	0.13	0.26	0.10	0.06	0.10
P08	0.02	0.03	0.06	0.07	0.07	0.04	0.05	0.08	0.14	0.27	0.10	0.08	0.12
P09	0.03	0.04	0.07	0.08	0.08	0.04	0.07	0.10	0.16	0.32	0.12	0.09	0.14
P10	0.13	0.08	0.07	0.08	0.09	0.03	0.08	0.08	0.06	0.20	0.09	0.09	0.10
P11	0.13	0.07	0.06	0.07	0.09	0.04	0.07	0.06	0.05	0.13	0.05	0.07	0.07
P12	0.09	0.05	0.04	0.06	0.10	0.04	0.05	0.04	0.04	0.12	0.05	0.06	0.07
P13	0.23	0.11	0.10	0.05	0.02	0.01	0.13	0.08	0.13	0.21	0.10	0.09	0.10
P14	0.14	0.07	0.07	0.03	0.01	0.01	0.08	0.05	0.09	0.15	0.06	0.06	0.07
P15	0.14	0.06	0.07	0.04	0.02	0.02	0.09	0.07	0.09	0.17	0.03	0.06	0.08
P16	0.24	0.10	0.14	0.09	0.06	0.06	0.20	0.15	0.17	0.38	0.10	0.13	0.17
P17	0.14	0.07	0.10	0.07	0.07	0.05	0.14	0.09	0.09	0.31	0.16	0.10	0.14
P18	0.05	0.03	0.04	0.03	0.04	0.03	0.08	0.06	0.03	0.15	0.08	0.04	0.07
P19	0.02	0.02	0.03	0.03	0.04	0.03	0.07	0.04	0.02	0.15	0.10	0.04	0.07
P20	0.03	0.01	0.01	0.00	0.02	0.02	0.04	0.02	0.02	0.09	0.07	0.02	0.04
P21	0.02	0.02	0.04	0.03	0.05	0.04	0.11	0.07	0.12	0.10	0.01	0.05	0.07
P22	0.02	0.02	0.02	0.04	0.02	0.01	0.04	0.04	0.05	0.03	0.01	0.03	0.03
P23	0.03	0.04	0.02	0.06	0.01	0.01	0.11	0.08	0.03	0.04	0.03	0.03	0.05
P24	0.03	0.04	0.01	0.05	0.02	0.03	0.10	0.14	0.21	0.15	0.03	0.05	0.10
P25	0.05	0.05	0.01	0.04	0.02	0.01	0.10	0.06	0.12	0.09	0.03	0.04	0.07
P26	0.08	0.07	0.03	0.04	0.04	0.03	0.09	0.02	0.21	0.16	0.05	0.06	0.09
P27	0.09	0.06	0.06	0.04	0.01	0.02	0.02	0.11	0.33	0.27	0.08	0.08	0.13
P28	0.11	0.07	0.08	0.04	0.01	0.03	0.05	0.09	0.35	0.29	0.10	0.09	0.14
P29	0.10	0.05	0.09	0.03	0.01	0.04	0.08	0.08	0.40	0.34	0.12	0.10	0.16
P30	0.09	0.05	0.10	0.03	0.01	0.04	0.08	0.08	0.41	0.35	0.12	0.10	0.17
Average SVR	0.08	0.05	0.05	0.05	0.04	0.03	0.07	0.07	0.15	0.20	0.08	0.07	0.10
T01	0.05	0.10	0.18	0.20	0.12	0.12	0.06	0.12	0.45	0.20	0.13	0.17	0.19
T02	0.02	0.14	0.26	0.16	0.11	0.12	0.16	0.17	0.38	0.48	0.28	0.20	0.26
T03	0.04	0.14	0.11	0.14	0.14	0.13	0.04	0.13	0.43	0.43	0.33	0.17	0.24
T04	0.33	0.20	0.14	0.14	0.13	0.14	0.10	0.17	0.74	0.65	0.10	0.24	0.31
T05	0.17	0.09	0.02	0.08	0.16	0.19	0.11	0.20	0.57	0.59	0.36	0.17	0.32
T06	0.10	0.05	0.08	0.07	0.19	0.18	0.05	0.13	0.64	0.47	0.28	0.17	0.28
T07	0.14	0.08	0.06	0.16	0.06	0.13	0.03	0.18	0.35	0.28	0.15	0.14	0.18
T08	0.17	0.13	0.24	0.24	0.21	0.16	0.01	0.06	0.23	0.17	0.25	0.21	0.17
T09	0.39	0.25	0.21	0.24	0.20	0.10	0.05	0.19	0.49	0.52	0.14	0.27	0.27
T10	0.17	0.11	0.08	0.10	0.09	0.10	0.03	0.07	0.33	0.37	0.23	0.14	0.19
T11	0.27	0.18	0.08	0.17	0.03	0.10	0.04	0.08	0.53	0.55	0.20	0.19	0.25
T12	0.25	0.11	0.31	0.23	0.09	0.08	0.05	0.11	0.33	0.41	0.23	0.22	0.21
T13	0.28	0.11	0.21	0.29	0.12	0.07	0.07	0.11	0.33	0.36	0.23	0.22	0.22
T14	0.08	0.08	0.24	0.16	0.18	0.15	0.05	0.12	0.31	0.29	0.10	0.18	0.18
T15	0.19	0.17	0.26	0.22	0.21	0.15	0.04	0.12	0.29	0.31	0.18	0.23	0.20
T16	0.29	0.16	0.23	0.16	0.13	0.12	0.02	0.01	0.27	0.27	0.20	0.19	0.16
T17	0.14	0.04	0.13	0.08	0.07	0.08	0.06	0.06	0.34	0.31	0.02	0.13	0.15
T18	0.34	0.18	0.29	0.23	0.24	0.17	0.06	0.12	0.22	0.20	0.10	0.24	0.17
T19	0.31	0.16	0.23	0.11	0.10	0.01	0.09	0.27	0.46	0.29	0.34	0.18	0.23
T20	0.35	0.16	0.11	0.12	0.18	0.17	0.15	0.07	0.17	0.30	0.06	0.17	0.16
T21	0.36	0.06	0.19	0.10	0.03	0.02	0.25	0.24	0.28	0.29	0.10	0.14	0.18
T22	0.27	0.14	0.16	0.10	0.14	0.04	0.25	0.26	0.43	0.47	0.26	0.18	0.27
T23	0.19	0.08	0.08	0.08	0.10	0.07	0.25	0.28	0.39	0.43	0.12	0.14	0.24
T24	0.10	0.05	0.08	0.07	0.07	0.04	0.21	0.33	0.42	0.69	0.37	0.14	0.32
T25	0.06	0.05	0.06	0.06	0.05	0.05	0.20	0.34	0.61	0.51	0.26	0.13	0.30
T26	0.26	0.13	0.20	0.17	0.18	0.02	0.05	0.16	0.32	0.31	0.21	0.19	0.19
T27	0.05	0.01	0.14	0.09	0.03	0.09	0.18	0.14	0.25	0.21	0.10	0.10	0.15
T28	0.09	0.06	0.10	0.04	0.13	0.12	0.04	0.09	0.24	0.23	0.01	0.10	0.12
T29	0.09	0.06	0.04	0.05	0.07	0.12	0.02	0.10	0.10	0.16	0.09	0.07	0.09
T30	0.23	0.15	0.15	0.09	0.14	0.11	0.04	0.20	0.26	0.25	0.17	0.15	0.17
T31	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T32	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T33	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T34	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T35	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T36	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T37	0.22	0.09	0.13	0.20	0.37	0.30	0.16	0.20	0.34	0.03	0.08	0.21	0.20
T38	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T39	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T40	0.17	0.08	0.27	0.12	0.19	0.20	0.14	0.13	0.12	0.04	0.18	0.16	0.13
T41	0.20	0.10	0.18	0.14	0.15	0.20	0.15	0.10	0.16	0.14	0.19	0.16	0.15
T42	0.22	0.18	0.40	0.22	0.14	0.08	0.08	0.03	0.24	0.22	0.14	0.23	0.15

Confidential

Baseline Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
T43	0.32	0.14	0.11	0.10	0.20	0.27	0.09	0.03	0.05	0.06	0.05	0.14	0.10
T44	0.54	0.23	0.17	0.17	0.25	0.30	0.24	0.04	0.27	0.29	0.24	0.24	0.23
T45	0.09	0.09	0.08	0.08	0.05	0.05	0.08	0.14	0.30	0.21	0.16	0.10	0.15
T46	0.11	0.04	0.08	0.06	0.07	0.10	0.11	0.16	0.53	0.43	0.15	0.13	0.23
T47	0.66	0.38	0.08	0.07	0.01	0.03	0.02	0.27	0.81	0.69	0.30	0.23	0.33
T48	0.67	0.48	0.26	0.07	0.04	0.09	0.04	0.19	0.84	0.78	0.39	0.30	0.36
T49	0.59	0.46	0.30	0.16	0.09	0.06	0.09	0.03	0.10	0.13	0.21	0.22	0.11
T50	0.54	0.39	0.10	0.11	0.08	0.15	0.21	0.16	0.25	0.31	0.19	0.19	0.19
T51	0.50	0.38	0.11	0.14	0.07	0.12	0.03	0.01	0.03	0.18	0.13	0.17	0.09
T52	0.34	0.29	0.23	0.27	0.02	0.05	0.04	0.01	0.15	0.31	0.11	0.21	0.13
T53	0.23	0.21	0.23	0.22	0.04	0.07	0.06	0.06	0.16	0.26	0.08	0.18	0.13
T54	0.25	0.16	0.25	0.17	0.09	0.08	0.20	0.18	0.19	0.30	0.29	0.18	0.20
T55	0.11	0.11	0.14	0.17	0.18	0.10	0.12	0.25	0.60	0.51	0.21	0.21	0.30
Average LVR	0.18	0.11	0.12	0.10	0.09	0.08	0.09	0.11	0.27	0.28	0.14	0.14	0.16
S01	0.04	0.01	0.09	0.05	0.11	0.18	0.43	0.31	0.08	0.03	0.06	0.07	0.14
S02	0.14	0.12	0.13	0.10	0.16	0.09	0.15	0.09	0.26	0.32	0.16	0.15	0.18
S03	0.06	0.07	0.08	0.13	0.14	0.10	0.07	0.21	0.48	0.43	0.20	0.16	0.25
S04	0.19	0.10	0.16	0.17	0.12	0.03	0.09	0.05	0.06	0.28	0.15	0.14	0.13
S05	0.16	0.09	0.17	0.06	0.15	0.09	0.06	0.09	0.21	0.17	0.10	0.13	0.12
S06	0.25	0.14	0.21	0.14	0.17	0.10	0.14	0.03	0.09	0.08	0.05	0.15	0.10
S07	0.32	0.17	0.25	0.22	0.04	0.12	0.19	0.22	0.51	0.31	0.18	0.22	0.24
S08	0.27	0.15	0.21	0.20	0.14	0.12	0.09	0.02	0.12	0.05	0.06	0.17	0.09
S09	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S10	0.08	0.04	0.09	0.07	0.03	0.01	0.01	0.06	0.03	0.09	0.02	0.06	0.04
S11	0.29	0.11	0.20	0.15	0.18	0.09	0.11	0.11	0.13	0.08	0.16	0.16	0.12
S12	0.33	0.19	0.33	0.27	0.21	0.13	0.13	0.07	0.04	0.07	0.10	0.23	0.12
S13	0.31	0.07	0.16	0.13	0.14	0.16	0.24	0.22	0.23	0.33	0.10	0.17	0.20
S14	0.45	0.19	0.17	0.16	0.10	0.08	0.23	0.21	0.11	0.27	0.03	0.18	0.16
S15	0.05	0.03	0.19	0.19	0.02	0.05	0.01	0.09	0.15	0.22	0.05	0.13	0.11
S16	0.48	0.21	0.23	0.20	0.07	0.11	0.07	0.07	0.28	0.37	0.03	0.22	0.17
S17	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S18	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S19	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S20	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S21	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Proposed Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
P01	0.07	0.03	0.02	0.03	0.06	0.03	0.29	0.32	0.47	0.34	0.13	0.09	0.23
P02	0.06	0.02	0.05	0.01	0.01	0.01	0.03	0.03	0.19	0.09	0.04	0.04	0.06
P03	0.21	0.09	0.20	0.01	0.03	0.03	0.11	0.09	0.23	0.34	0.18	0.12	0.15
P04	0.23	0.10	0.18	0.01	0.02	0.02	0.04	0.05	0.08	0.19	0.11	0.09	0.08
P05	0.17	0.08	0.12	0.02	0.02	0.02	0.03	0.05	0.07	0.08	0.05	0.06	0.05
P06	0.12	0.06	0.09	0.02	0.01	0.02	0.03	0.03	0.01	0.12	0.09	0.05	0.05
P07	0.12	0.05	0.09	0.01	0.01	0.04	0.02	0.02	0.04	0.21	0.14	0.06	0.07
P08	0.18	0.08	0.13	0.05	0.04	0.07	0.01	0.06	0.08	0.44	0.30	0.11	0.15
P09	0.21	0.10	0.15	0.06	0.04	0.05	0.01	0.06	0.08	0.46	0.31	0.12	0.16
P10	0.06	0.03	0.06	0.04	0.08	0.03	0.03	0.07	0.04	0.43	0.34	0.08	0.16
P11	0.14	0.07	0.12	0.04	0.10	0.02	0.05	0.05	0.18	0.45	0.34	0.11	0.18
P12	0.34	0.16	0.26	0.12	0.09	0.04	0.26	0.26	0.22	0.46	0.33	0.19	0.24
P13	0.29	0.13	0.20	0.11	0.02	0.05	0.36	0.31	0.26	0.12	0.21	0.14	0.18
P14	0.24	0.11	0.16	0.08	0.04	0.05	0.35	0.30	0.26	0.16	0.26	0.12	0.19
P15	0.15	0.07	0.10	0.08	0.04	0.06	0.35	0.30	0.18	0.08	0.26	0.09	0.17
P16	0.12	0.06	0.07	0.09	0.03	0.08	0.37	0.30	0.12	0.31	0.28	0.10	0.21
P17	0.15	0.07	0.09	0.09	0.07	0.08	0.35	0.28	0.41	0.23	0.26	0.12	0.23
P18	0.14	0.06	0.17	0.07	0.08	0.07	0.33	0.28	0.30	0.50	0.20	0.14	0.25
P19	0.21	0.09	0.10	0.08	0.02	0.09	0.34	0.26	0.28	0.12	0.28	0.10	0.19
P20	0.04	0.02	0.05	0.03	0.02	0.04	0.14	0.10	0.11	0.03	0.14	0.04	0.08
P21	0.05	0.05	0.08	0.04	0.01	0.03	0.26	0.30	0.53	0.31	0.07	0.10	0.22
P22	0.05	0.04	0.08	0.07	0.01	0.03	0.31	0.36	0.49	0.29	0.08	0.10	0.22
P23	0.04	0.02	0.08	0.06	0.01	0.03	0.32	0.36	0.50	0.29	0.08	0.10	0.23
P24	0.02	0.02	0.08	0.04	0.01	0.04	0.32	0.36	0.48	0.28	0.07	0.09	0.22
P25	0.20	0.10	0.10	0.05	0.01	0.06	0.29	0.33	0.47	0.29	0.08	0.12	0.22
P26	0.05	0.02	0.17	0.04	0.01	0.09	0.31	0.34	0.50	0.32	0.10	0.12	0.23
P27	0.07	0.02	0.10	0.04	0.03	0.09	0.32	0.34	0.50	0.33	0.10	0.11	0.24
P28	0.05	0.03	0.06	0.03	0.02	0.09	0.33	0.35	0.52	0.35	0.11	0.10	0.25
P29	0.04	0.04	0.07	0.02	0.04	0.07	0.31	0.35	0.50	0.34	0.11	0.10	0.24
P30	0.05	0.04	0.07	0.01	0.04	0.07	0.31	0.35	0.50	0.34	0.11	0.10	0.24
Average SVR	0.13	0.06	0.11	0.05	0.03	0.05	0.22	0.22	0.29	0.28	0.17	0.10	0.18
T01	0.15	0.10	0.16	0.21	0.12	0.13	0.10	0.31	0.37	0.28	0.16	0.18	0.23
T02	0.18	0.12	0.26	0.22	0.05	0.12	0.26	0.09	0.31	0.46	0.32	0.21	0.25
T03	0.22	0.11	0.13	0.17	0.13	0.17	0.09	0.16	0.38	0.39	0.25	0.18	0.24
T04	0.36	0.20	0.17	0.16	0.13	0.16	0.17	0.26	0.75	0.70	0.29	0.26	0.37
T05	0.12	0.02	0.11	0.13	0.18	0.18	0.04	0.28	0.72	0.58	0.42	0.20	0.35
T06	0.11	0.01	0.09	0.02	0.17	0.16	0.03	0.26	0.76	0.47	0.38	0.16	0.32
T07	0.15	0.06	0.08	0.21	0.12	0.13	0.04	0.22	0.50	0.18	0.06	0.16	0.20
T08	0.04	0.07	0.21	0.20	0.16	0.13	0.04	0.22	0.65	0.12	0.33	0.19	0.24
T09	0.36	0.18	0.18	0.18	0.16	0.11	0.08	0.25	0.52	0.39	0.17	0.22	0.26
T10	0.13	0.09	0.08	0.11	0.06	0.05	0.05	0.13	0.57	0.37	0.28	0.14	0.23
T11	0.25	0.19	0.07	0.10	0.02	0.06	0.06	0.21	0.61	0.48	0.22	0.17	0.26
T12	0.28	0.13	0.30	0.20	0.05	0.16	0.05	0.08	0.55	0.47	0.26	0.24	0.26
T13	0.23	0.12	0.20	0.25	0.10	0.07	0.03	0.21	0.60	0.37	0.23	0.22	0.26
T14	0.15	0.06	0.24	0.05	0.13	0.00	0.07	0.19	0.22	0.18	0.03	0.12	0.12
T15	0.25	0.10	0.26	0.06	0.16	0.09	0.06	0.10	0.29	0.23	0.09	0.16	0.15
T16	0.26	0.11	0.21	0.06	0.10	0.06	0.03	0.19	0.31	0.25	0.11	0.15	0.16
T17	0.14	0.06	0.12	0.07	0.07	0.07	0.05	0.05	0.21	0.16	0.09	0.10	0.10
T18	0.25	0.12	0.19	0.16	0.20	0.17	0.08	0.16	0.26	0.21	0.07	0.18	0.17
T19	0.18	0.11	0.16	0.03	0.12	0.06	0.21	0.38	0.60	0.41	0.39	0.16	0.30
T20	0.27	0.11	0.16	0.13	0.16	0.16	0.35	0.07	0.30	0.32	0.23	0.18	0.22
T21	0.34	0.16	0.28	0.07	0.04	0.01	0.28	0.29	0.15	0.33	0.17	0.16	0.18
T22	0.28	0.13	0.21	0.09	0.10	0.04	0.30	0.33	0.58	0.63	0.45	0.20	0.35
T23	0.28	0.10	0.24	0.15	0.04	0.04	0.38	0.36	0.62	0.34	0.10	0.19	0.27
T24	0.23	0.05	0.20	0.11	0.05	0.03	0.33	0.43	0.65	0.64	0.46	0.19	0.38
T25	0.11	0.03	0.12	0.08	0.05	0.03	0.19	0.25	0.53	0.39	0.28	0.13	0.25
T26	0.25	0.12	0.21	0.17	0.16	0.09	0.07	0.12	0.27	0.24	0.22	0.18	0.18
T27	0.03	0.03	0.02	0.03	0.06	0.03	0.17	0.13	0.24	0.18	0.09	0.06	0.13
T28	0.02	0.04	0.07	0.09	0.14	0.13	0.11	0.13	0.19	0.24	0.07	0.11	0.15
T29	0.03	0.02	0.02	0.02	0.05	0.01	0.18	0.07	0.08	0.19	0.07	0.04	0.09
T30	0.20	0.10	0.14	0.09	0.09	0.10	0.12	0.17	0.19	0.13	0.14	0.12	0.13
T31	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T32	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T33	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T34	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T35	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T36	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T37	0.20	0.05	0.17	0.25	0.31	0.28	0.16	0.20	0.35	0.19	0.12	0.22	0.23
T38	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T39	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T40	0.20	0.02	0.26	0.06	0.16	0.19	0.12	0.18	0.24	0.13	0.09	0.15	0.15
T41	0.16	0.06	0.15	0.11	0.10	0.19	0.13	0.13	0.05	0.07	0.05	0.11	0.10
T42	0.17	0.11	0.38	0.29	0.10	0.08	0.09	0.03	0.16	0.11	0.09	0.21	0.12

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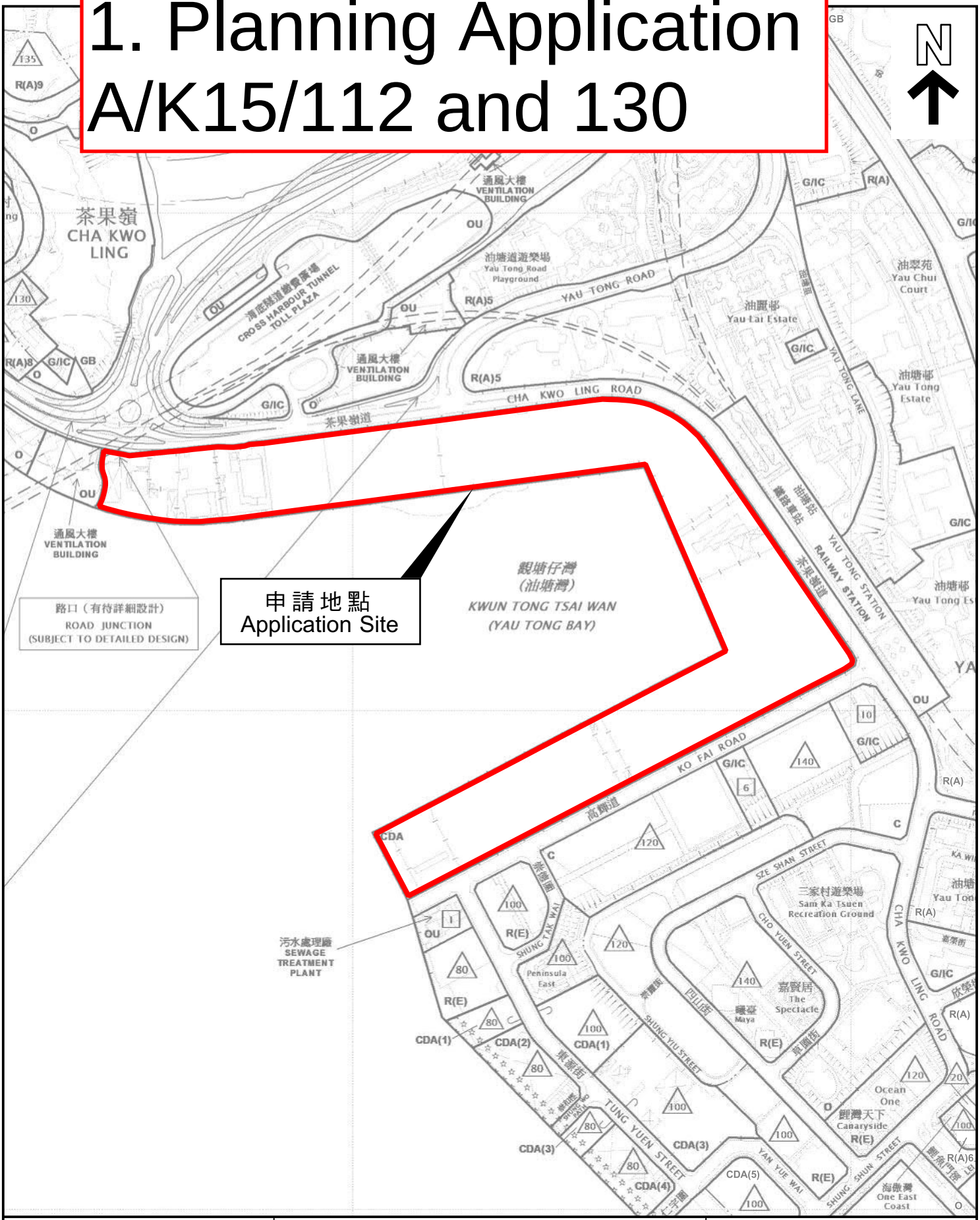
Proposed Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
T43	0.36	0.13	0.22	0.15	0.20	0.26	0.10	0.06	0.02	0.04	0.07	0.17	0.10
T44	0.52	0.23	0.13	0.16	0.24	0.29	0.24	0.09	0.11	0.13	0.20	0.20	0.17
T45	0.03	0.03	0.12	0.12	0.02	0.05	0.08	0.29	0.32	0.19	0.15	0.10	0.17
T46	0.06	0.04	0.13	0.11	0.01	0.06	0.08	0.30	0.51	0.42	0.15	0.14	0.24
T47	0.57	0.35	0.14	0.03	0.03	0.06	0.01	0.41	0.80	0.69	0.32	0.23	0.35
T48	0.64	0.45	0.09	0.06	0.01	0.04	0.01	0.35	0.83	0.78	0.42	0.25	0.37
T49	0.60	0.42	0.29	0.04	0.03	0.04	0.03	0.10	0.14	0.06	0.11	0.18	0.07
T50	0.51	0.37	0.18	0.10	0.08	0.17	0.25	0.05	0.23	0.30	0.12	0.20	0.17
T51	0.51	0.36	0.07	0.10	0.02	0.11	0.02	0.04	0.16	0.21	0.07	0.15	0.10
T52	0.39	0.22	0.26	0.26	0.02	0.08	0.03	0.06	0.18	0.21	0.02	0.21	0.12
T53	0.24	0.18	0.24	0.25	0.06	0.09	0.04	0.05	0.07	0.18	0.11	0.18	0.11
T54	0.18	0.04	0.17	0.11	0.06	0.02	0.28	0.15	0.33	0.26	0.37	0.13	0.21
T55	0.10	0.09	0.13	0.05	0.17	0.03	0.16	0.18	0.40	0.46	0.25	0.14	0.24
Average LVR	0.20	0.10	0.15	0.09	0.07	0.08	0.16	0.20	0.34	0.30	0.19	0.14	0.20
S01	0.02	0.04	0.08	0.04	0.02	0.07	0.45	0.33	0.11	0.09	0.07	0.06	0.14
S02	0.17	0.14	0.14	0.03	0.16	0.04	0.15	0.12	0.27	0.30	0.23	0.13	0.18
S03	0.06	0.06	0.07	0.02	0.14	0.04	0.14	0.17	0.43	0.40	0.22	0.11	0.22
S04	0.16	0.08	0.11	0.14	0.10	0.02	0.07	0.08	0.04	0.36	0.23	0.12	0.14
S05	0.17	0.06	0.16	0.06	0.13	0.10	0.13	0.06	0.19	0.12	0.08	0.11	0.11
S06	0.19	0.11	0.19	0.02	0.18	0.11	0.21	0.03	0.05	0.04	0.03	0.11	0.07
S07	0.34	0.12	0.23	0.24	0.04	0.08	0.14	0.24	0.58	0.44	0.27	0.23	0.28
S08	0.23	0.13	0.23	0.21	0.17	0.11	0.04	0.02	0.03	0.02	0.03	0.17	0.07
S09	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S10	0.04	0.02	0.06	0.07	0.03	0.03	0.05	0.05	0.05	0.10	0.04	0.05	0.06
S11	0.21	0.08	0.21	0.15	0.13	0.10	0.11	0.13	0.23	0.22	0.09	0.16	0.15
S12	0.27	0.11	0.29	0.18	0.20	0.13	0.05	0.14	0.19	0.13	0.10	0.20	0.14
S13	0.18	0.09	0.25	0.17	0.12	0.16	0.29	0.09	0.24	0.36	0.09	0.19	0.20
S14	0.31	0.19	0.16	0.14	0.06	0.08	0.29	0.03	0.12	0.18	0.04	0.15	0.12
S15	0.04	0.03	0.17	0.16	0.05	0.01	0.03	0.07	0.34	0.29	0.14	0.13	0.16
S16	0.46	0.26	0.20	0.18	0.10	0.14	0.06	0.07	0.17	0.32	0.11	0.21	0.16
S17	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S18	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S19	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S20	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S21	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Confidential

Appendix 6

Supplementary Document for Future/ Committed Developments

1. Planning Application A/K15/112 and 130



本摘要圖於2023年7月4日擬備，所根據的資料為於2022年11月8日核准的分區計劃大綱圖編號S/K15/27
EXTRACT PLAN PREPARED ON 4.7.2023
BASED ON OUTLINE ZONING PLAN No. S/K15/27 APPROVED ON 8.11.2022

位置圖 LOCATION PLAN

SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 米 METRES

申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/K15/130

申請編號 Application No. : A / K15 / 130
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.



ARUP

Figure Title	Source	Date	Figure No.
The Master Layout Plan	Modified based on the Master Layout Plan of Approved Planning Application No. A/K15/112	June 2023	Appendix A-1
		Scale	

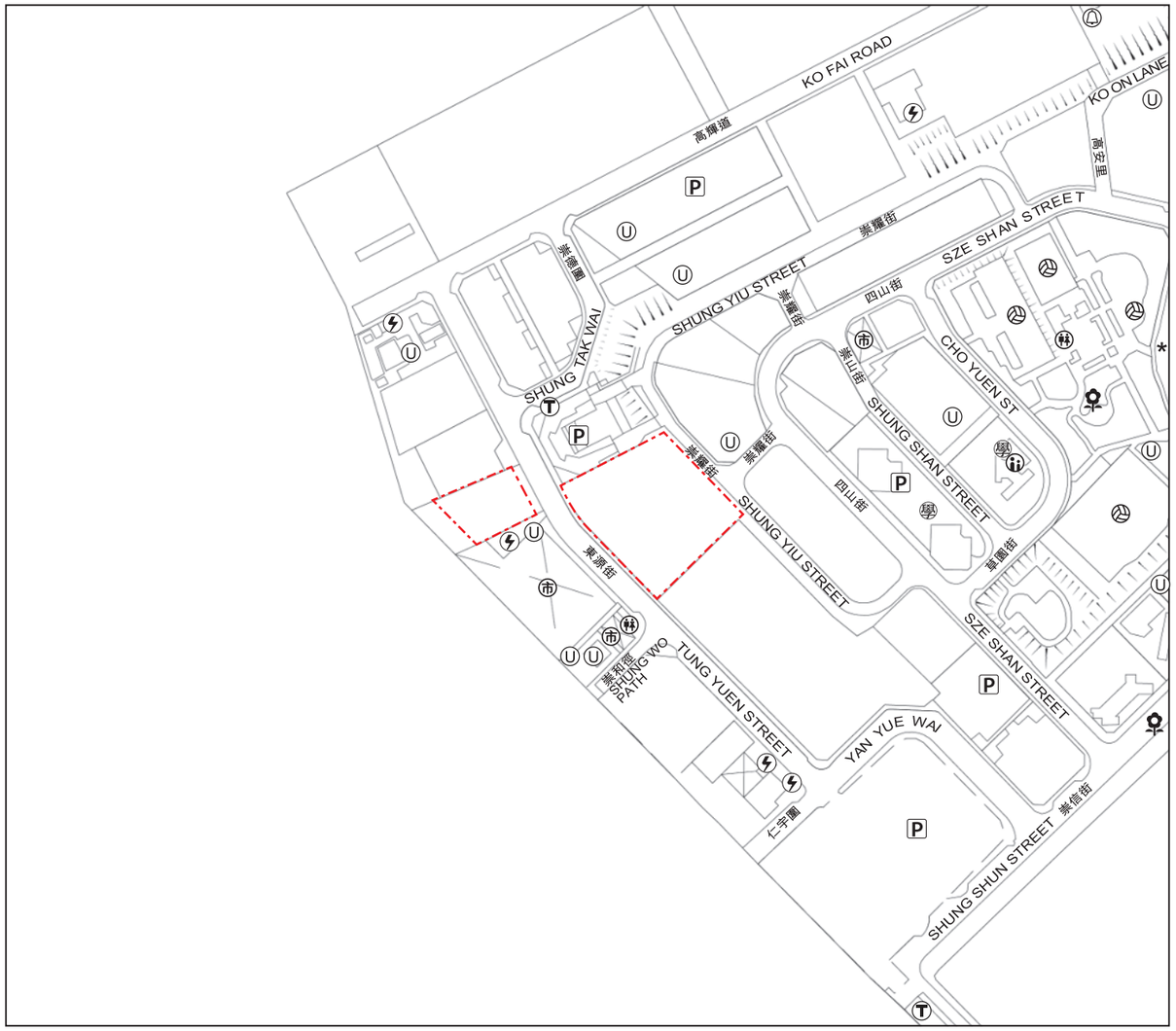
申請編號 Application No. : A / K15 / 130
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.



ARUP

Figure Title	Source	Date	Figure No.
The Landscape Master Plan	Modified based on the Master Layout Plan of Approved Planning Application No. A/K15/112	June 2023	Appendix A-2
		Scale	

2a. The Coast Line I



發展項目的所在位置
Location of the Development

Scale 比例
0M(米) 250M(米)

N

於發展項目的所在位置圖未能顯示之街道全名：
Street name(s) not shown in full in the Location Plan of the Development:

* 茶果嶺道
CHA KWO LING ROAD

NOTATION 圖例

- 發電廠(包括電力分站)
  A Power Plant (including Electricity Sub-stations)
- 公廁
  A Public Convenience
- 公眾停車場(包括貨車停泊處)
  A Public Carpark (including a Lorry Park)
- 體育設施(包括運動場及游泳池)
  Sports Facilities (including a Sports Ground and a Swimming Pool)
- 公用事業設施裝置
  A Public Utility Installation
- 市場(包括濕貨市場及批發市場)
  A Market (including a Wet Market and a Wholesale Market)
- 公共交通總站(包括鐵路車站)
  A Public Transport Terminal (including a Rail Station)
- 社會福利設施(包括老人中心及弱智人士護理院)
  Social Welfare Facilities (including an Elderly Centre and a Home for the Mentally Disabled)
- 公園
  A Public Park
- 學校(包括幼稚園)
  A School (including a Kindergarten)
- 消防局
  A Fire Station

地圖由空間數據共享平台提供，香港特別行政區政府為知識產權擁有人。
The map is provided by the Common Spatial Data Infrastructure (CSDI) Portal and intellectual property rights are owned by the Government of the HKSAR.

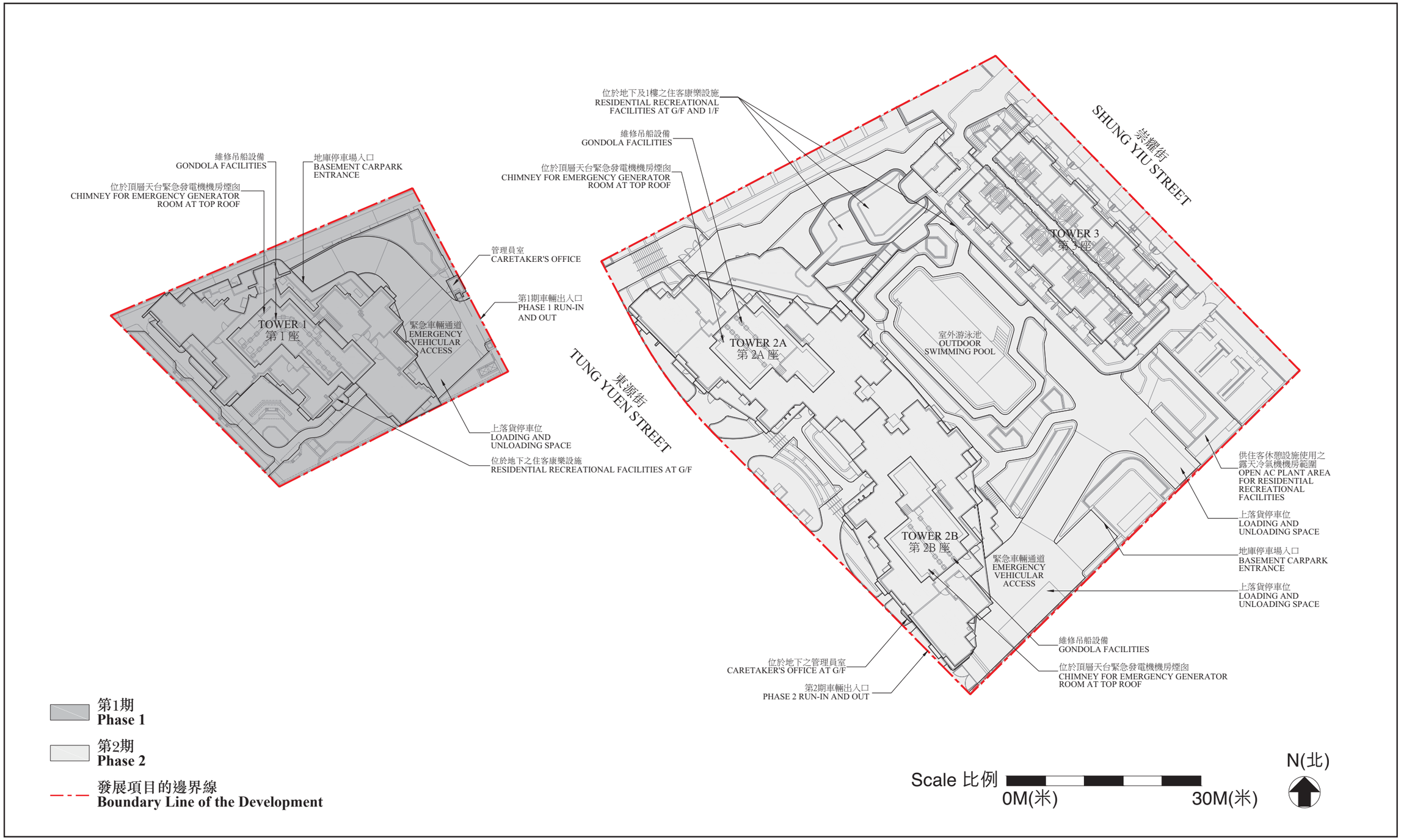
此位置圖是由賣方參考地政總署測繪處於2023年12月20日出版之數碼地形圖擬備，圖幅編號為11-SE-B，有需要處經修正處理。
This Location Plan is prepared by the Vendor with reference to the Digital Topographic Map No. 11-SE-B dated 20 December 2023 available from Survey and Mapping Office of the Lands Department, with adjustments where necessary.

備註 Notes：

因技術原因（例如發展項目之不規則形狀），所在位置圖所顯示之範圍多於《一手住宅物業銷售條例》所要求顯示的範圍。
Due to technical reasons (such as the irregular shape of the Development), the location plan has shown more than the area required under the Residential Properties (First-hand Sales) Ordinance.

賣方亦建議準買方到有關發展地盤作實地考察，以對該發展地盤、其周邊地區環境及附近的公共設施有較佳了解。
The Vendor also advises prospective purchasers to conduct an on-site visit for a better understanding of the development site, its surrounding environment and the public facilities nearby.

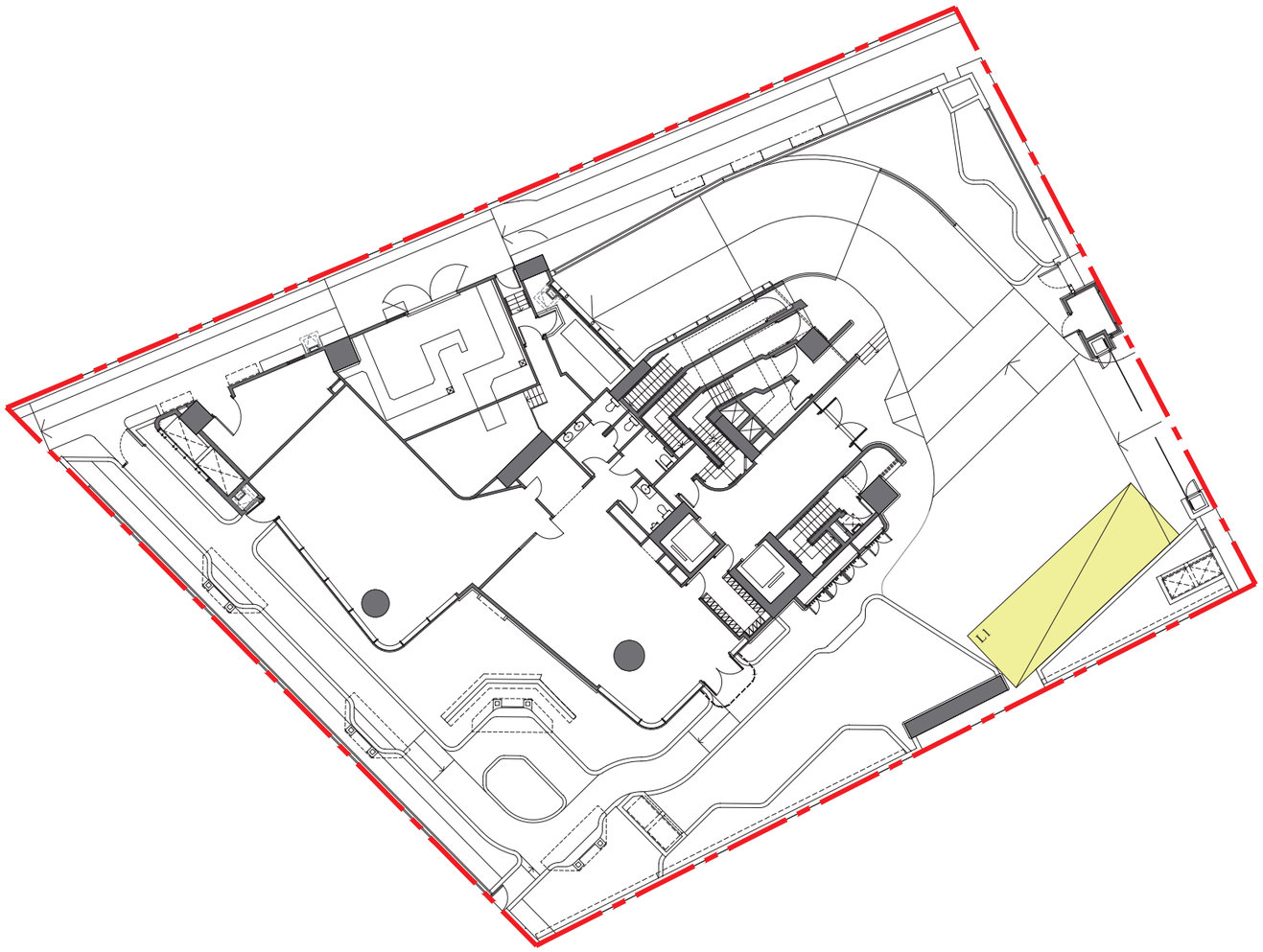
發展項目的布局圖 Layout plan of the development



發展項目的認可人士提供的未落成建築物或設施的預計落成日期：第1期：2025年1月15日；第2期：2025年4月15日
THE ESTIMATED DATE OF COMPLETION OF THE UNCOMPLETED BUILDINGS AND FACILITES AS PROVIDED BY THE AUTHORIZED PERSON FOR THE DEVELOPMENT: Phase 1: 15th January 2025; Phase 2: 15th April 2025

期數中的停車位的樓面平面圖 Floor plans of parking spaces in the Phase

地下 GROUND FLOOR



比例 SCALE
0 15米/M

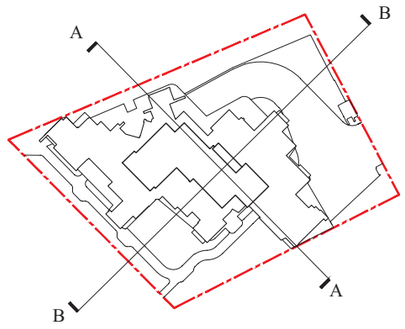
N(北)

上落貨停車位
Loading and Unloading Space

期數的邊界線
Boundary Line of the Phase

停車位類別 Category of parking space	數目 Number	每個停車位尺寸(長x寬)(米) Dimensions of each parking space (L x W) (m)	每個停車位面積(平方米) Area of each parking space (sq. m)
上落貨停車位 Loading and Unloading Space	1	11.0 x 3.5	38.5

期數中的建築物的橫截面圖 Cross-section plan of building in the Phase



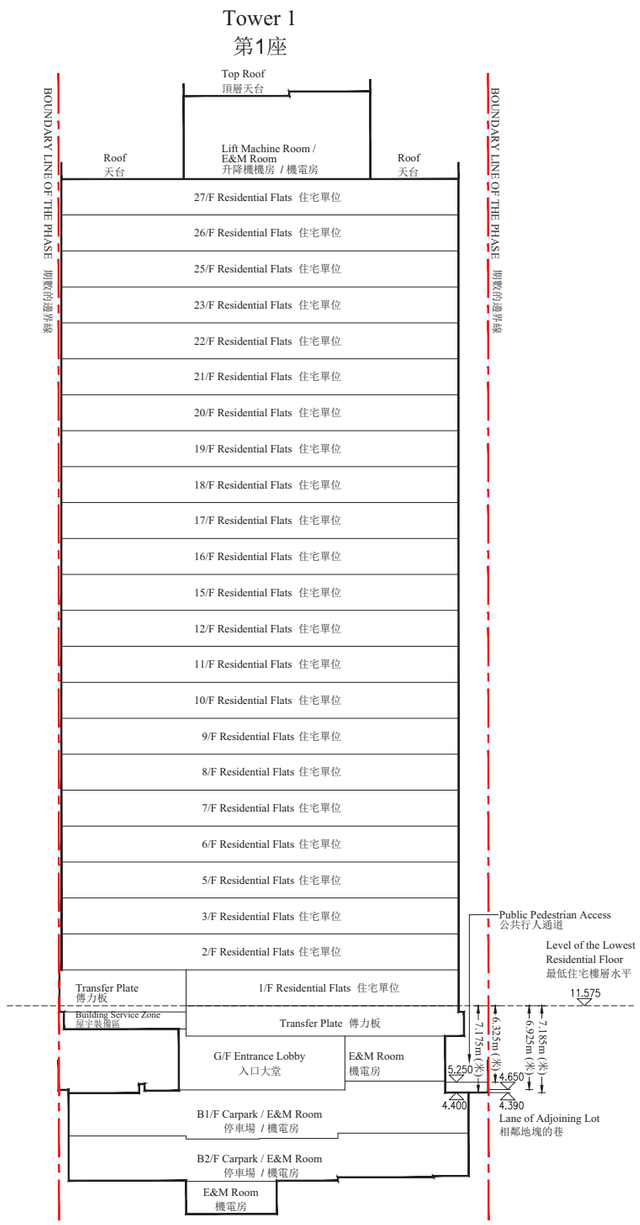
N(北)

索引圖 KEY PLAN

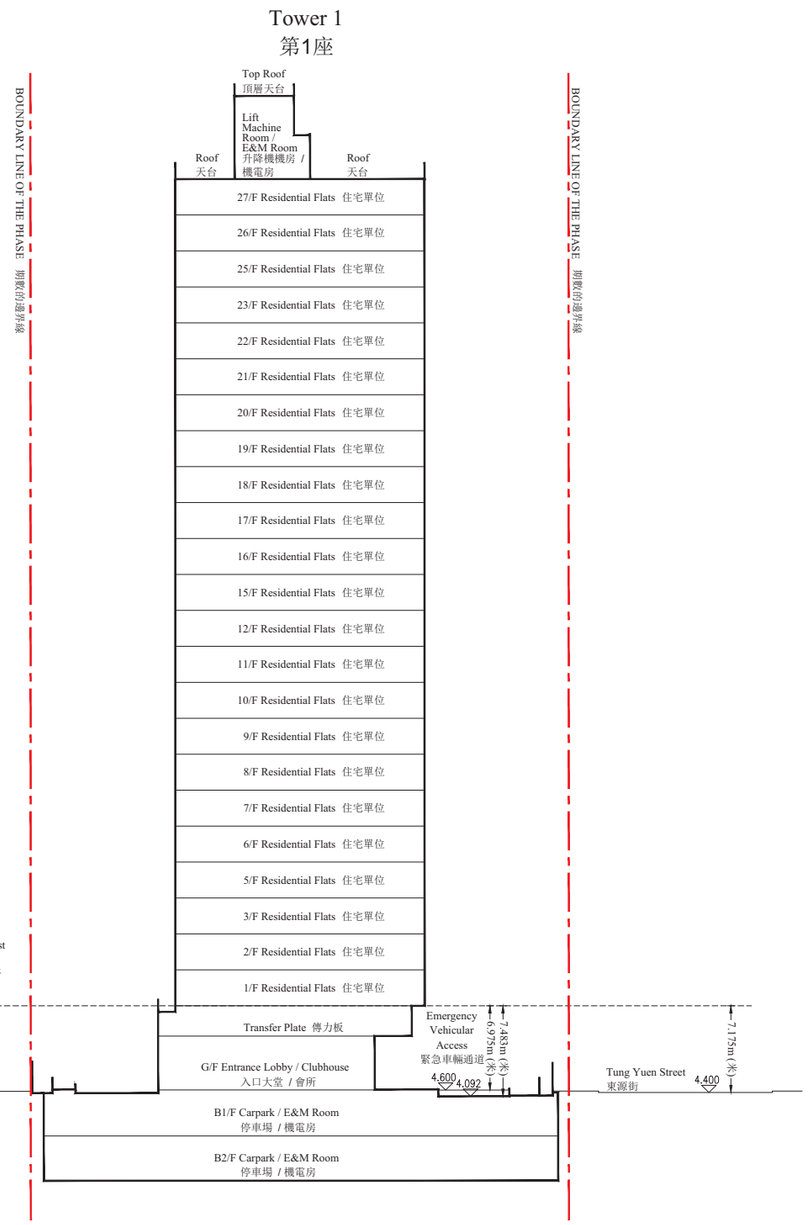
期數的邊界線
Boundary Line of the Phase

虛線為最低住宅樓層水平
Dotted line denotes the lowest residential floor

香港主水平基準以上的高度（米）
Height in metres above Hong Kong Principal Datum (HKPD)



橫截面圖 A-A CROSS-SECTION PLAN A-A



橫截面圖 B-B CROSS-SECTION PLAN B-B

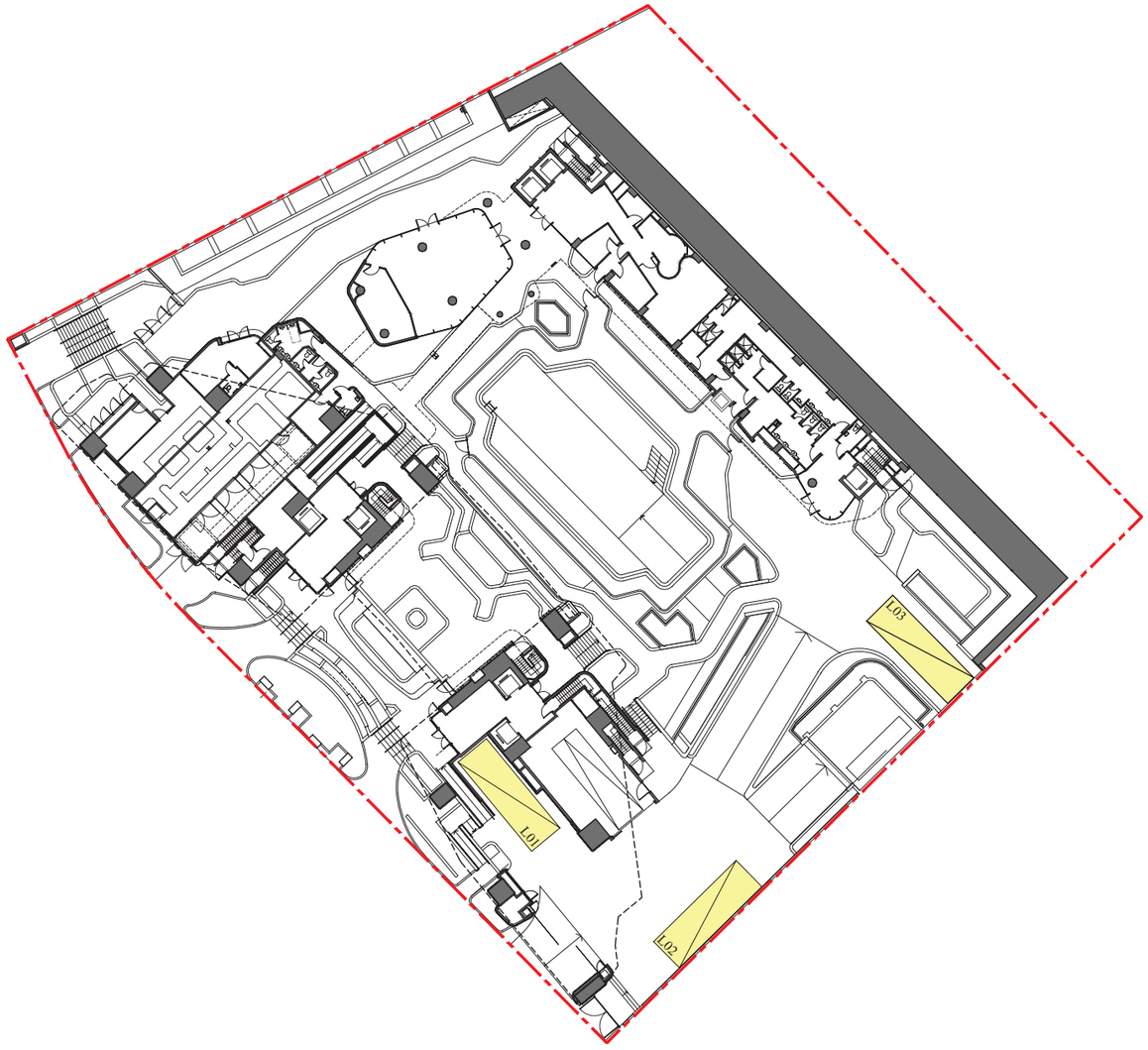
毗連建築物的一段公共行人通道為香港主水平基準以上4.400至5.250米。
The part of Public Pedestrian Access adjacent to the building is 4.400 to 5.250 metres above the Hong Kong Principal Datum.

毗連建築物的一段相鄰地塊的巷為香港主水平基準以上4.390至4.650米。
The part of lane of adjoining lot adjacent to the building is 4.390 to 4.650 metres above the Hong Kong Principal Datum.

毗連建築物的一段緊急車輛通道為香港主水平基準以上4.092至4.600米。
The part of Emergency Vehicular Access adjacent to the building is 4.092 to 4.600 metres above the Hong Kong Principal Datum.

2b. The Coast Line II

地下 G/F



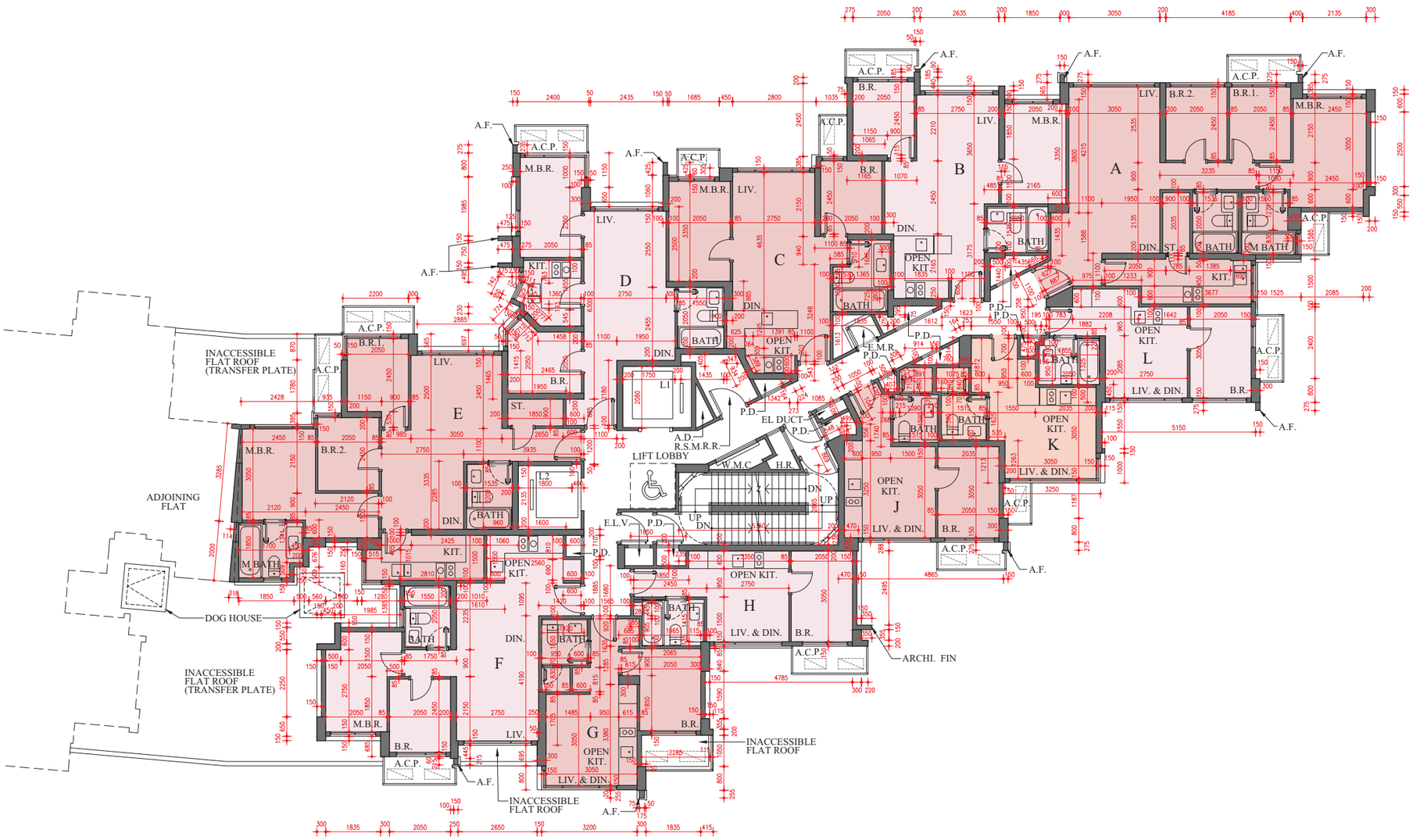
比例 SCALE
0 30米/M

N(北)

上落貨停車位
Loading and Unloading Space

期數的邊界線
Boundary Line of the Phase

停車位類別 Category of parking space	數目 Number	每個停車位尺寸(長x寬)(米) Dimensions of each parking space (L x W) (m)	每個停車位面積(平方米) Area of each parking space (sq. m)
上落貨停車位 Loading and Unloading Space	3	11.0 x 3.5	38.5



每個住宅物業的樓板（不包括灰泥）的厚度：A、B、C、F、G、H、J、K及L單位：125毫米及150毫米；D單位：125毫米、150毫米及575毫米；E單位：125毫米、150毫米及200毫米

The thickness of the floor slabs (excluding plaster) of each residential property: Flats A, B, C, F, G, H, J, K and L: 125mm and 150mm; Flat D: 125mm, 150mm and 575mm; Flat E: 125mm, 150mm and 200mm

每個住宅物業的層與層之間的高度：2.975米

The floor-to-floor height of each residential property: 2.975m

因住宅物業的較高樓層的結構牆的厚度遞減，較高樓層的內部面積，一般比較低樓層的內部面積稍大。（註：此根據《一手住宅物業銷售條例》附表1第一部第10(2)(e)條所規定的陳述並不適用於期數。）

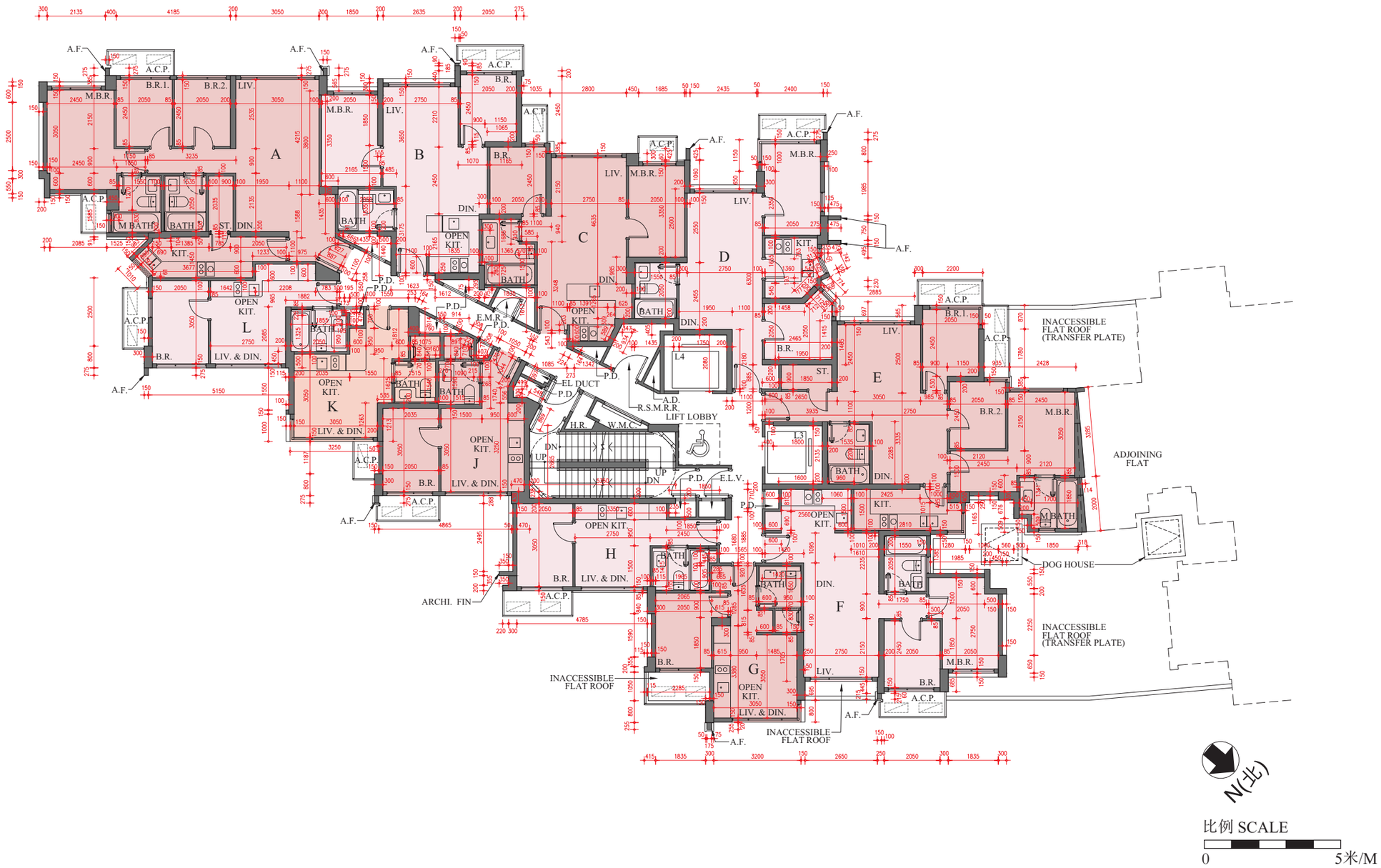
The internal areas of the residential properties on the upper floors will generally be slightly larger than those on the lower floors because of the reducing thickness of the structural walls on the upper floors. (Note: This statement requested under Section 10(2)(e) in Part 1 of Schedule 1 to the Residential Properties (First-hand Sales) Ordinance is not applicable to the Phase.)

備註：

1) 以上樓面平面圖中顯示之名詞及簡稱之詞彙表請參閱「期數的住宅物業的樓面平面圖」一節首頁。
2) 第2A及第2B座住宅樓層不設4樓、13樓、14樓、24樓、各樓層I單位及1至2樓E和F單位。第3座住宅樓層不設4樓、各樓層A4及B4單位。

Remarks:

1) Please refer to the first page of the section “Floor Plans of Residential Properties in the Phase” for glossary of the terms and abbreviations shown in the floor plan above.
2) Residential floors 4/F, 13/F, 14/F, 24/F, Flat I on all floors and Flats E & F on 1/F and 2/F of Towers 2A and 2B are omitted. Residential floor 4/F and Flats A4 and B4 on all floors of Tower 3 are omitted.



每個住宅物業的樓板（不包括灰泥）的厚度：B、C、F、G、H、J、K及L單位：125毫米及150毫米；A及D單位：125毫米、150毫米及575毫米；E單位：125毫米、150毫米及200毫米

The thickness of the floor slabs (excluding plaster) of each residential property: Flats B, C, F, G, H, J, K and L: 125mm and 150mm; Flats A and D: 125mm, 150mm and 575mm; Flat E: 125mm, 150mm and 200mm

每個住宅物業的層與層之間的高度：2.975米

The floor-to-floor height of each residential property: 2.975m

因住宅物業的較高樓層的結構牆的厚度遞減，較高樓層的內部面積，一般比較低樓層的內部面積稍大。(註：此根據《一手住宅物業銷售條例》附表1第一部第10(2)(e)條所規定的陳述並不適用於期數。)

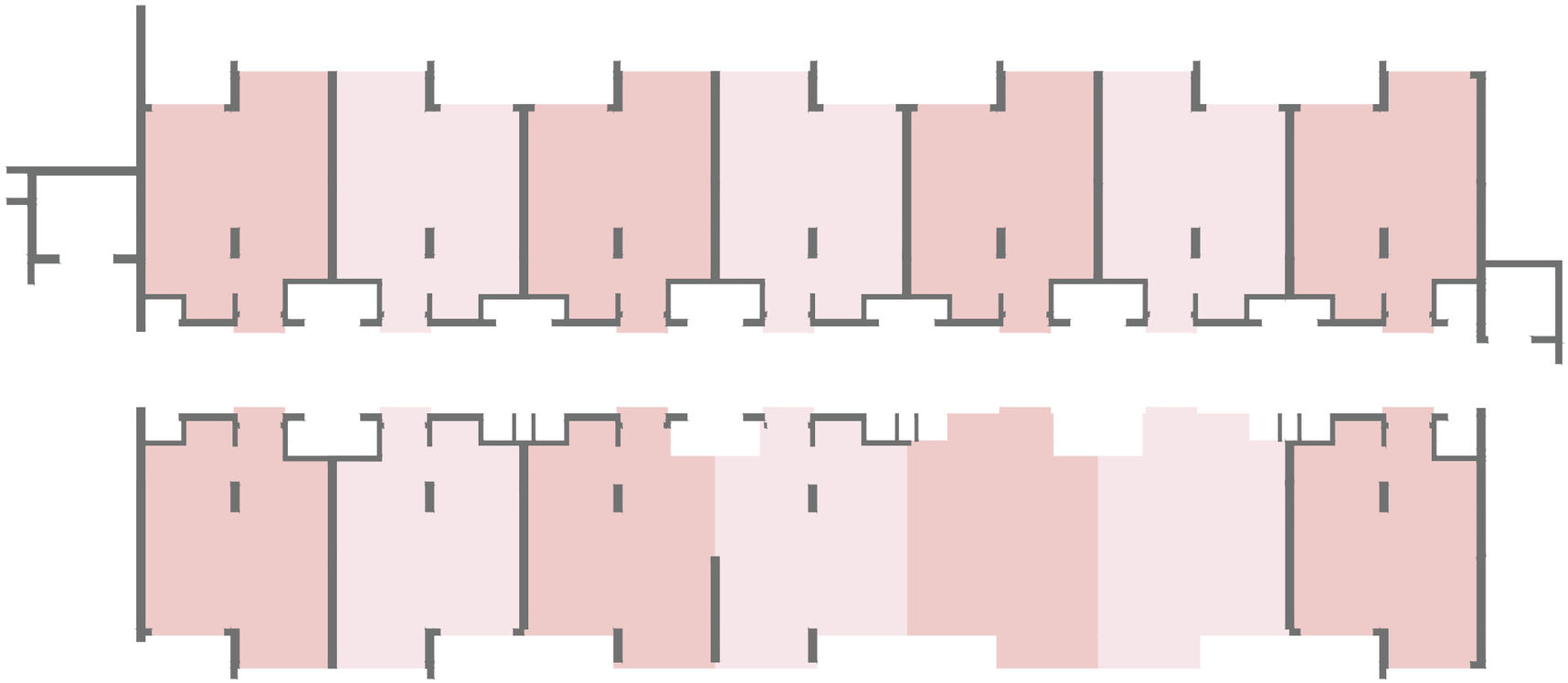
The internal areas of the residential properties on the upper floors will generally be slightly larger than those on the lower floors because of the reducing thickness of the structural walls on the upper floors. (Note: This statement requested under Section 10(2)(e) in Part 1 of Schedule 1 to the Residential Properties (First-hand Sales) Ordinance is not applicable to the Phase.)

備註：

1) 以上樓面平面圖中顯示之名詞及簡稱之詞彙表請參閱「期數的住宅物業的樓面平面圖」一節首頁。
2) 第2A及第2B座住宅樓層不設4樓、13樓、14樓、24樓、各樓層I單位及1至2樓E和F單位。第3座住宅樓層不設4樓、各樓層A4及B4單位。

Remarks:

1) Please refer to the first page of the section “Floor Plans of Residential Properties in the Phase” for glossary of the terms and abbreviations shown in the floor plan above.
2) Residential floors 4/F, 13/F, 14/F, 24/F, Flat I on all floors and Flats E & F on 1/F and 2/F of Towers 2A and 2B are omitted. Residential floor 4/F and Flats A4 and B4 on all floors of Tower 3 are omitted.



每個住宅物業的樓板（不包括灰泥）的厚度：125毫米、150毫米、175毫米及200毫米

The thickness of the floor slabs (excluding plaster) of each residential property: 125mm, 150mm, 175mm and 200mm

每個住宅物業的層與層之間的高度：2.625米及3.500米

The floor-to-floor height of each residential property: 2.625m and 3.500m

因住宅物業的較高樓層的結構牆的厚度遞減，較高樓層的內部面積，一般比較低樓層的內部面積稍大。（註：此根據《一手住宅物業銷售條例》附表1第一部第10(2)(e)條所規定的陳述並不適用於期數。）

The internal areas of the residential properties on the upper floors will generally be slightly larger than those on the lower floors because of the reducing thickness of the structural walls on the upper floors. (Note: This statement requested under Section 10(2)(e) in Part 1 of Schedule 1 to the Residential Properties (First-hand Sales) Ordinance is not applicable to the Phase.)

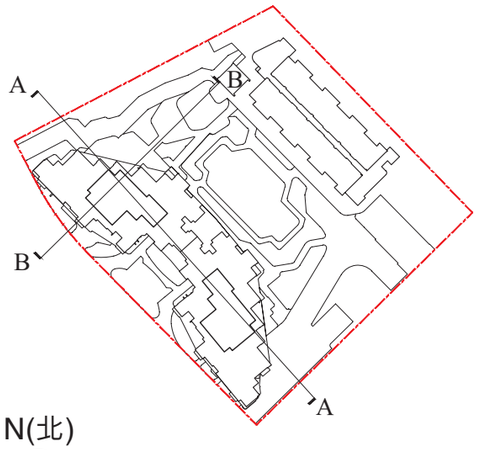
備註：

1) 以上樓面平面圖中顯示之名詞及簡稱之詞彙表請參閱「期數的住宅物業的樓面平面圖」一節首頁。
2) 第2A及第2B座住宅樓層不設4樓、13樓、14樓、24樓、各樓層I單位及1至2樓E和F單位。第3座住宅樓層不設4樓、各樓層A4及B4單位。

Remarks:

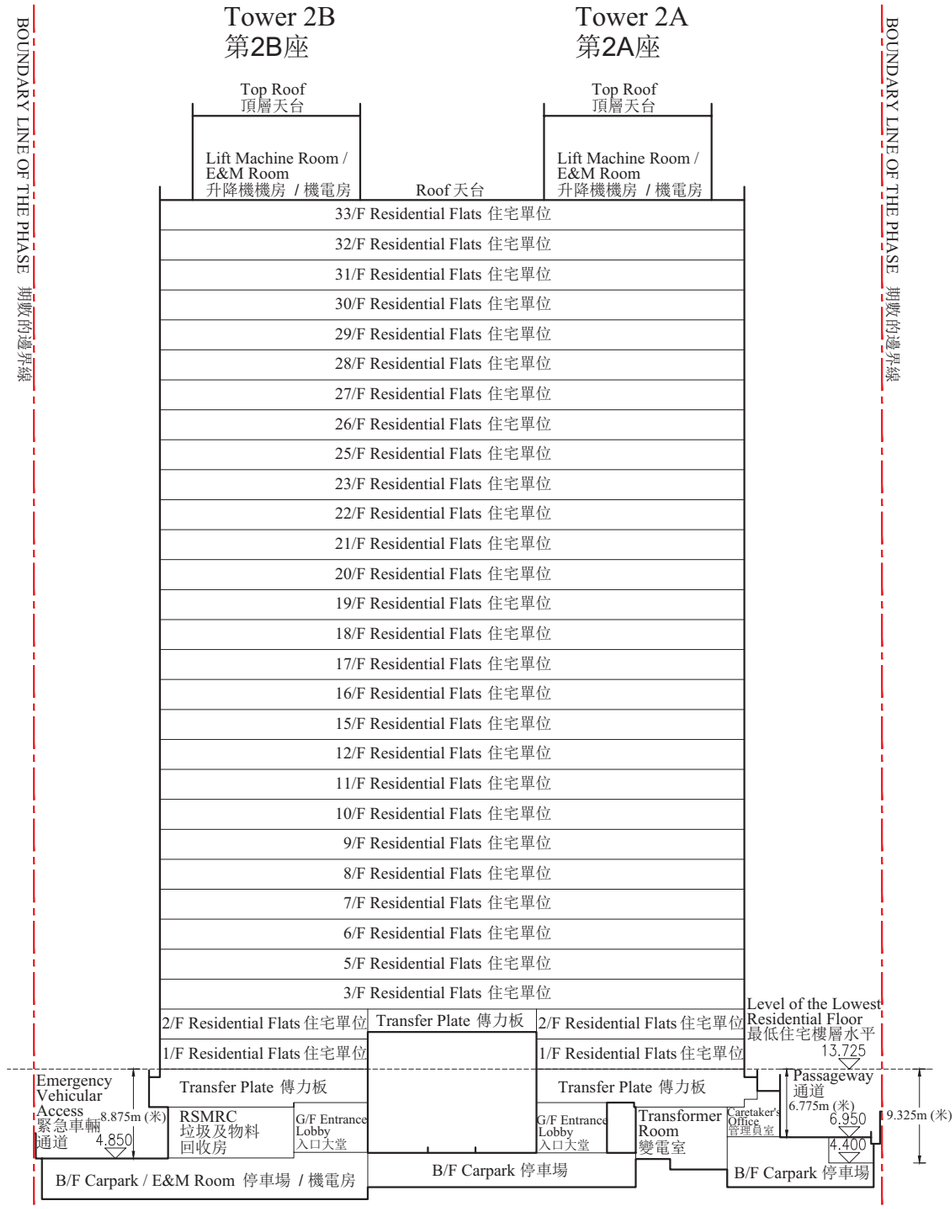
1) Please refer to the first page of the section “Floor Plans of Residential Properties in the Phase” for glossary of the terms and abbreviations shown in the floor plan above.
2) Residential floors 4/F, 13/F, 14/F, 24/F, Flat I on all floors and Flats E & F on 1/F and 2/F of Towers 2A and 2B are omitted. Residential floor 4/F and Flats A4 and B4 on all floors of Tower 3 are omitted.

期數中的建築物的橫截面圖 Cross-section plan of building in the Phase



N(北)

索引圖 **KEY PLAN**



橫截面圖 A-A CROSS-SECTION PLAN A-A

橫截面圖 B-B CROSS-SECTION PLAN B-B

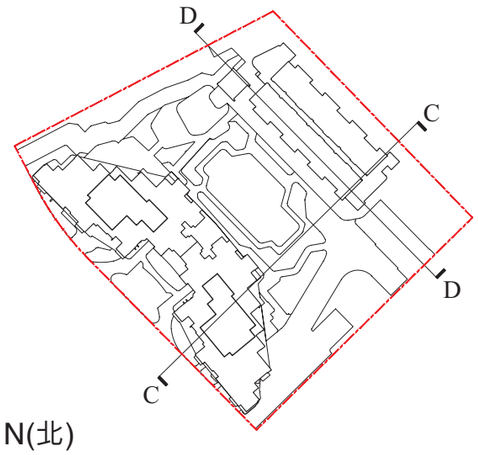
期數的邊界線
Boundary Line of the Phase

虛線為最低住宅樓層水平
Dotted line denotes the lowest residential floor

香港主水平基準以上的高度（米）
Height in metres above Hong Kong Principal Datum (HKPD)

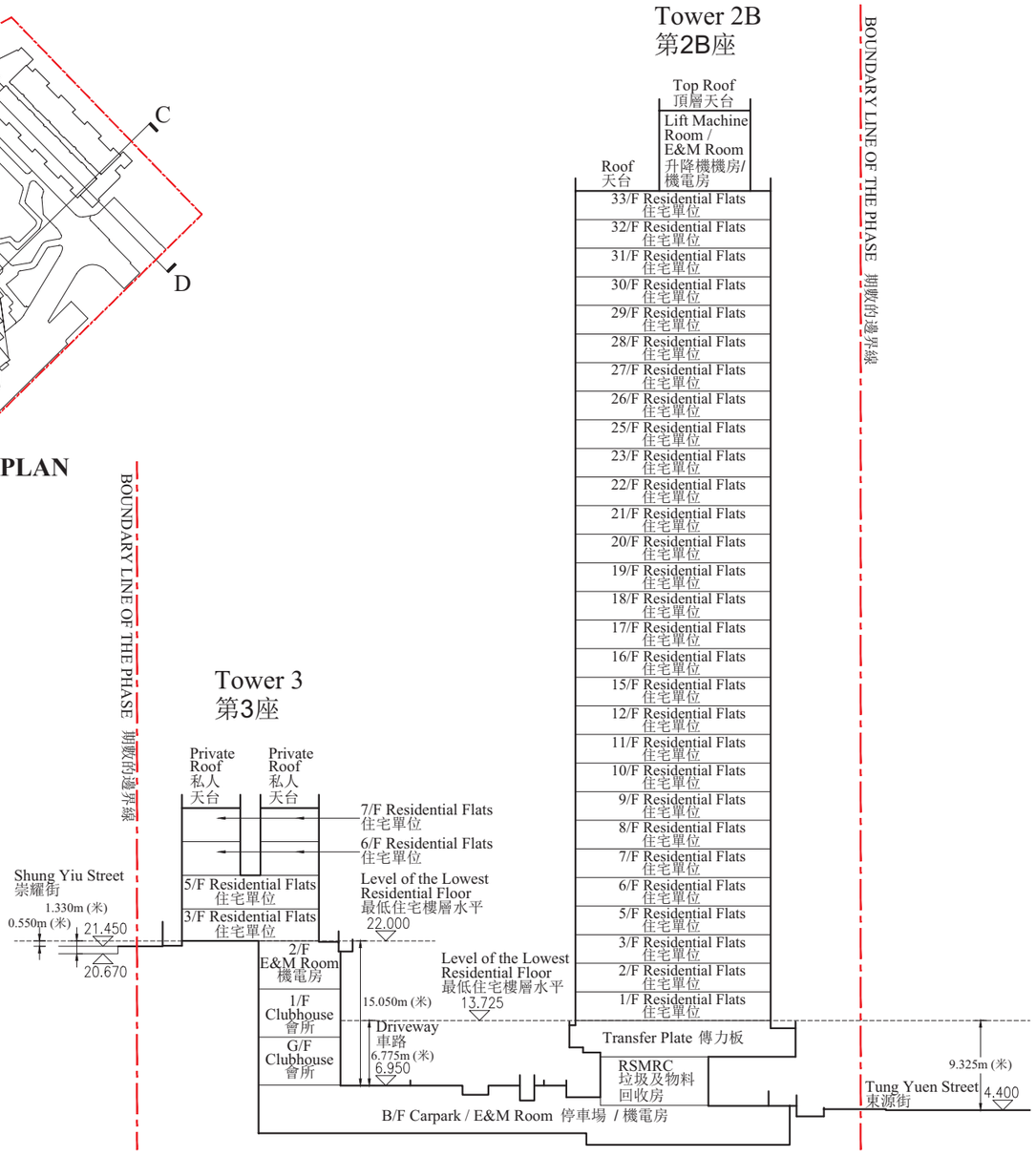
毗連建築物（第2A座）的一段通道為香港主水平基準以上4.400至6.950米。
The part of passageway adjacent to the building (Tower 2A) is 4.400 to 6.950 metres above the Hong Kong Principal Datum.

期數中的建築物的橫截面圖 Cross-section plan of building in the Phase

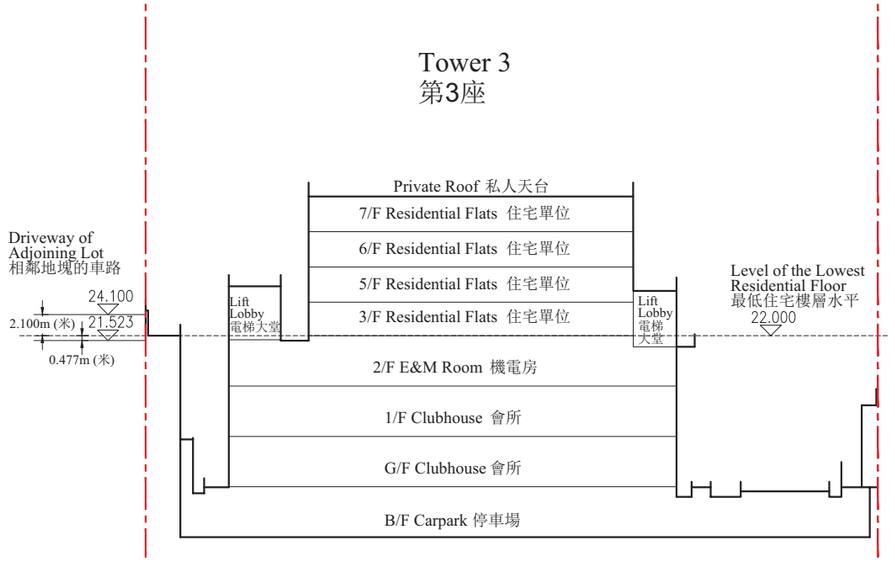


N(北)

索引圖 **KEY PLAN**



橫截面圖 C-C CROSS-SECTION PLAN C-C



橫截面圖 D-D CROSS-SECTION PLAN D-D

期數的邊界線
Boundary Line of the Phase

虛線為最低住宅樓層水平
Dotted line denotes the lowest residential floor

香港主水平基準以上的高度（米）
Height in metres above Hong Kong Principal Datum (HKPD)

毗連建築物（第3座）的一段崇耀街為香港主水平基準以上20.670至21.450米。
The part of Shung Yiu Street adjacent to the building (Tower 3) is 20.670 to 21.450 metres above the Hong Kong Principal Datum.

毗連建築物（第3座）的一段相鄰地塊的車路為香港主水平基準以上21.523至24.100米。
The part of driveway of adjoining lot adjacent to the building (Tower 3) is 21.523 to 24.100 metres above the Hong Kong Principal Datum.

立面圖 Elevation plan



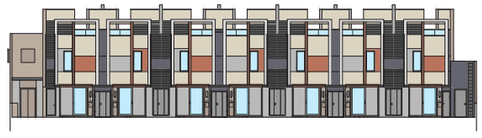
立面圖 5
ELEVATION PLAN 5



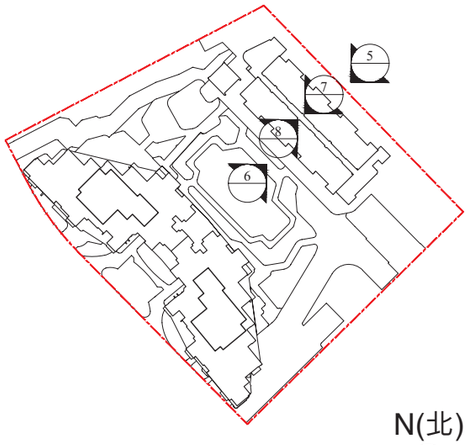
立面圖 7
ELEVATION PLAN 7



立面圖 6
ELEVATION PLAN 6



立面圖 8
ELEVATION PLAN 8

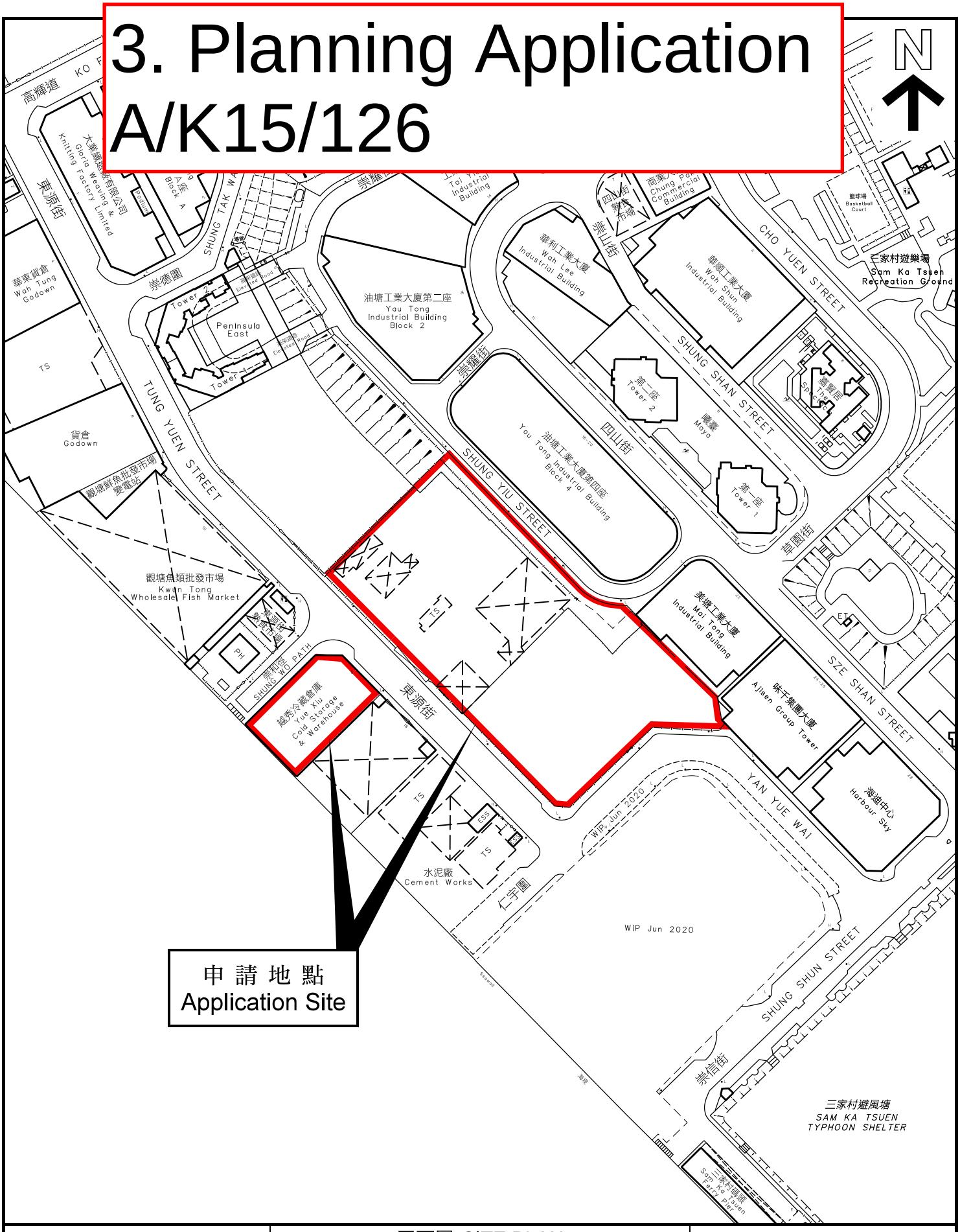


索引圖 KEY PLAN

期數的認可人士已經證明該等立面：
(1) 以2023年7月4日的情況為準的期數的經批准的建築圖則為基礎擬備；及
(2) 大致上與期數的外觀一致。

It has been certified by the Authorized Person for the Phase that the elevations:
(1) are prepared on the basis of the approved building plans for the Phase as of 4th July 2023; and
(2) are in general accordance with the outward appearance of the Phase.

3. Planning Application A/K15/126



平面圖 SITE PLAN

本摘要圖於2021年4月9日擬備，
所根據的資料為測量圖編號
11-SE-4C
EXTRACT PLAN PREPARED ON 9.4.2021
BASED ON SURVEY SHEET No.
11-SE-4C

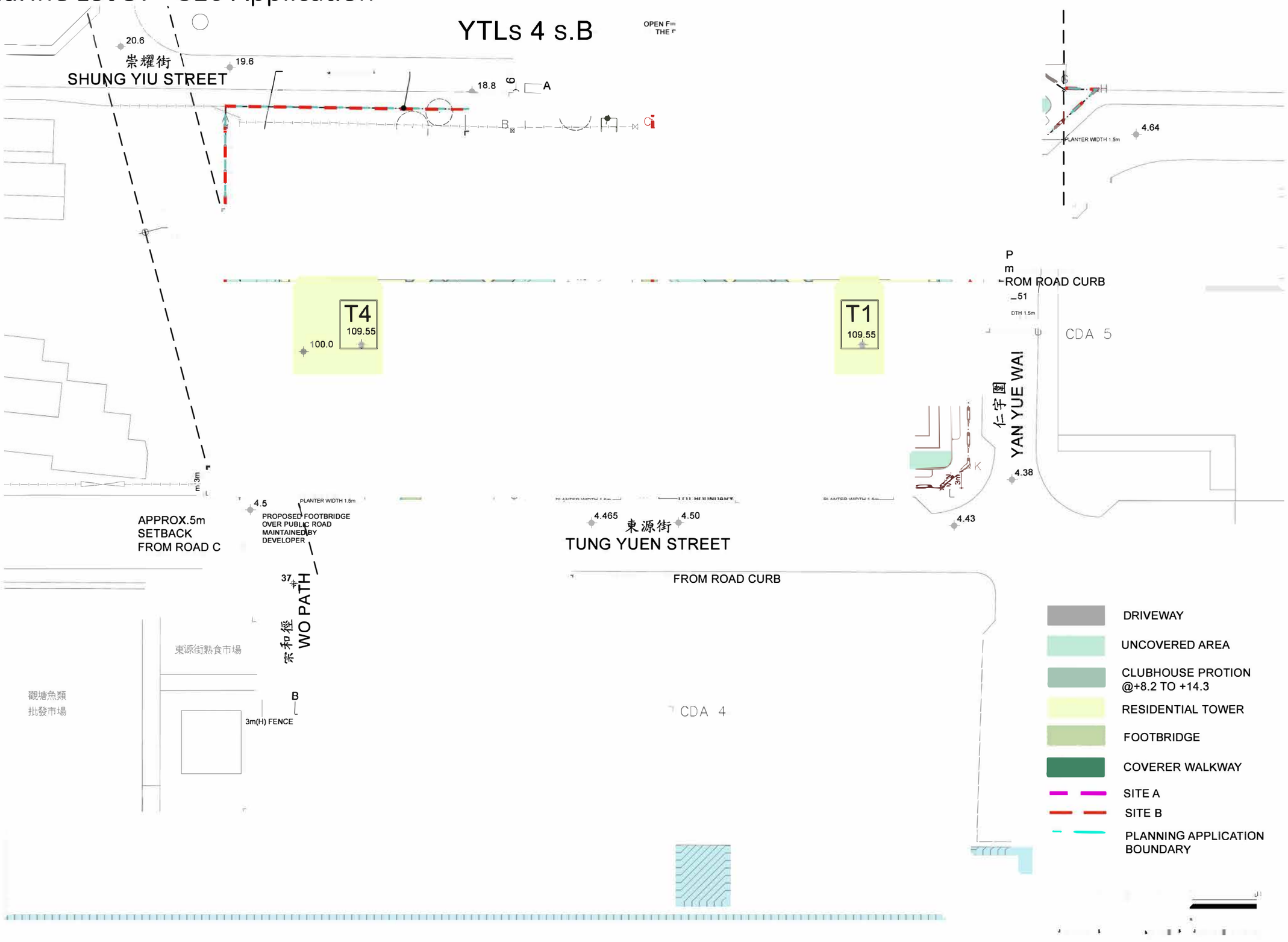
申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/K15/126

申請編號 Application No. : A / K15 / 126
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

何設計 Ho & Partners Architects 何設計建築設計事務所(香港)有限公司

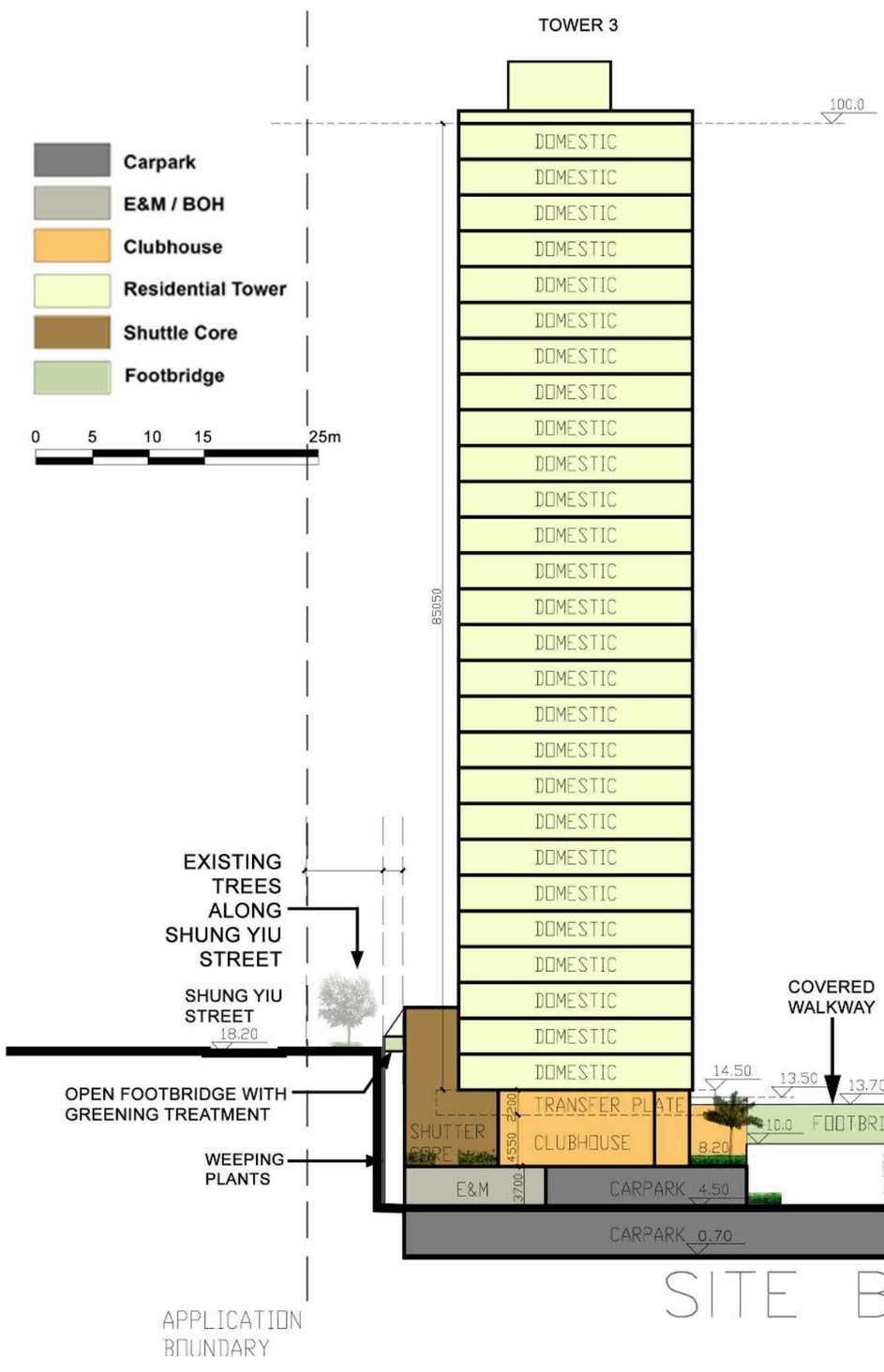
Yau Tong Marine Lot 57 - S16 Application



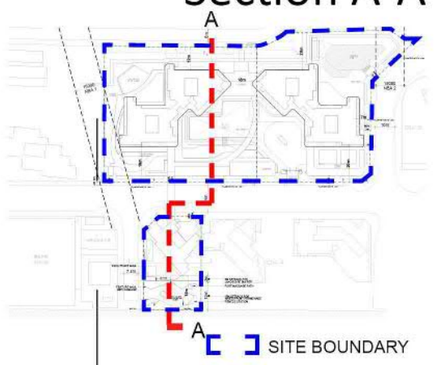
申請編號 Application No.： A / K15 / 126
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

何設計 Ho & Partners Architects 何設計建築設計事務所(深圳)有限公司

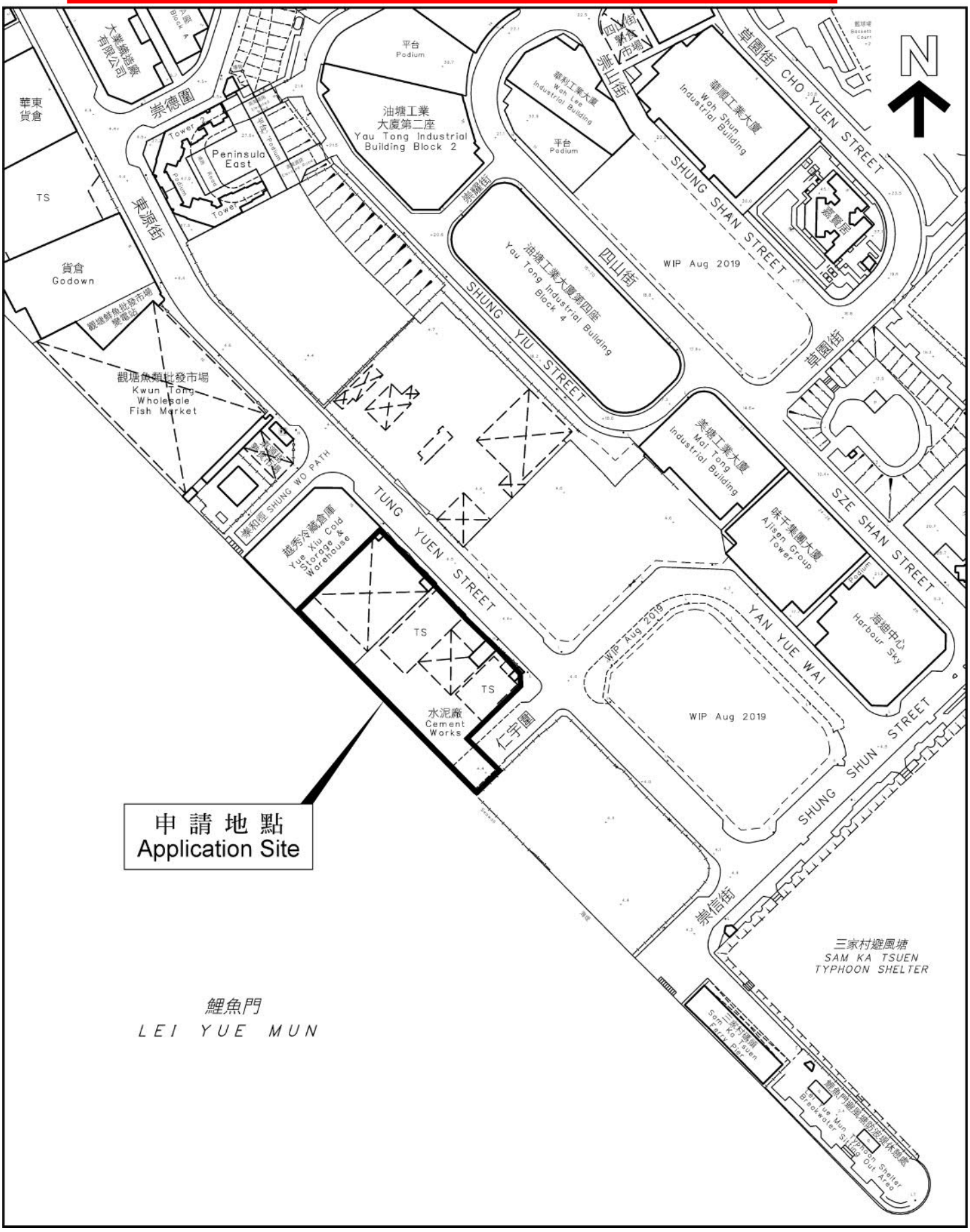
Yau Tong Marine Lot 57 - S16 Application



Section A-A



4. Planning Application A/K15/121



WIP Oct 2014

東源街

TUNG YUEN STREET

SHUNG WO PATH

崇和徑

越秀冷藏倉庫

Yue Xiu Cold Storage
& Warehouse

仁宇圍

YAN YUE WAI

16

3.5m-wide footpath
(with 1m setback
from site boundary)

20m SEPERATION BETWEEN
THE TWO TOWERS

3.5m-wide footpath
(with 1m setback
from site boundary)

7350

RUN IN/OUT

3500

20000

7350

RUN IN/OUT

3500

T1

MAIN ROOF
+80.00

UPPER ROOF
+86.45

+24.00

+4.50

DN

UP

T2

MAIN ROOF
+80.00

UPPER ROOF
+86.45

+24.00

L&UL

L&UL
+6.50

LANDSCAPE AREA
+6.50

+6.50

LANDSCAPE AREA
+6.50

MAIN ROOF
+80.00

1200

1200

20000

15000

1.2m SETBACK FOR
LANDSCAPE BUFFER

20m SEPERATION BETWEEN
THE TWO TOWERS

1.2m SETBACK FOR
LANDSCAPE BUFFER

15m SETBACK FOR
WATERFRONT PROMENADE

SITE BOUNDARY

SITE BOUNDARY

Seawall

APPLICATION SITE
BOUNDARY

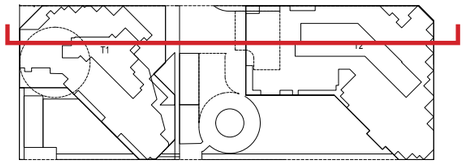
LEGEND

- RESIDENTAL TOWERS
- TRANSFER PLATE
- CARPARK AERE
- TRANSFER PLATE
- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY

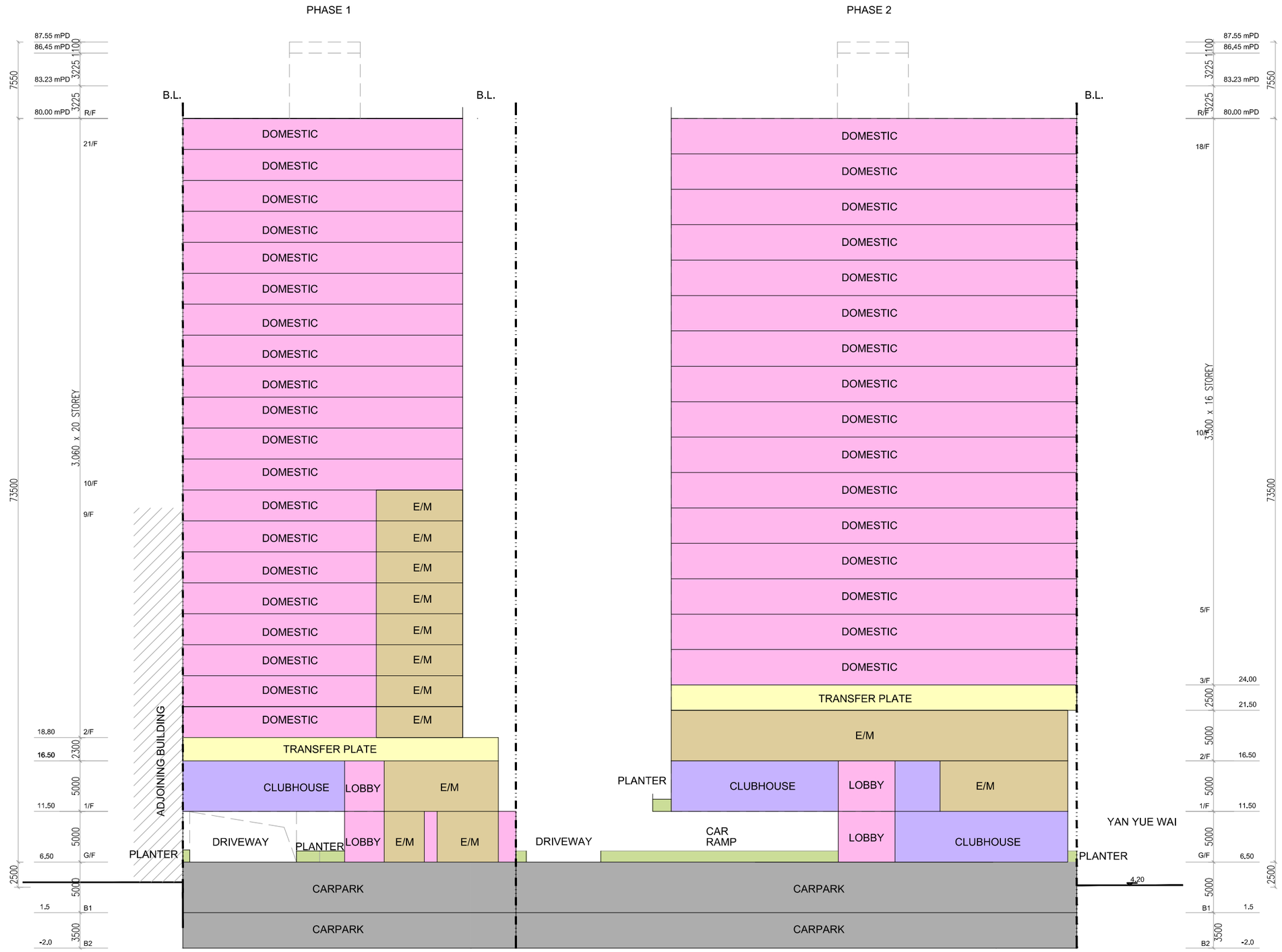
申請編號 Application No. : A / K15 / 121
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

0 2 4 8 16 (m)

MASTER LAYOUT PLAN



KEY PLAN



LEGEND

- RESIDENTAL AND LOBBIES
- CLUBHOUSE
- TRANSFER PLATE
- LANDSCAPE AREA
- E&M
- CARPARK

SECTION (PHASE 1 & 2)

申請編號 Application No. : A / K15 / 121
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

5. Montego Bay

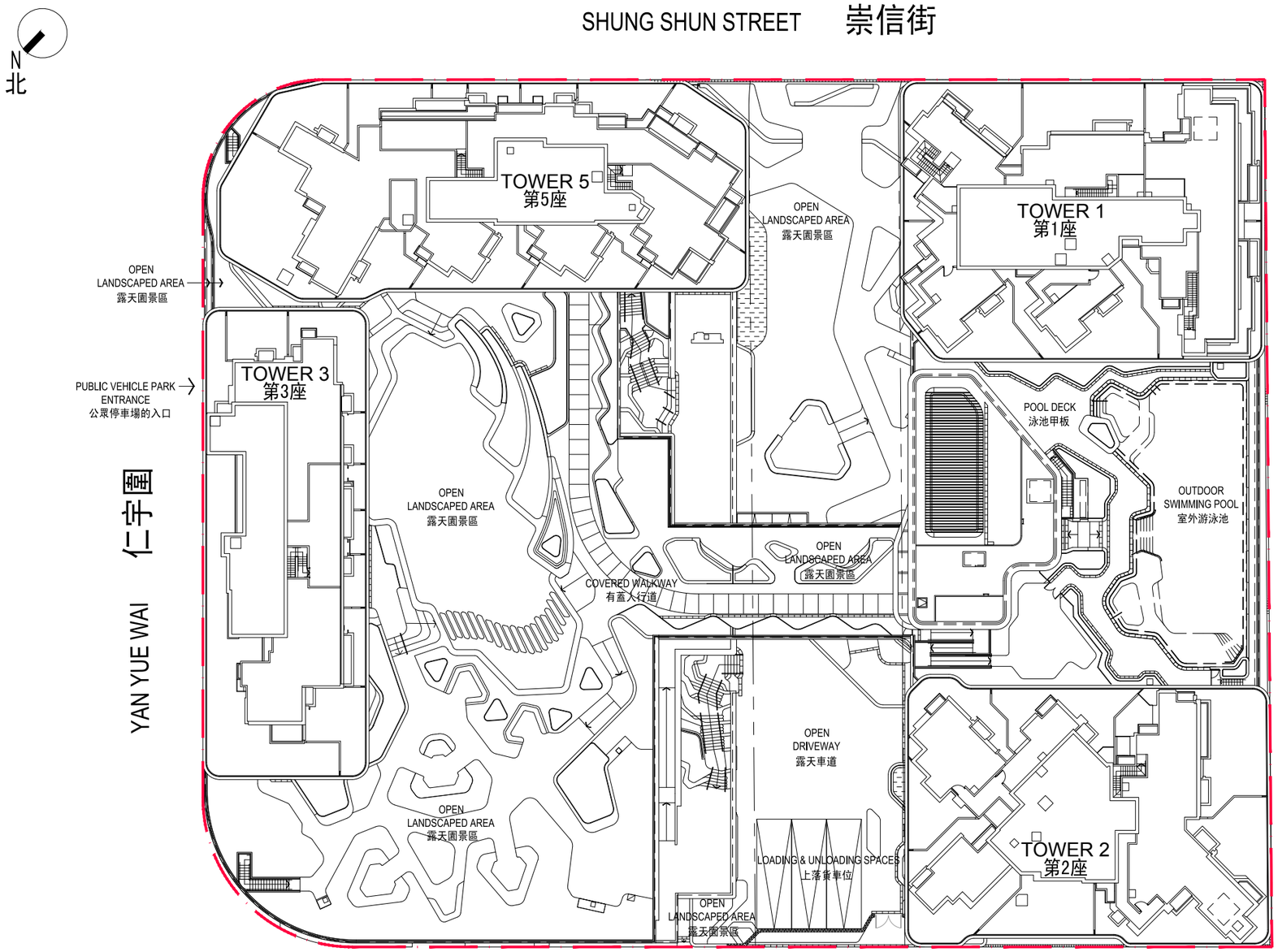
蔚藍東岸

MONTEGO BAY

售樓說明書

SALES BROCHURE

LAYOUT PLAN OF THE DEVELOPMENT
發展項目的布局圖



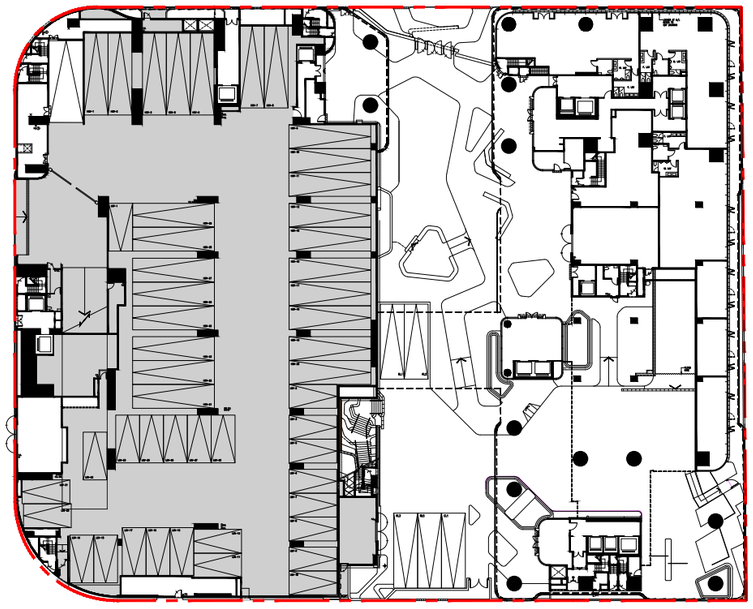
Legend
圖例

BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界線

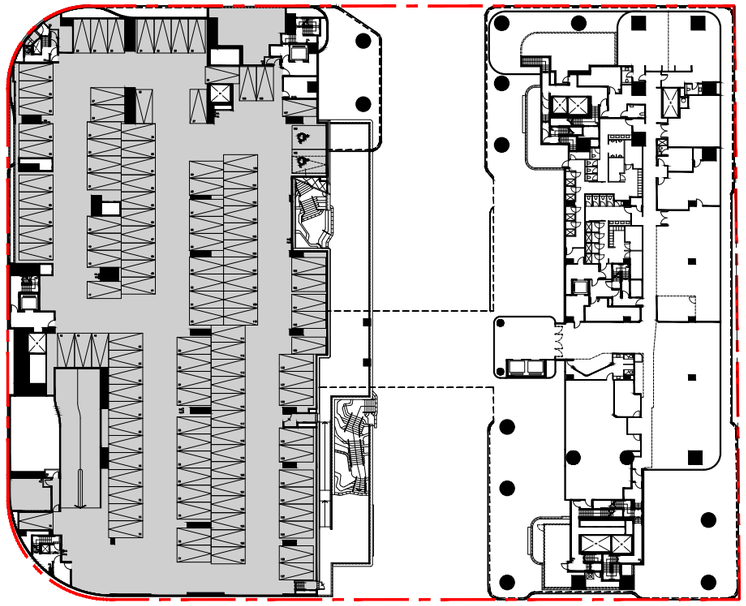
Scale 比例 0 10M(米) 20M(米)

AK

INFORMATION ON PUBLIC FACILITIES AND PUBLIC OPEN SPACES
公共設施及公眾休憩用地的資料



GROUND FLOOR PLAN
地下平面圖



FIRST FLOOR PLAN
一樓平面圖

LEGEND 圖例:

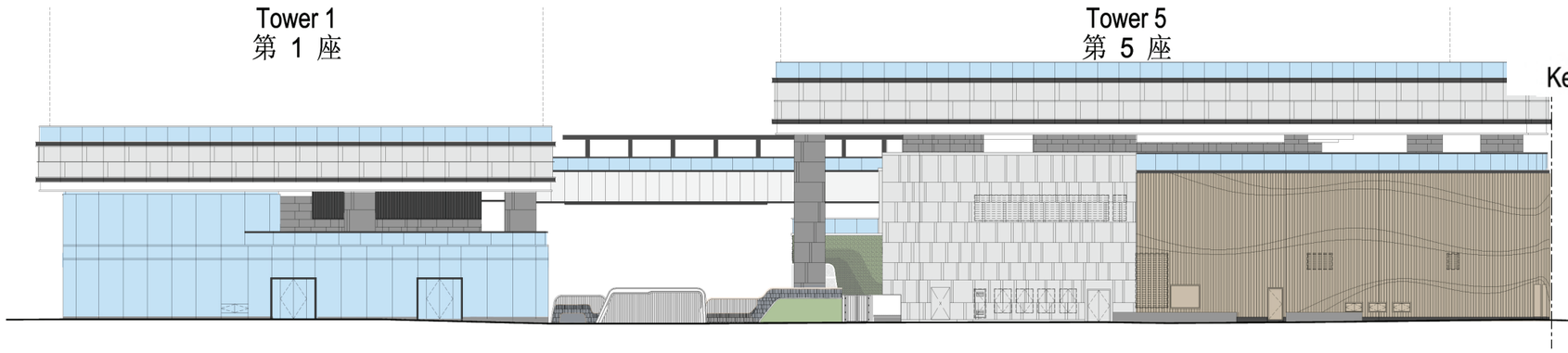
BOUNDARY OF THE DEVELOPMENT
發展項目的邊界

PUBLIC VEHICLE PARK
公眾停車場

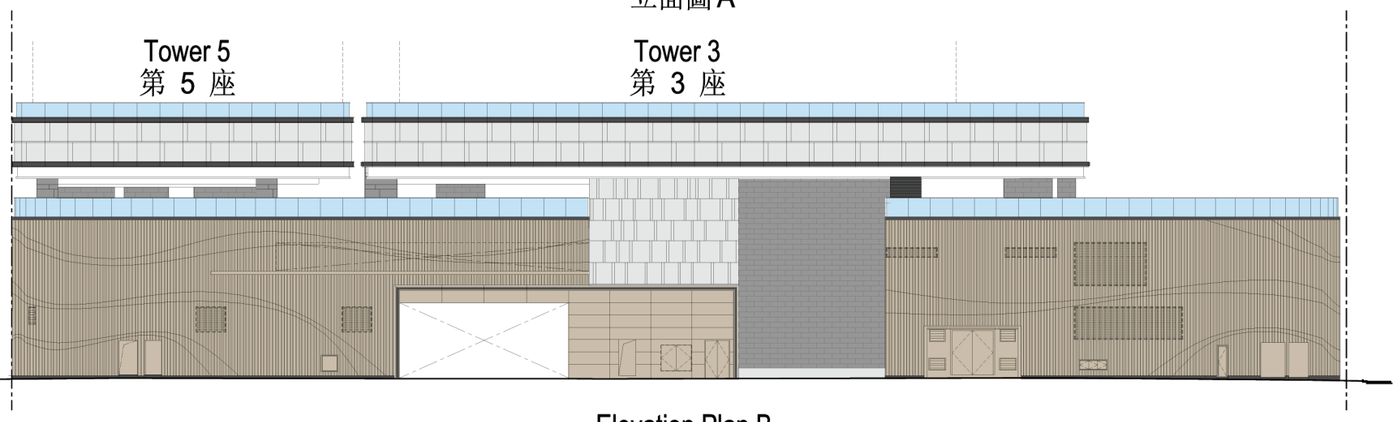
SCALE 比例
0 5 10 15 20 30M

註：本圖僅顯示「公眾停車場」的位置。圖中所示的其他事項未必能反映其最新狀況。

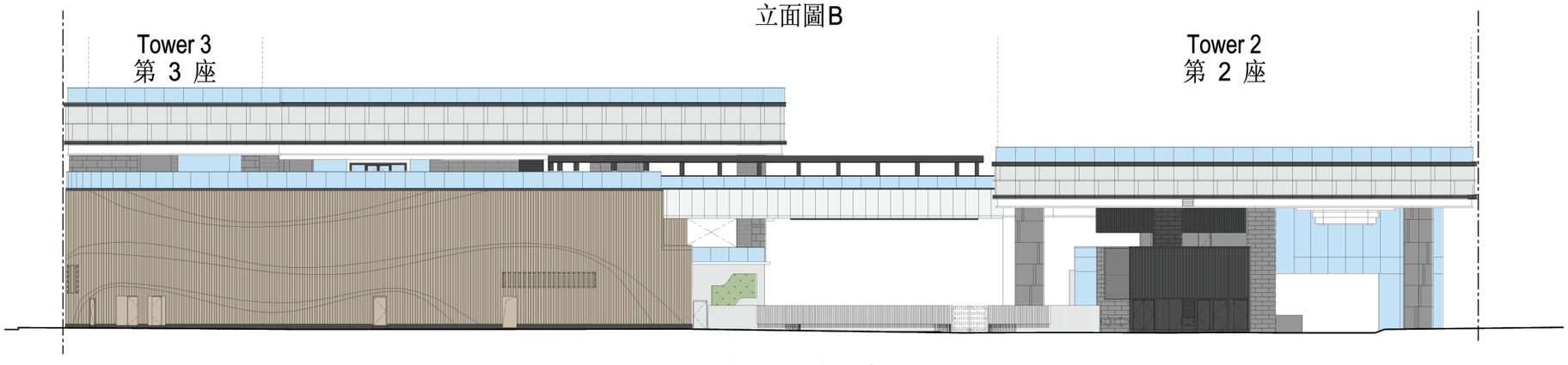
ELEVATION PLAN
立面圖



Elevation Plan A
立面圖 A



Elevation Plan B
立面圖 B



Elevation Plan C
立面圖 C

Key Plan Key Plan
索引圖



The Authorized Person for the Development has certified that the elevations shown on this Elevation Plan:

1. are prepared on the basis of the approved building plans for the Development as of 15 September 2023; and
2. are in general accordance with the outward appearance of the Development.

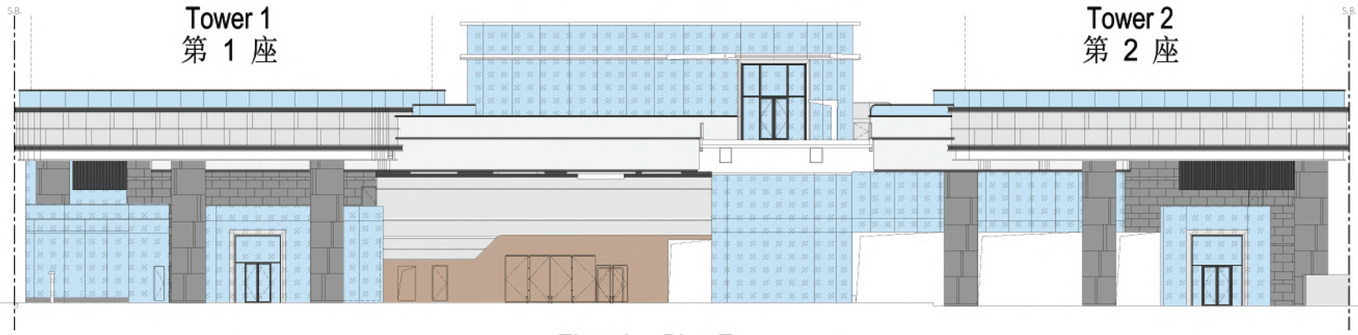
發展項目的認可人士已證明本立面圖所顯示的立面：

1. 以2023年9月15日的情況為準的發展項目的經批准的建築圖則為基礎擬備；及
2. 大致上與發展項目的外觀一致。

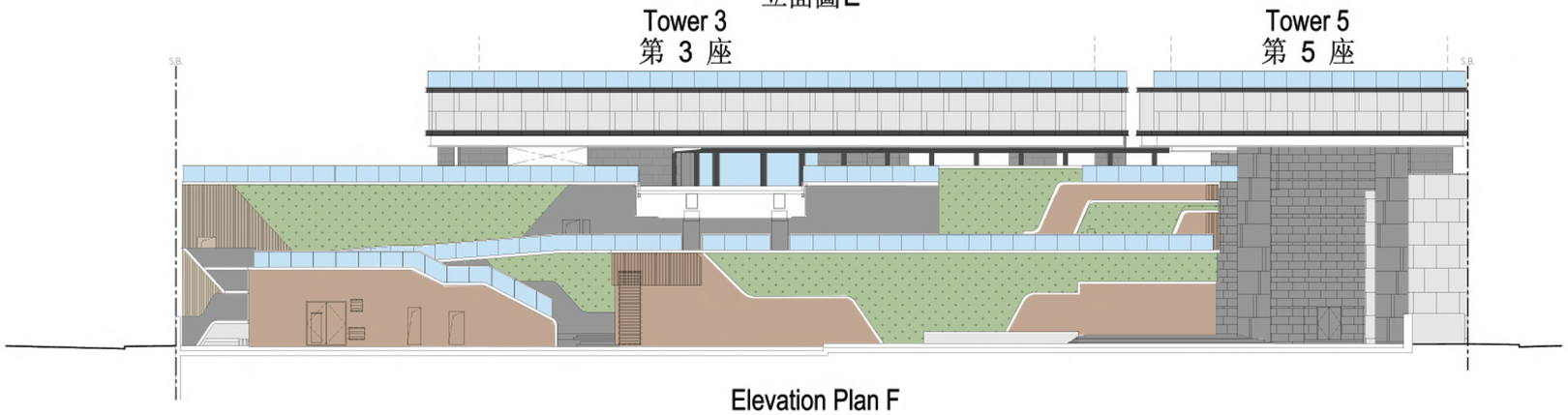
ELEVATION PLAN
立面圖



Elevation Plan D
立面圖D



Elevation Plan E
立面圖E



Elevation Plan F
立面圖F

Key Plan
索引圖



The Authorized Person for the Development has certified that the elevations shown on this Elevation Plan:

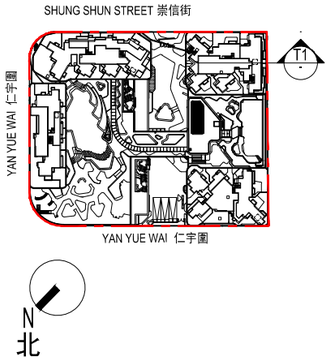
1. are prepared on the basis of the approved building plans for the Development as of 15 September 2023; and
2. are in general accordance with the outward appearance of the Development.

發展項目的認可人士已證明本立面圖所顯示的立面：

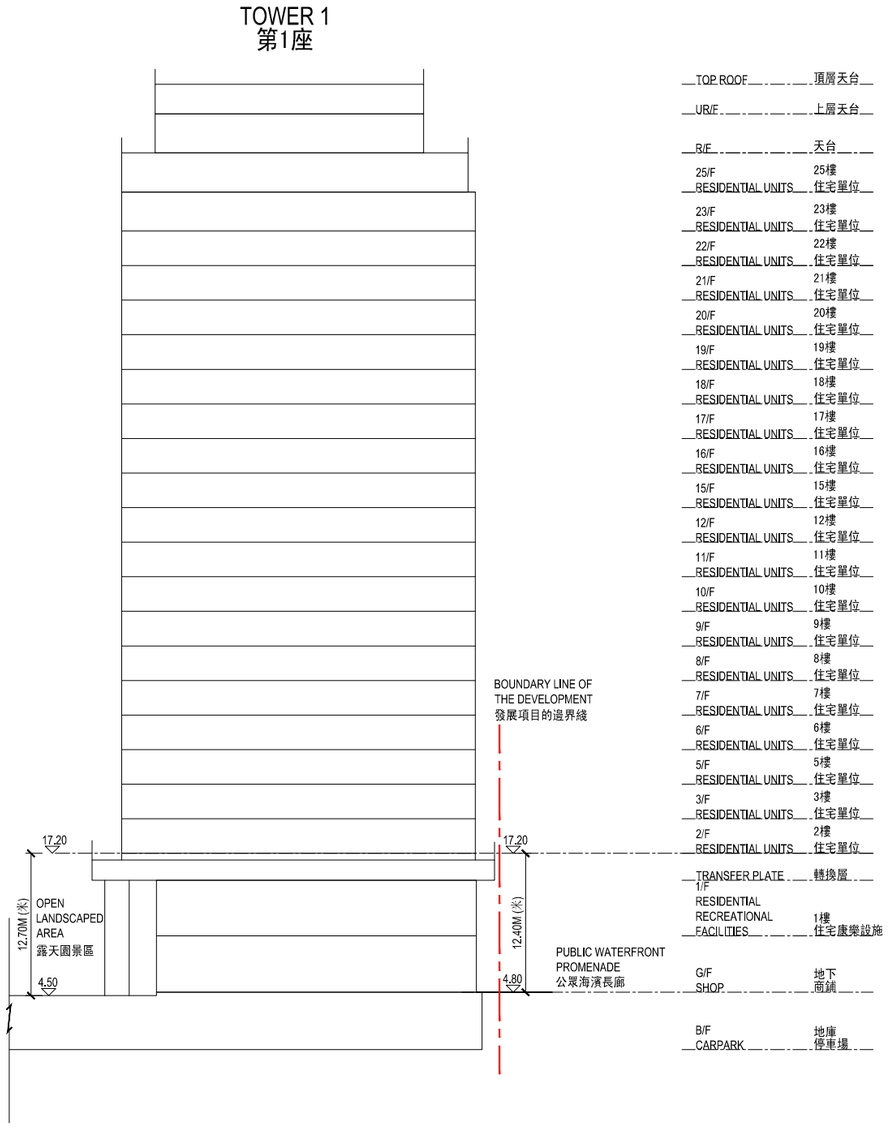
1. 以2023年9月15日的情況為準的發展項目的經批准的建築圖則為基礎擬備；及
2. 大致上與發展項目的外觀一致。

CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖

Key Plan
索引圖



TOWER 1
第1座



Legend
圖例

BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界綫

Remarks:
1.(┄┄) Dotted line denotes the lowest residential floor.
2. (▽) denotes height (in meters) above Hong Kong Principal Datum.
3. 4/F, 13/F, 14/F and 24/F are omitted.

備註：
1. (┄┄) 虛線為最低住宅樓層水平。
2. (▽) 指香港主水平基準以上高度（米）。
3. 不設4樓、13樓、14樓及24樓。

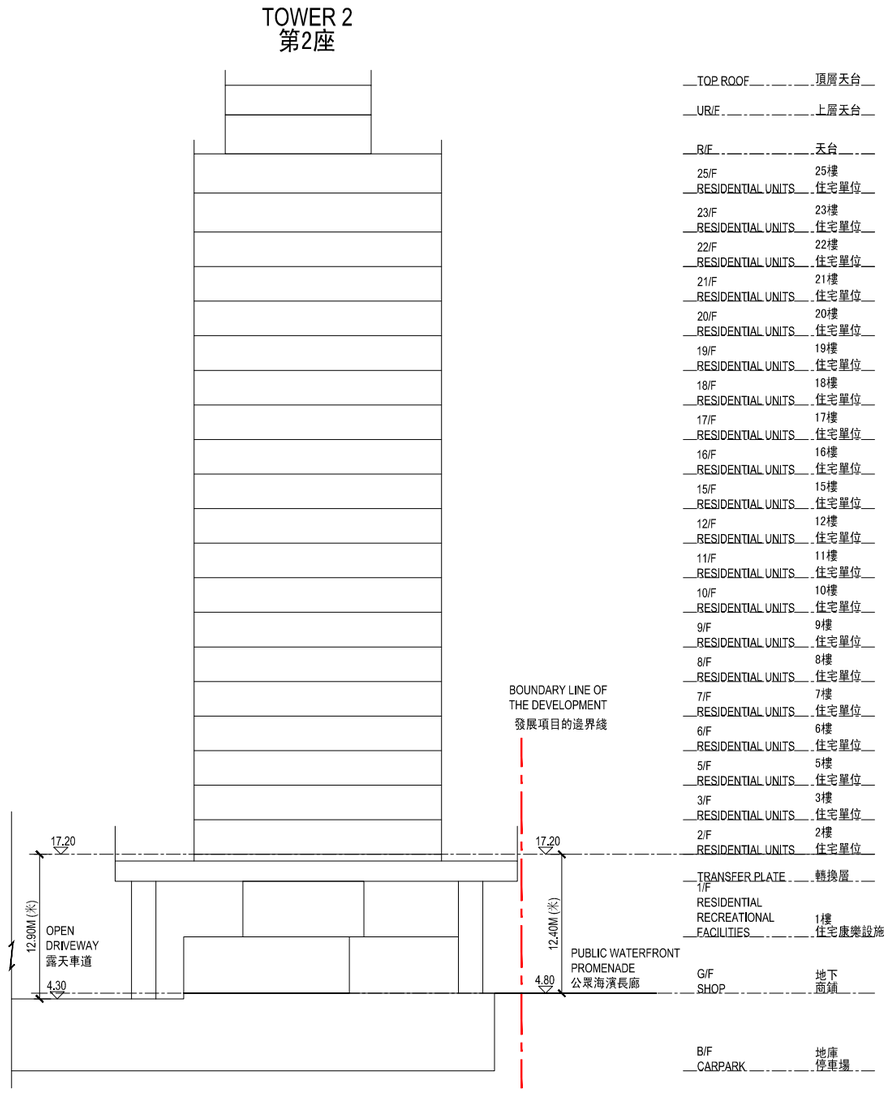
CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖

Legend
圖例

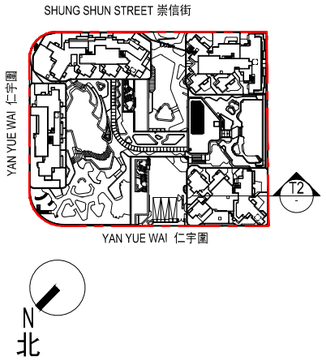
BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界綫

Remarks:
1.(┈┈) Dotted line denotes the lowest residential floor.
2. (▽) denotes height (in meters) above Hong Kong Principal Datum.
3. 4/F, 13/F, 14/F and 24/F are omitted.

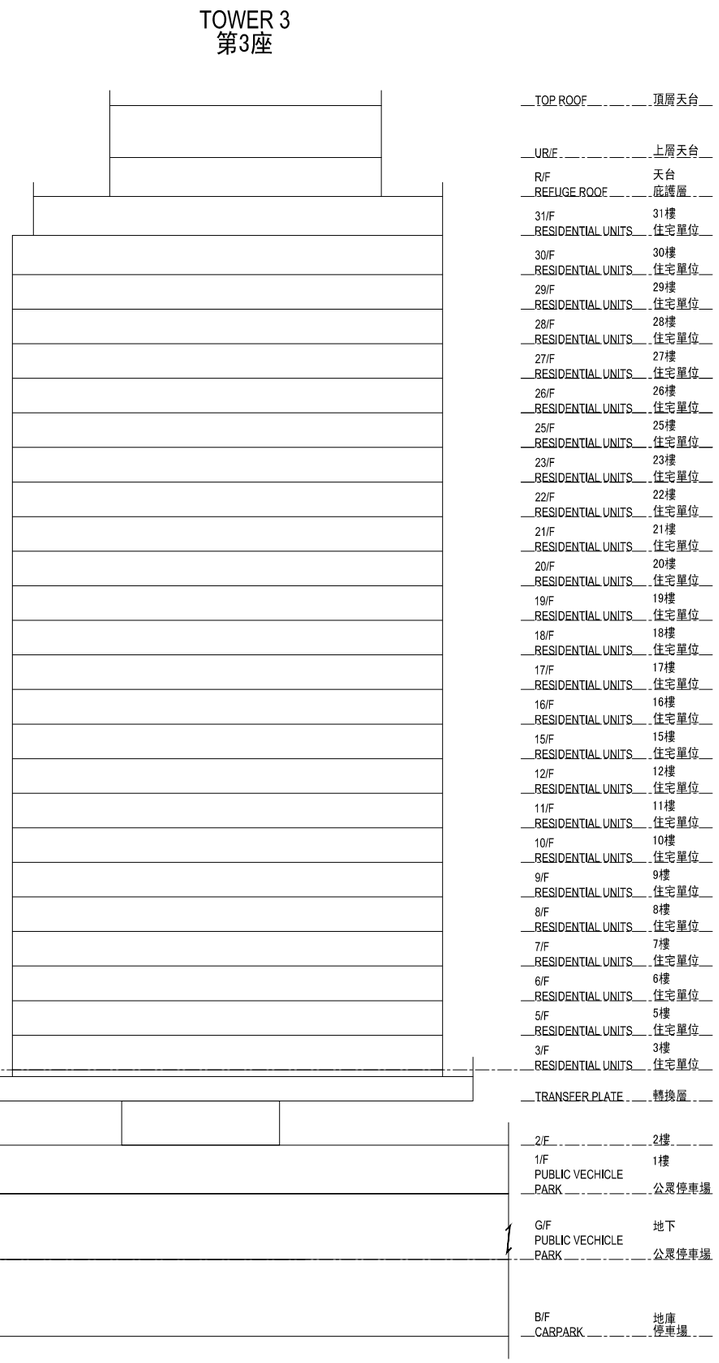
備註：
1. (┈┈) 虛線為最低住宅樓層水平。
2. (▽) 指香港主水平基準以上高度（米）。
3. 不設4樓、13樓、14樓及24樓。



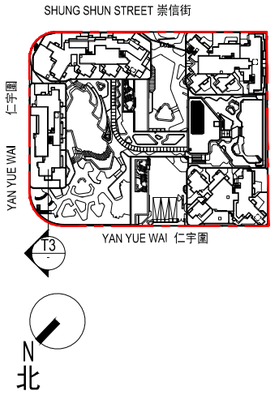
Key Plan
索引圖



CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖



Key Plan
索引圖



Legend
圖例

BOUNDARY LINE OF THE DEVELOPMENT
發展項目邊界綫

Remarks:

1. The part of Yan Yue Wai adjacent to Tower 3 is 4.45 to 4.70 metres above the Hong Kong Principal Datum.
2. (---) Dotted line denotes the lowest residential floor.
3. (▽) denotes height (in meters) above Hong Kong Principal Datum.
4. 4/F, 13/F, 14/F and 24/F are omitted.

備註：

1. 毗連第3座的一段仁宇圍為香港主水平基準以上4. 45至4. 70米。
2. (---) 虛線為最低住宅樓層水平。
3. (▽) 指香港主水平基準以上高度（米）。
4. 不設4樓、13樓、14樓及24樓。

CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖

Legend
圖例

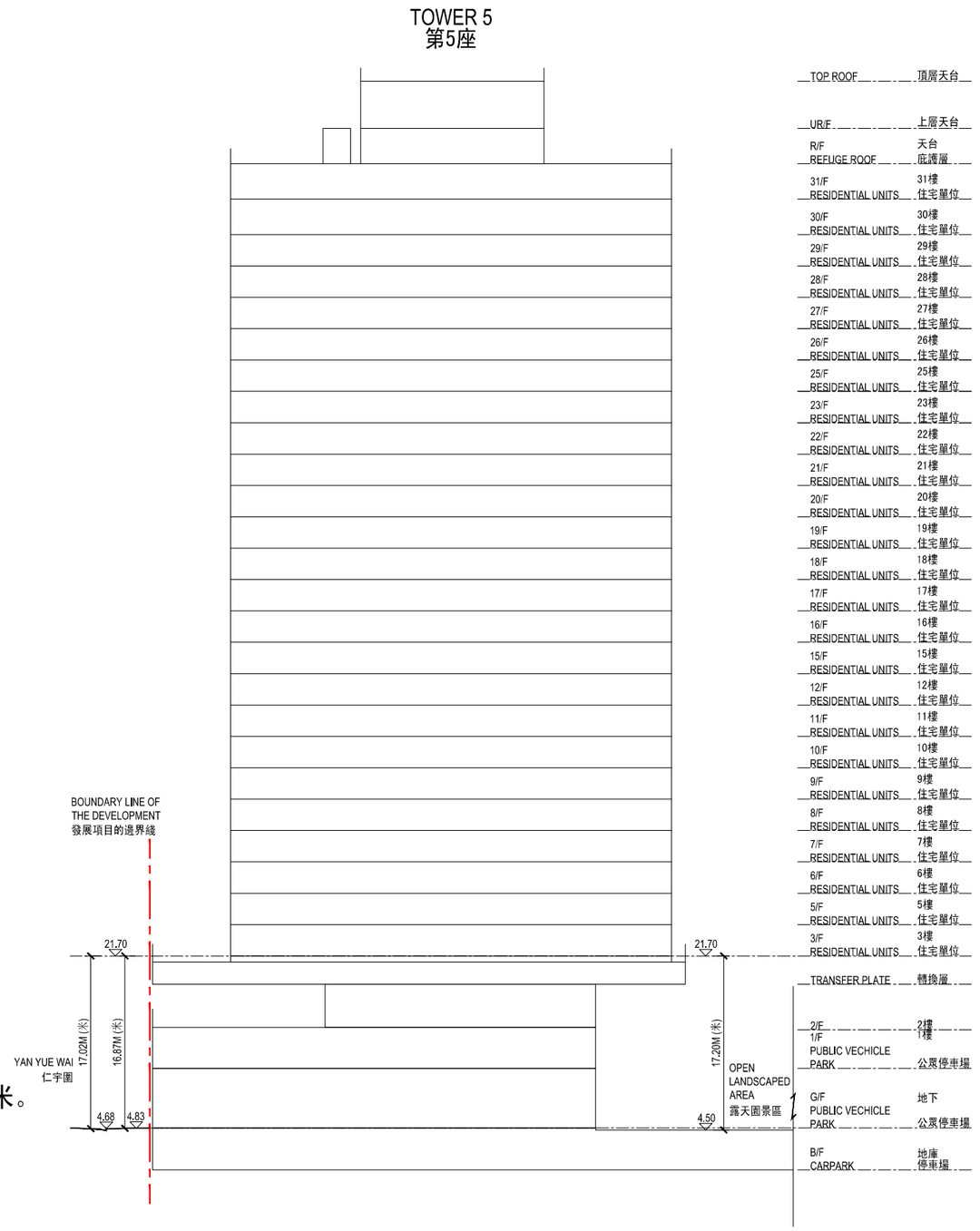
BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界綫

Remarks:

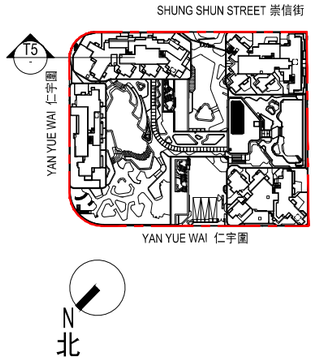
1. The part of Yan Yue Wai adjacent to Tower 5 is 4.68 to 4.83 metres above the Hong Kong Principal Datum.
2. (┄┄) Dotted line denotes the lowest residential floor.
3. (▽) denotes height (in meters) above Hong Kong Principal Datum.
4. 4/F, 13/F, 14/F and 24/F are omitted.

備註：

1. 毗連第5座的一段仁宇圍為香港主水平基準以上4. 68至4. 83米。
2. (┄┄) 虛線為最低住宅樓層水平。
3. (▽) 指香港主水平基準以上高度（米）。
4. 不設4樓、13樓、14樓及24樓。



Key Plan
索引圖



申請編號 Application No. :
此頁摘自申請人提交
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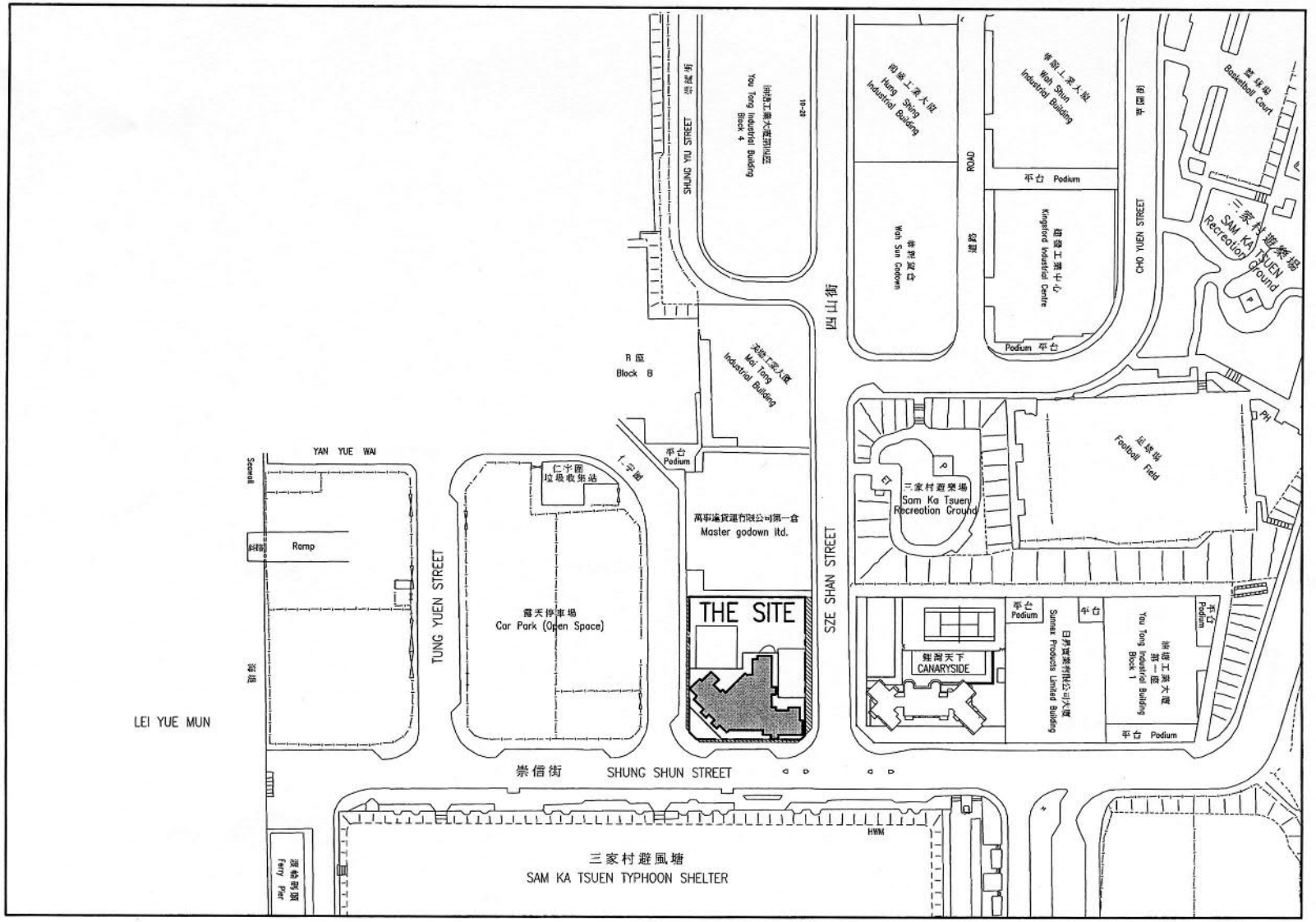
6. Planning Application A/K15/90



BLOCK PLAN

Figure 5

DWG. NO.: 0703-SK-13-1

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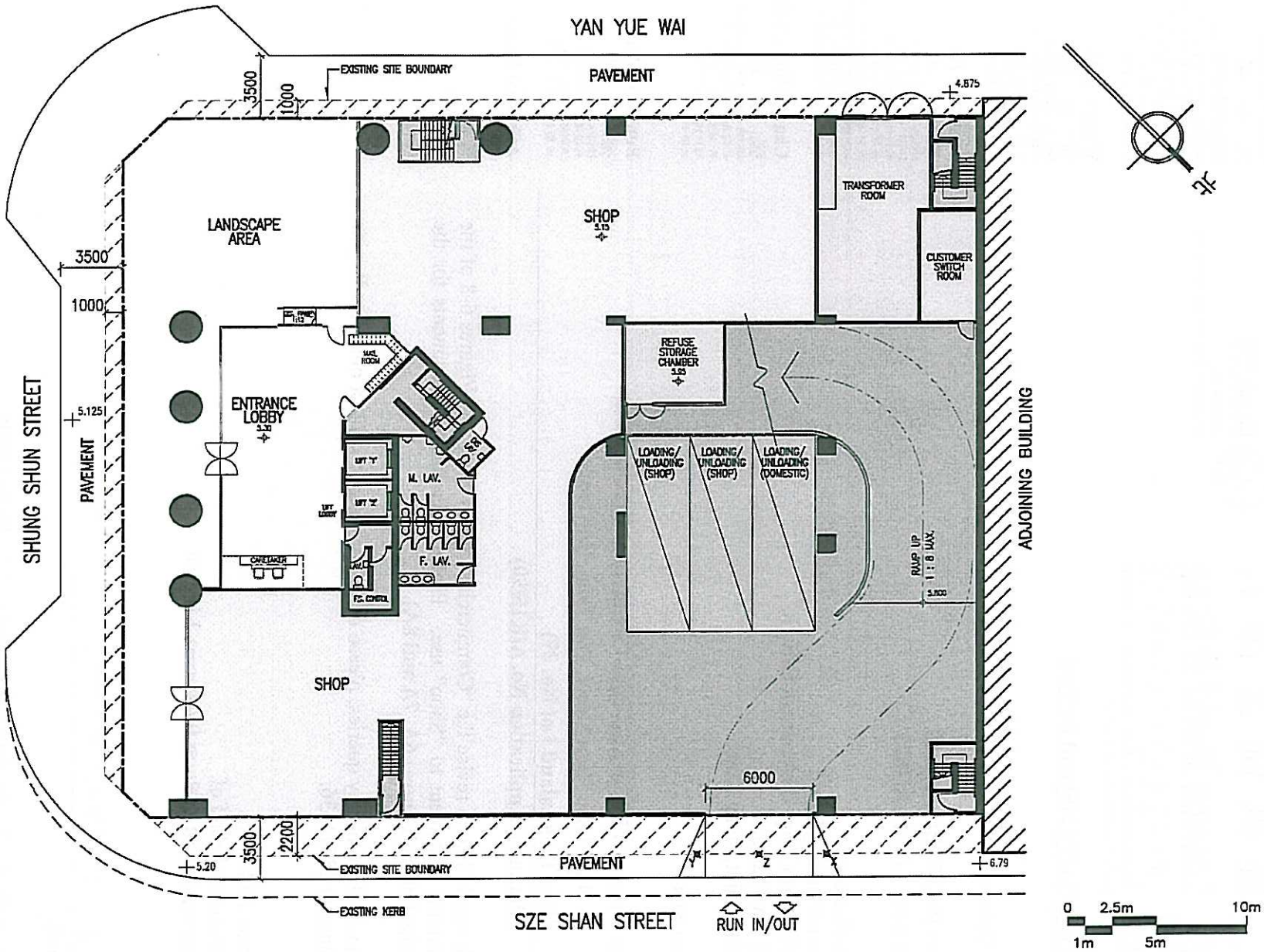
PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27



GROUND FLOOR PLAN

Figure 6A DWG. NO.: 0703-SK-13-2a

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27

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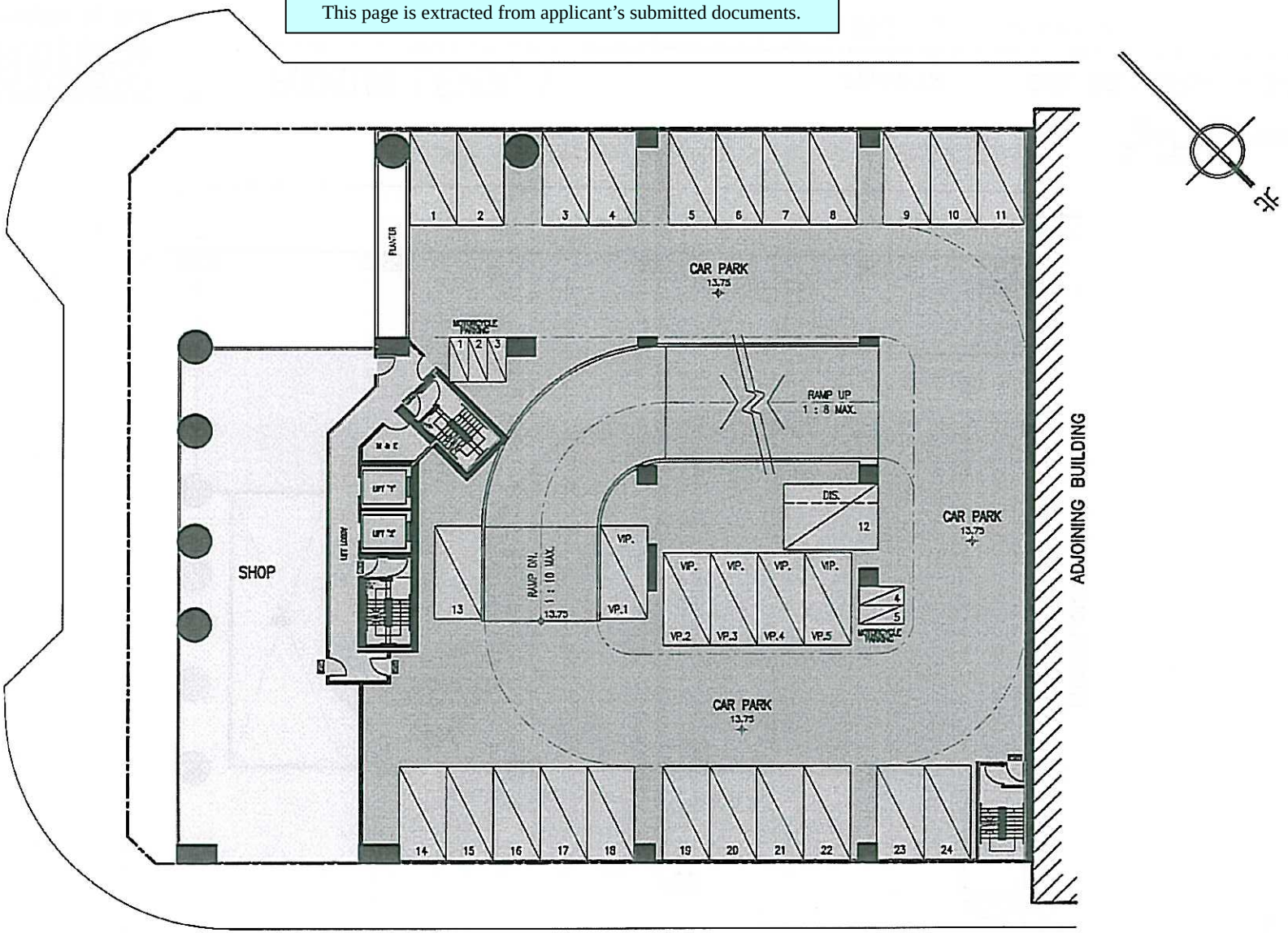

0 2.5m 10m
1m 5m

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PODIUM LEVEL 2

Figure 8A DWG. NO.: 0703-SK-13-4a

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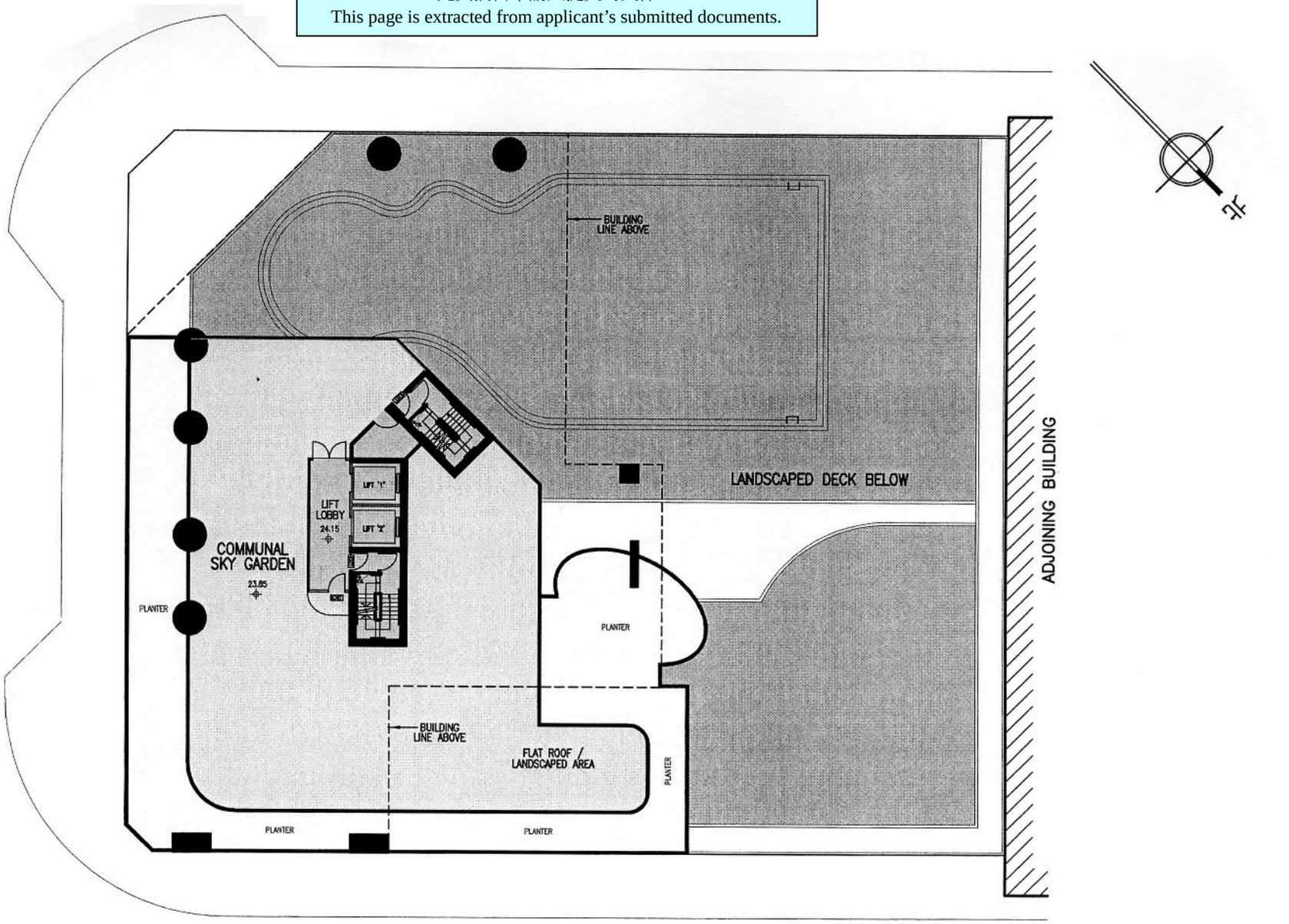

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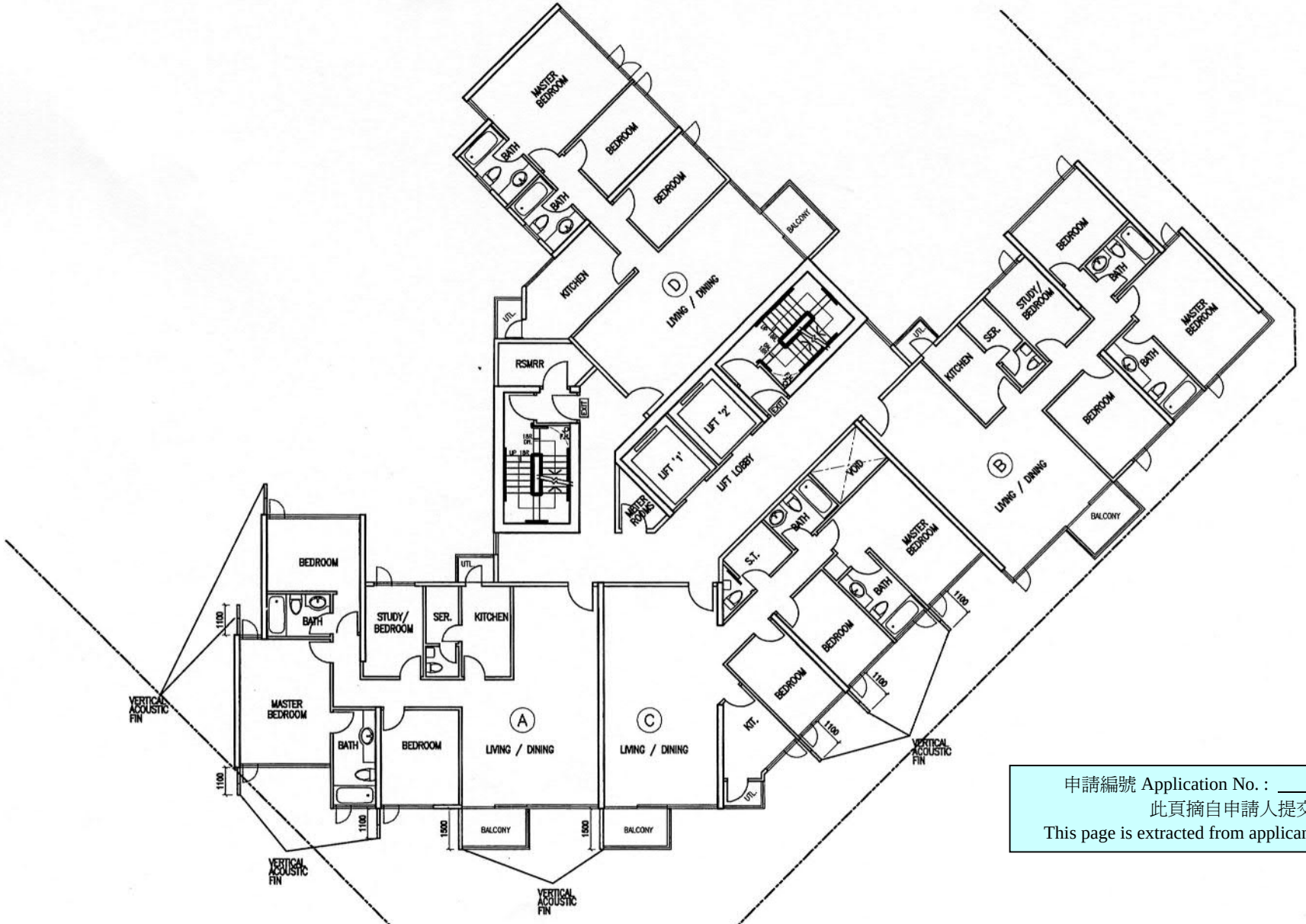
COMMUNAL SKY GARDEN

Figure 11

DWG. NO.: 0703-SK-13-7

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27



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1m 5m

TYPICAL FLOOR PLAN

Figure 13 DWG. NO.: 0703-SK-13-9

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PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27

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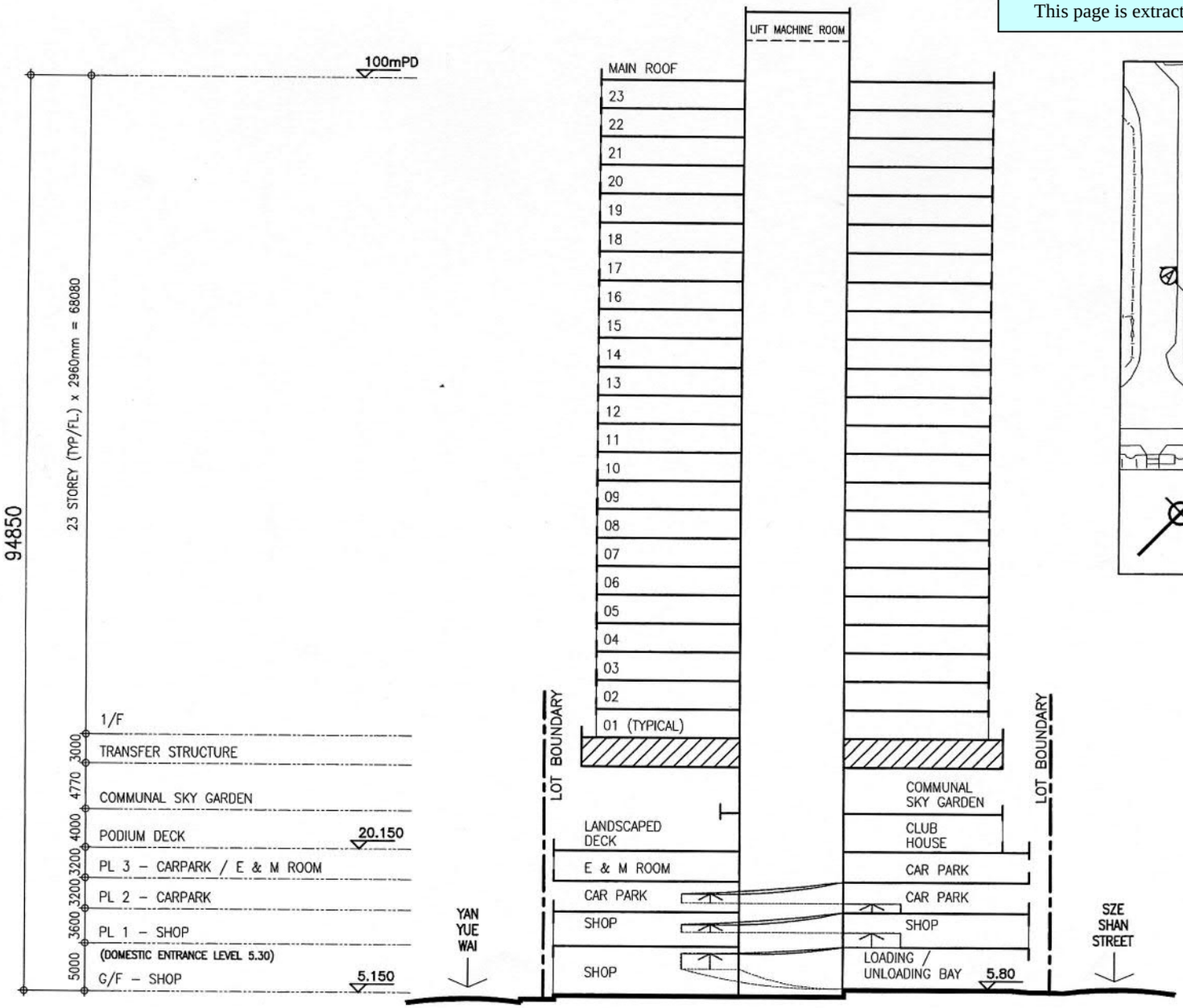

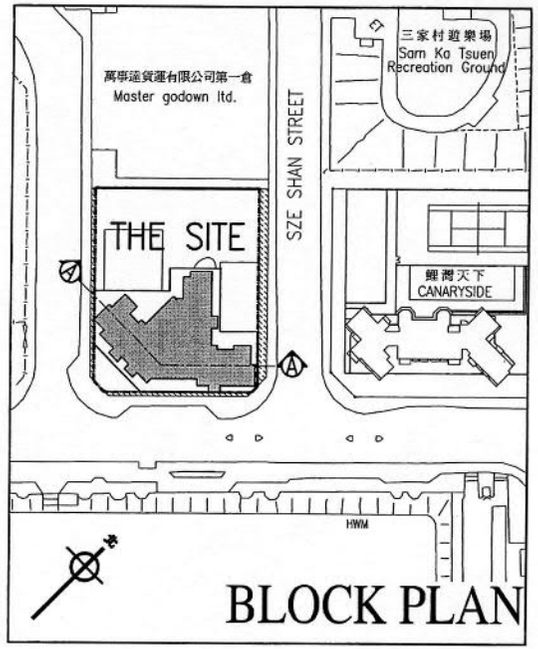

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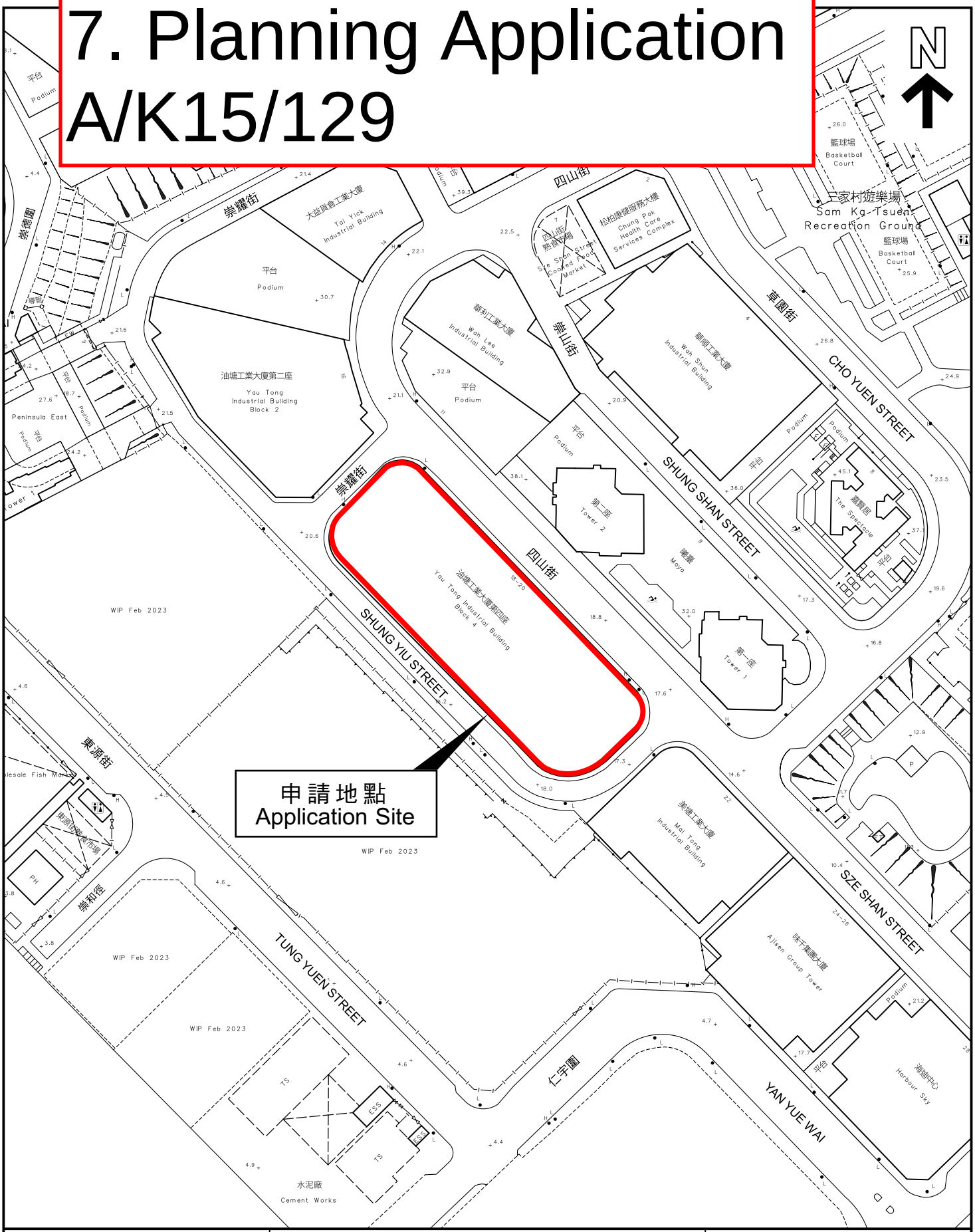
SCHEMATIC SECTION A-A

Figure 15 DWG. NO.: 0703-SK-13-11

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27

7. Planning Application A/K15/129



本摘要圖於2023年6月30日擬備，
所根據的資料為測量圖編號11-SE-4C
EXTRACT PLAN PREPARED ON
30.6.2023 BASED ON SURVEY SHEET
No. 11-SE-4C

平面圖 SITE PLAN

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/K15/129

MASTER LAYOUT PLAN

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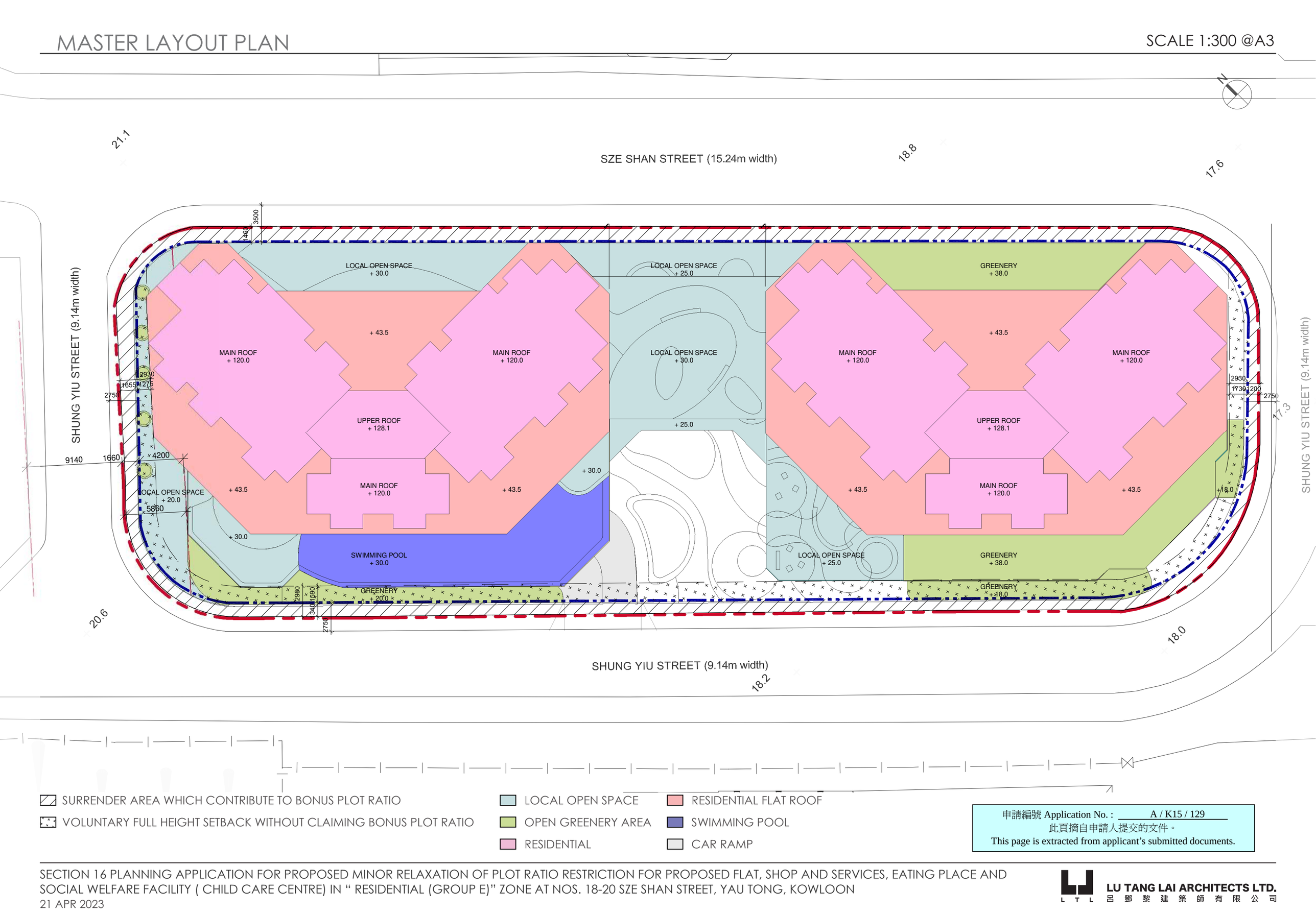

SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

LOCAL OPEN SPACE

OPEN GREENERY AREA

RESIDENTIAL

RESIDENTIAL FLAT ROOF

SWIMMING POOL

CAR RAMP

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21 APR 2023

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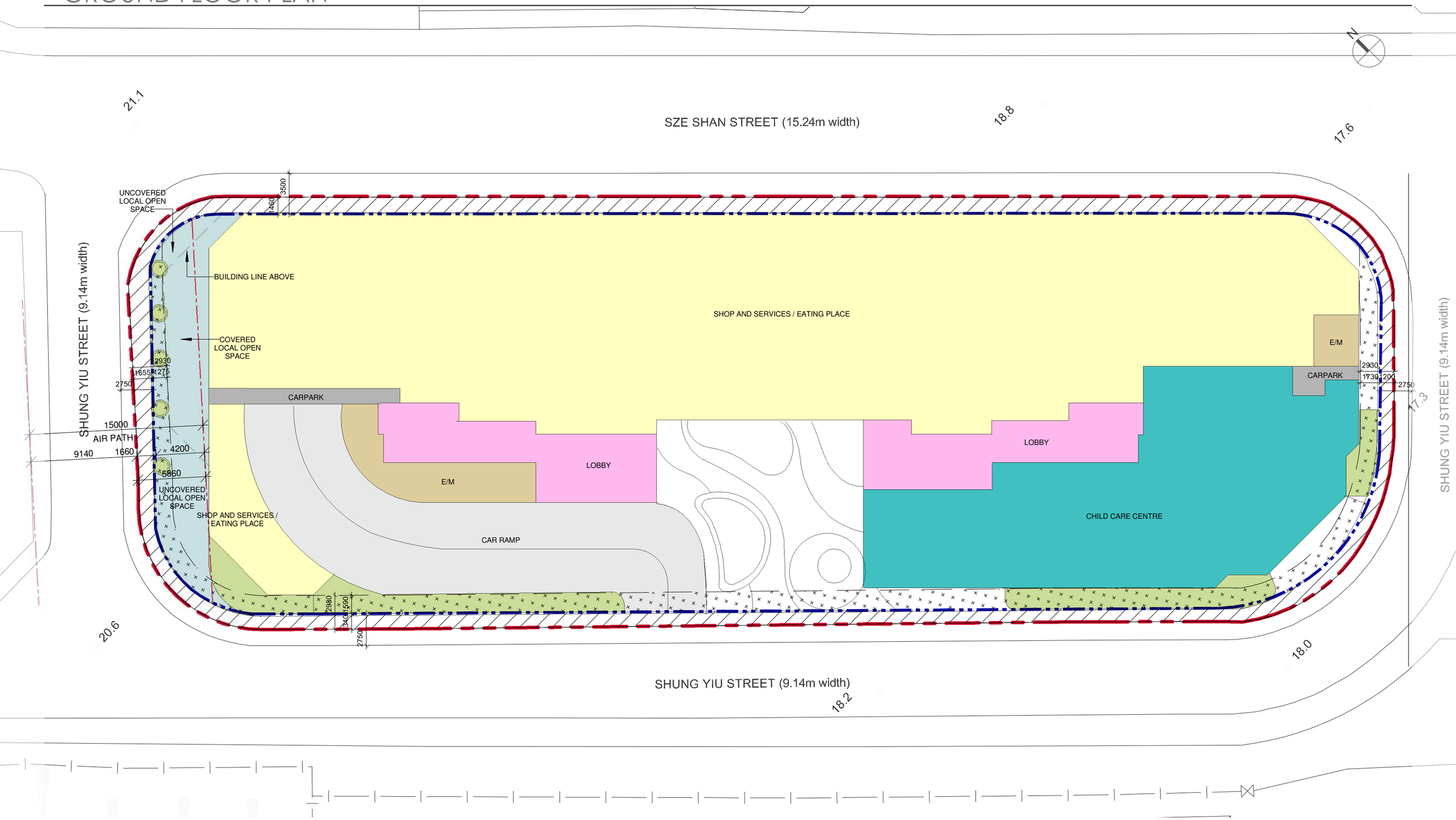
GROUND FLOOR PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

LOCAL OPEN SPACE

OPEN GREENERY AREA

RESIDENTIAL

SHOP AND SERVICES / EATING PLACE

CHILD CARE CENTRE

E/M

CARPARK

CAR RAMP

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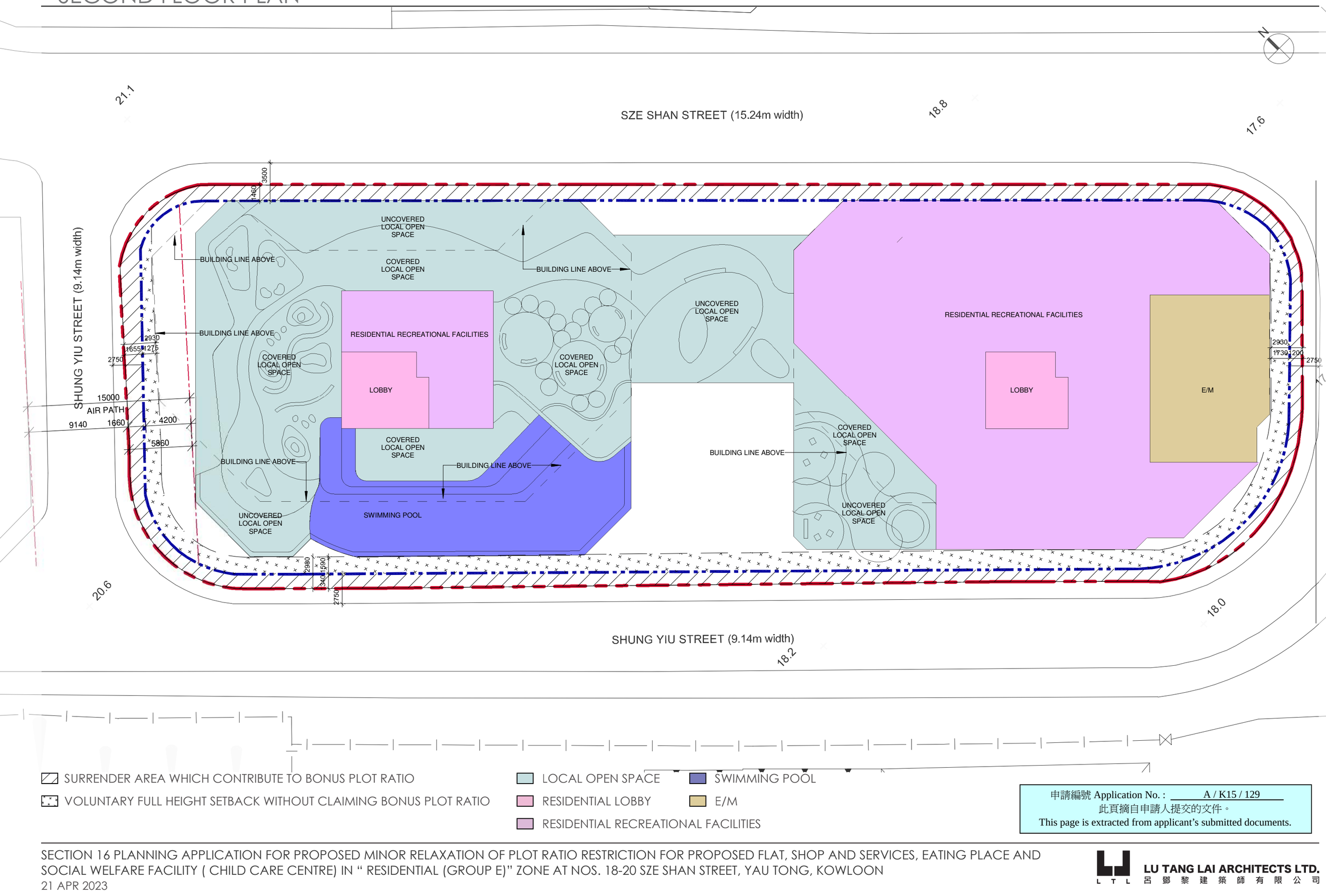
SECOND FLOOR PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

LOCAL OPEN SPACE

RESIDENTIAL LOBBY

RESIDENTIAL RECREATIONAL FACILITIES

SWIMMING POOL

E/M

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21 APR 2023

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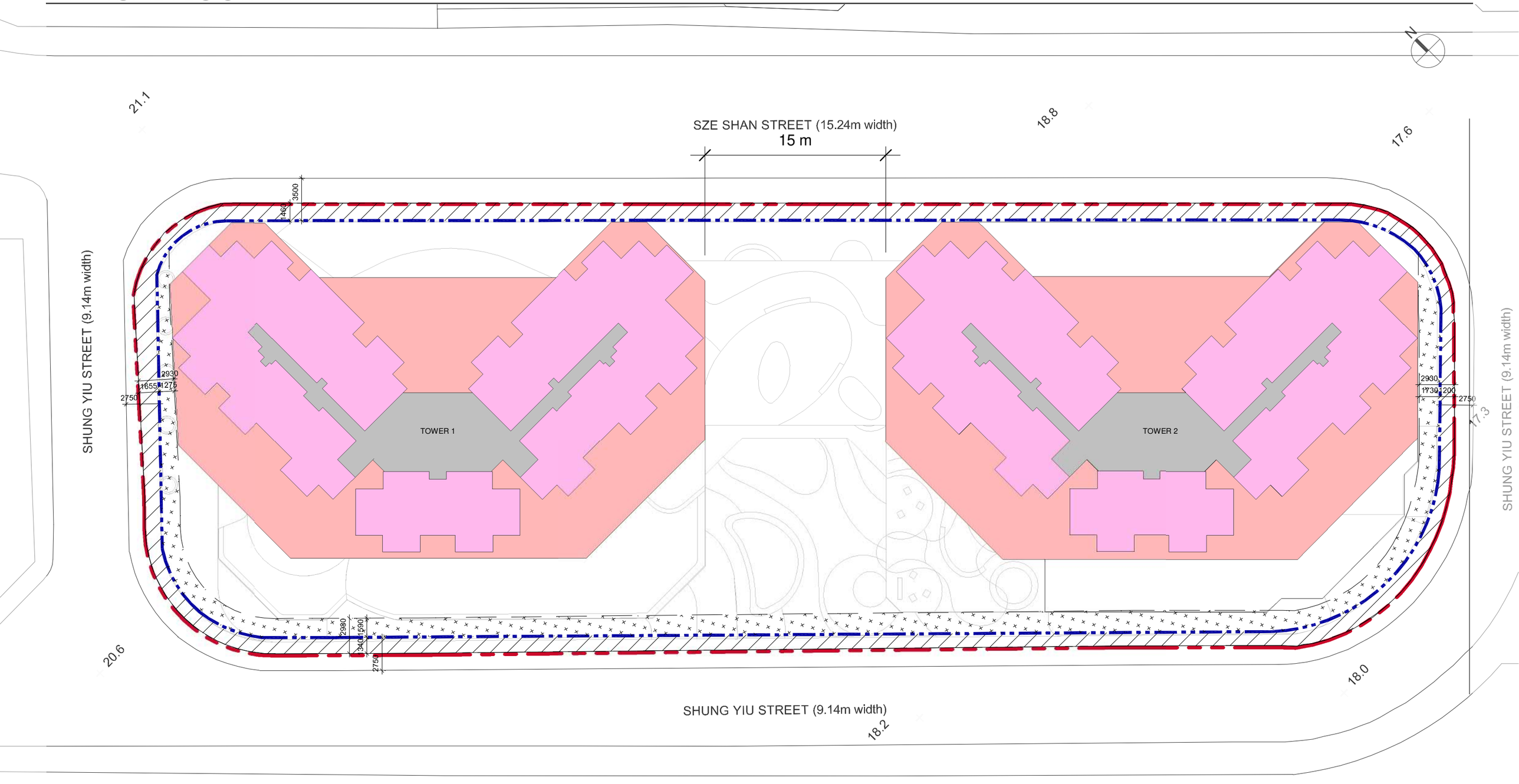
TYPICAL FLOOR PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

RESIDENTIAL

RESIDENTAL FLAT ROOF

LIFT LOBBY, STAIRCASE AND CORRIDORS

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SECTION 1- 1

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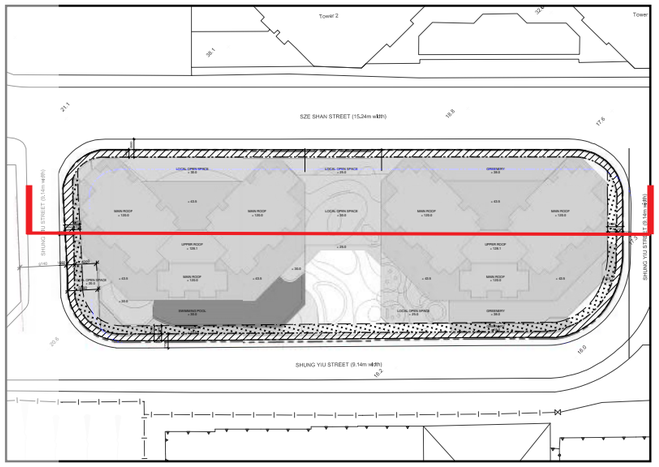

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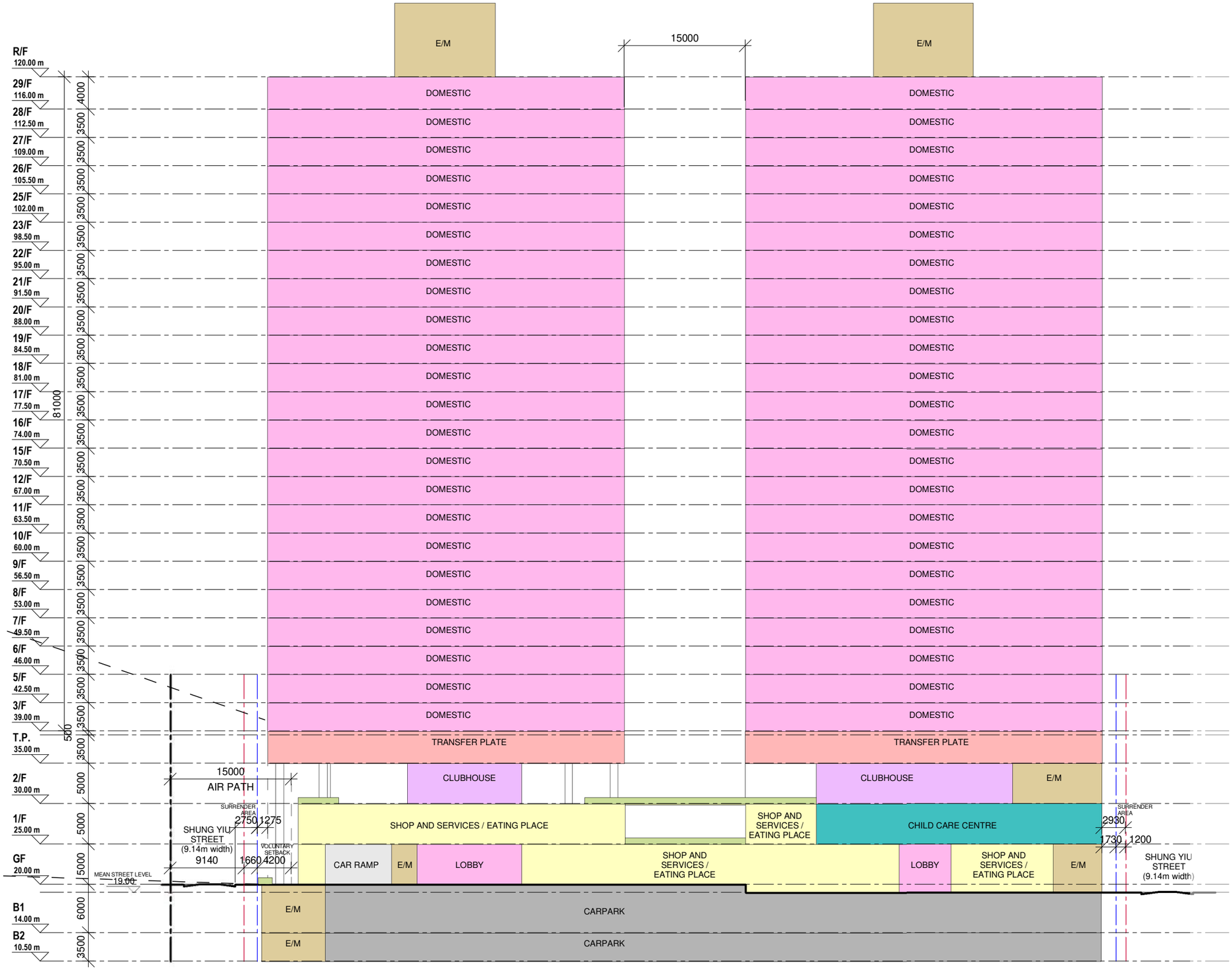
SECTION FOR SHUNG YIU STREET
1: 300



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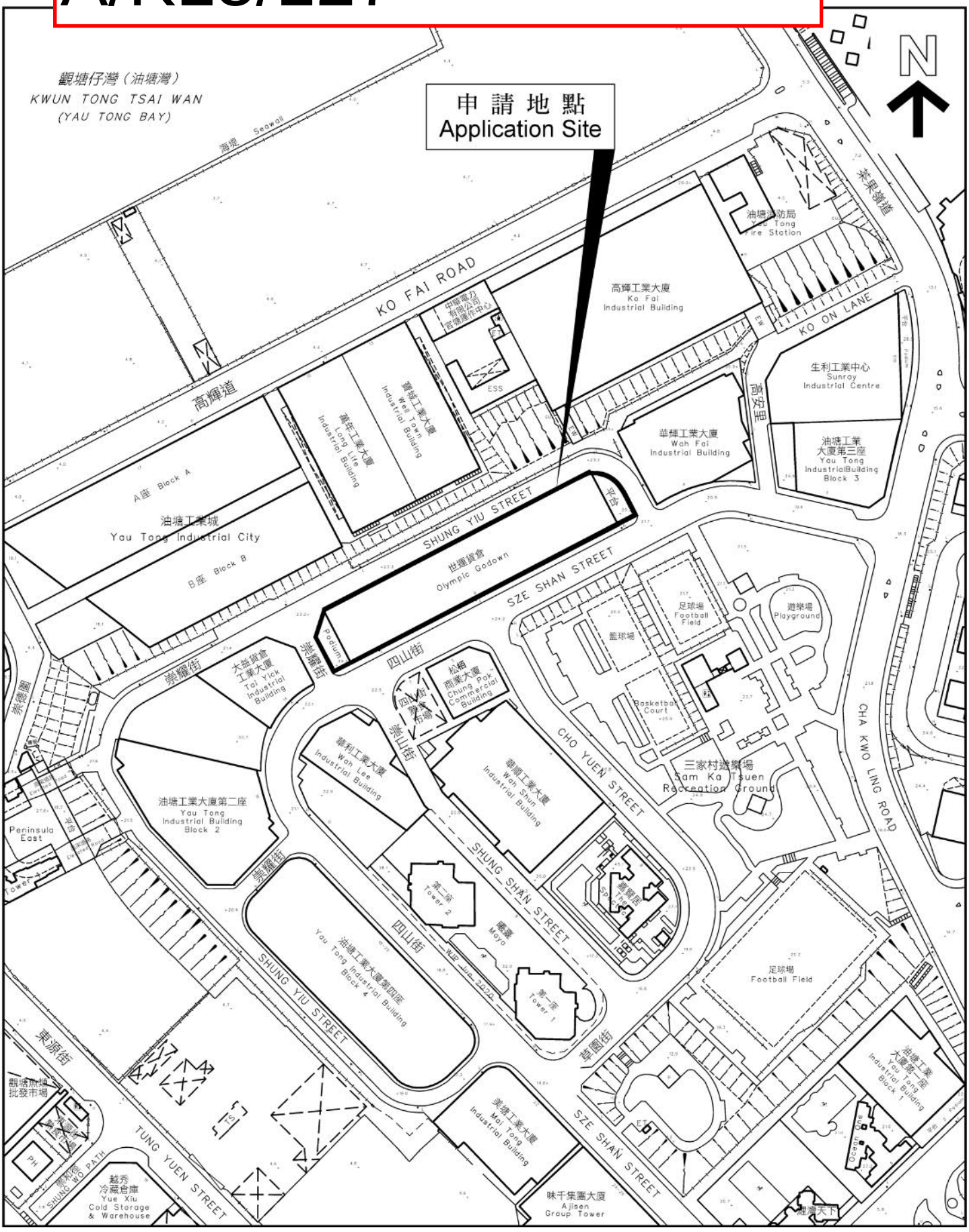

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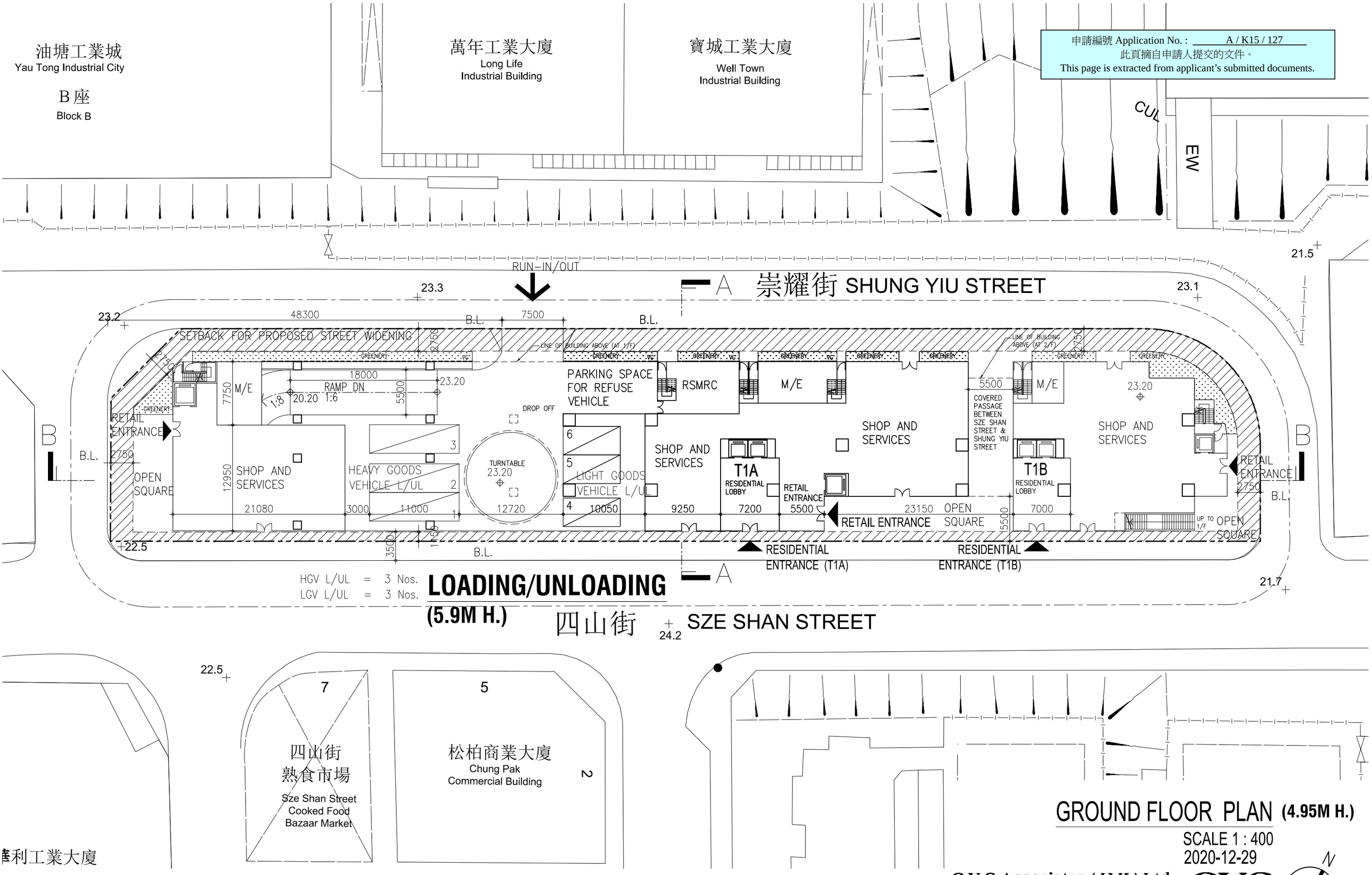

GROUND FLOOR PLAN (4.95M H.)

SCALE 1 : 400
2020-12-29

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A3 – 1:400

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PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR 8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

申請編號 Application No. : A / K15 / 127
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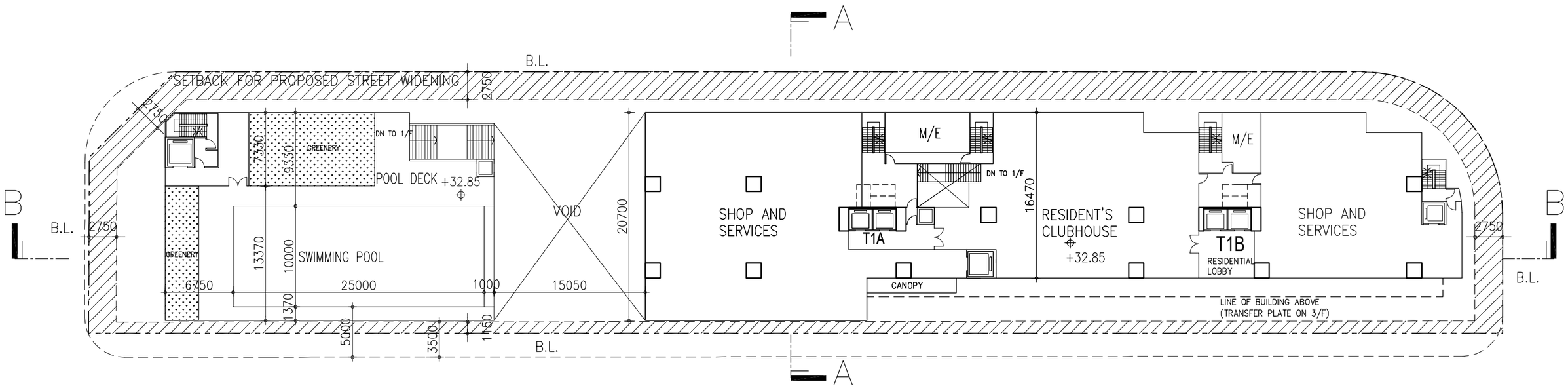

2/F PLAN (4.5M H.)

SCALE 1 : 400

2020-12-24

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR 8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

0 4 8 12 16 20m

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A3 – 1:400

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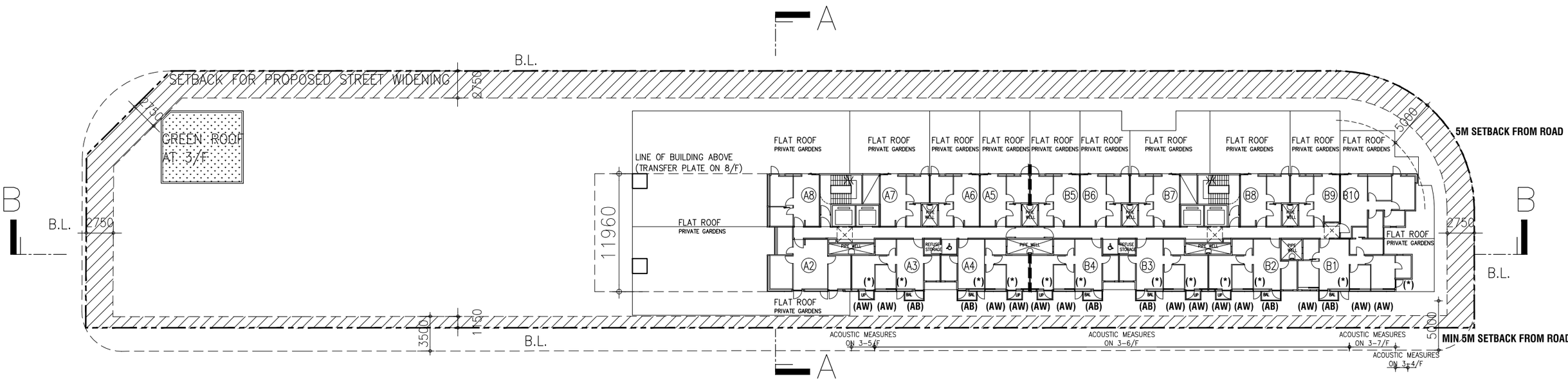

LEGEND
(AB) ACOUSTIC BALCONY
(AW) ACOUSTIC WINDOW
(*) FIXED GLAZING / AUTO-CLOSE DOOR

LOCATION OF ACOUSTIC MEASURES FOR UNITS FACING SZE SHAN STREET ON 3/F - 7/F REFER TO PLAN

3/F PLAN (3.25M H.)

SCALE 1 : 400
2020-12-29

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR
8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

0 4 8 12 16 20m

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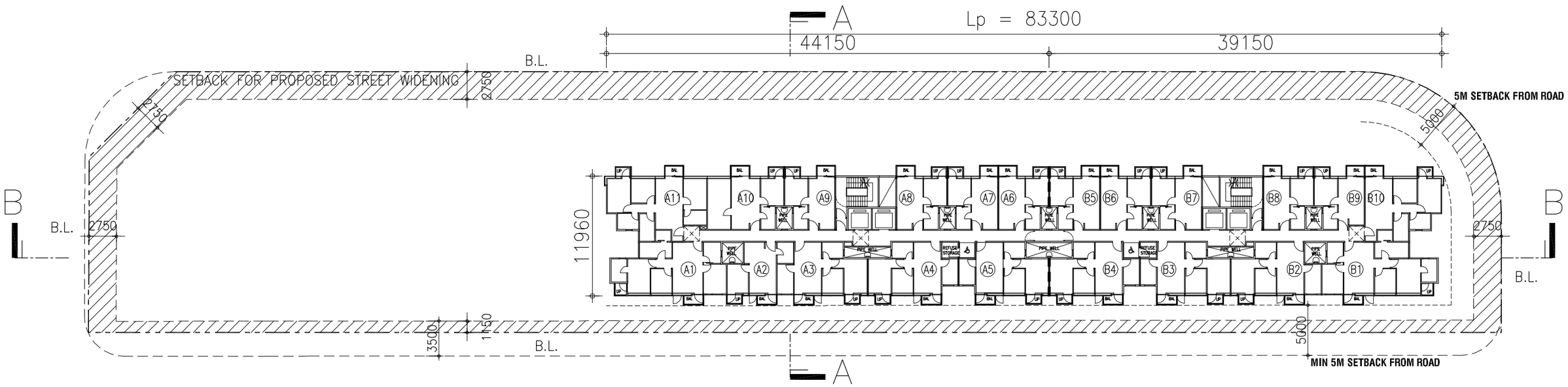

TYPICAL PLAN (3.25M H.)

SCALE 1 : 400
2020-12-24

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR
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0 4 8 12 16 20m

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A3 – 1:400

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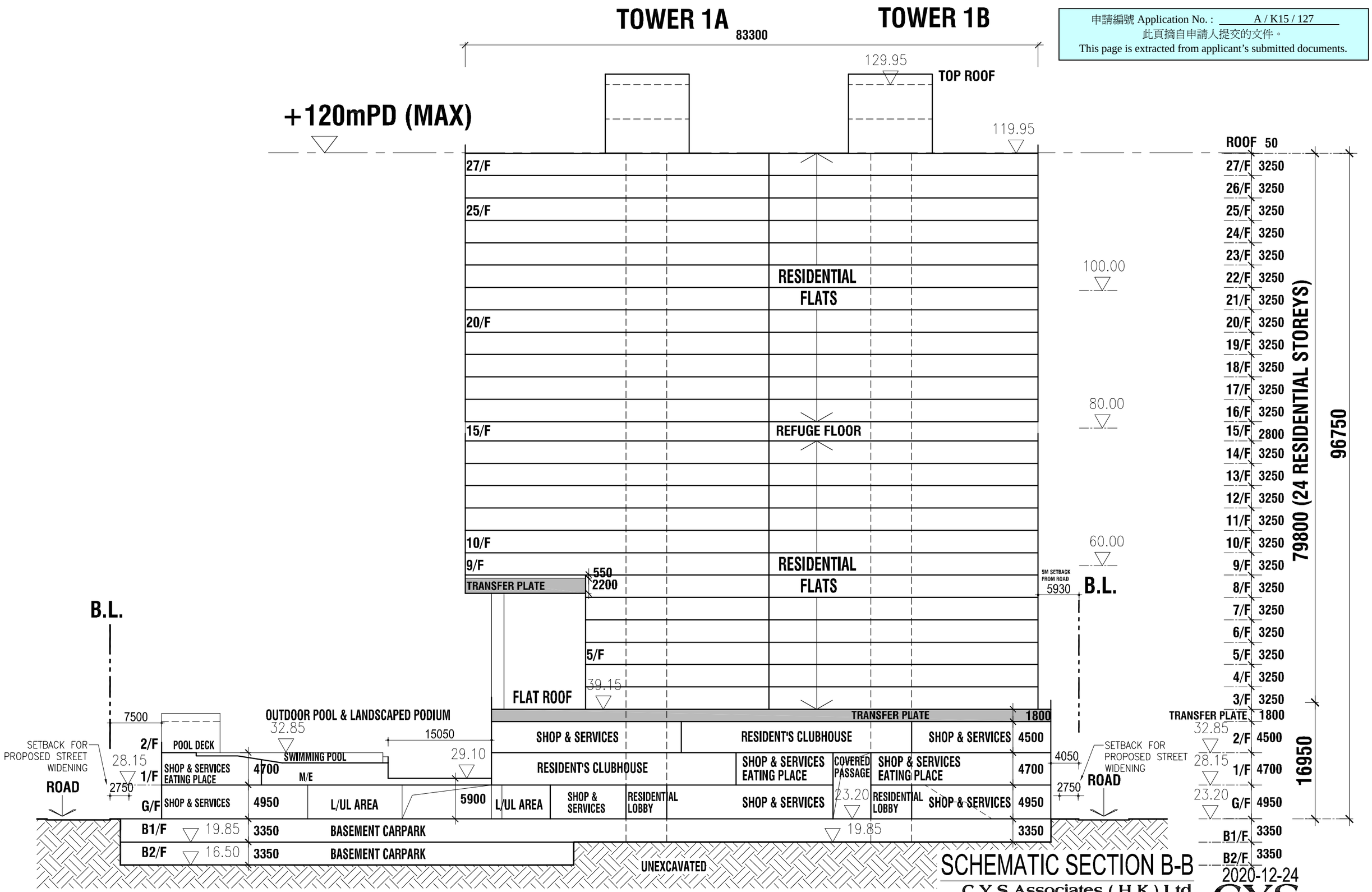

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR 8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

SCHEMATIC SECTION B-B

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A3 – 1:500

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Appendix I

Visual Impact Assessment

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Visual Impact Assessment

V6 | August 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

Arup Hong Kong Limited
Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon
Hong Kong
arup.com

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1. INTRODUCTION

1.1.1 This Visual Impact Assessment (VIA) is prepared in support of the Section 16 Planning Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio (PR) and Building Height (BH) Restrictions in the "Residential (Group E)" ("R(E)") zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (Application Site).

1.1.2 The Application Site, with an area of about 2,419m^2, is a harbourfront site located at the northwestern fringe of the Yau Tong Industrial Area (YTIA). The Application Site is bounded by Yau Tong Sewage Pumping Station to its immediate north, Tung Yuen Street to its immediate east and an existing concrete batching plant to its immediate south. The Application Site is currently occupied by a 7-storey industrial building (IB) (i.e. Wah Tung Godown). According to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP), the Application Site is zoned "R(E)" and is subject to a maximum domestic PR of 5.0, a maximum non-domestic PR of 1.0 and a maximum BH of 80mPD.

1.1.3 With the intention of optimising housing supply at a convenient urban location, creating a continuous waterfront promenade connecting Lei Yue Mun, Yau Tong, and Kai Tak in East Kowloon, as well as providing pedestrian safety and comfort improvement measures for the community, the Proposed Scheme submitted under this Planning Application comprises one 22 to 28-storey residential tower with BH of 80 to 100mPD above a 2-storey podium for 'Shop and Services' and 'Eating Place' uses plus two basement levels for car parking and loading/unloading (L/UL) spaces as well as an additional waterfront promenade of not less than 15m-wide, seeks minor relaxation of domestic PR from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD (Proposed Scheme). Despite that the Application Site does not fall within the area covered by the planning briefs (PBs) for the Yau Tong Bay (YTB) and the YTIA "Comprehensive Development Area" ("CDA") zones, the Applicants have taken initiative to provide a waterfront promenade of not less than 15m-wide within the Application Site, alongside with a public access of 5m-wide connecting to the Tung Yuen Street. In respect of the requirement stipulated on the Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (ODP) No. D/K15C/1B, a full-height setback of 5m-wide from Tung Yuen Street is proposed for provision of a footpath of 3.5m-wide. In addition to the ODP footpath, the setback of 1.5m abutting the building façade is proposed with tree planting at the northwestern end of the proposed setback. With the fact that about one-fourth of the Application Site has been assigned for the additional voluntary waterfront promenade, and to accommodate the genuine intention to provide more residential flats, minor relaxation of BH (i.e. from 80mPD to 100mPD) for inland portion of the Application Site is proposed. Notwithstanding this, the Proposed Scheme would be compatible with the BH profile across Tung Yuen Street and respect the overall stepped BH profile concept for the YTIA. It is anticipated that the Proposed Scheme would set a desirable precedent to facilitate the transformation of existing YTIA into a quality harbourfront living neighbourhood.

1.1.4 Point (e) of Para. 2.3 of the TPB Guidelines (TPB PG) No. 41 states that a VIA is required when "*the proposal involves modification of development parameters of a site to deviate from the statutory planning restrictions applicable to the site or the neighbourhood, and the modification will amount to pronounced increase in development scale and intensity*

and visual changes from key public viewing points". Accordingly, this VIA is prepared to assess the visual impact of the Proposed Scheme in support of this planning application.

1.1.5 The VIA approach adopted in this report has considered the approved/planned developments in the surrounding Yau Tong area under the Baseline and Proposed Schemes. The approved/planned developments incorporated in the Baseline and Proposed Schemes create a reasonably near future condition for the evaluation of visual impacts. This VIA evaluates the visual compatibility and degree of anticipated visual impacts of the Proposed Scheme on the Visually Sensitive Receivers (VSRs) relevant to the Application Site. Based on the evaluation, the VIA comments on the visual acceptability of the Proposed Scheme.

1.1.6 The outline for the VIA is set out below:

- **Section 2** outlines the visual context of the Application Site and its Surrounding Area;
- **Section 3** describes the key planning and design principles for the Proposed Scheme;
- **Section 4** identifies the Assessment Area and provides an analysis of the viewing points (VPs);
- **Section 5** assesses the visual impacts; and
- **Section 6** concludes the VIA.

2. VISUAL CONTEXT OF THE APPLICATION SITE AND ITS SURROUNDING AREA

2.1 Site Context and Existing Land Use

2.1.1 The Application Site is located at the northwestern fringe of the YTIA with direct view across the Victoria Harbour to Quarry Bay and Shau Kei Wan on the Hong Kong Island. With a site area of about 2,419m^2, the Application Site with a site level of 4.4mPD has a gentle relief surrounded by rising topographies of Chiu Keng Wan Shan and Devil's Peak towards the southwest.

2.1.2 The Application Site is currently occupied by a 7-storey IB for godown use (i.e. Wah Tung Godown).

2.2 Surrounding Context

2.2.1 With rapid transformation taking place in the YTIA over the past decade, the Application Site is currently surrounded by a cluster of existing/planned residential developments intermixed with existing industrial developments. High-dense residential developments including Peninsula East, Montego Bay, The Spectacle, Maya, Canaryside, Ocean One and One East Coast and other planned residential development can be found within the YTIA. Besides, some of the existing public housing developments within Yau Tong including Ko Chun Court, Ko Yee Estate, Yau Mei Court, Yau Tong Estate, Lei Yue Mun Estate and other planned developments can also be found on the rising topographies towards the northwest.

2.2.2 To the **immediate north** across Ko Fai Road, **further northeast** and **further north** across the open water of the YTB are mainly the vacant land with a few existing individual industrial developments within the YTB "CDA" zone. The whole YTB "CDA" site is the subject of an Approved Application No. A/K15/130 for a comprehensive development with minor relaxation of PR restriction from 4.5 to 5 (Approved YTB Development). The Approved YTB Development includes a total of 29 residential towers at T1 to T14 and T17 as well as three hotels at T15, T16 and T18 with a stepped BH profile descending from 120mPD to 60.5mPD and 72mPD at the western and northern end of the "CDA" zone respectively. Whilst the site of Wing Shan Industrial Building is the subject of a partially agreed S12A Application No. Y/K15/6 for commercial development with BH of not more than 120mPD, the site of Yau Tong Ice Plant is the Development Site of Approved Application No. A/K15/130 (or Phase III of the whole YTB "CDA" development) for residential development with BH of 115mPD. Besides, there is a long-term planning intention from the Government for a waterfront promenade of not less than 15m-wide along YTB. The proposed waterfront promenade will connect Lei Yue Mun, Yau Tong to Cha Kwo Ling and further to the Kowloon East area.

2.2.3 To the **immediate south** is an existing concrete batching plant and a planned comprehensive residential development under Approved Application No. A/K15/122 (i.e. The Coast Line I & II under construction) (80 to 100mPD) within the waterfront portion of the "CDA(1)" site and the inland portion of the "CDA(1)" site across Tung Yuen Street. To the **further south**, the adjoined "CDA(2)" zone is currently occupied by Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market. To the **southeast**

across Shung Wo Path are the planned comprehensive residential development (80mPD to 100mPD) under Approved Application No. A/K15/126 within the waterfront portion and inland portion of "CDA(3)" zone, and another planned comprehensive residential development (80mPD) under the Approved Application No. A/K15/121 within "CDA(4)" zone. To the **further southeast** bounded by Yan Yue Wai is Montego Bay (80mPD to 100mPD) within the "CDA(5)" zone. Similar to the YTB "CDA" zone, there is a long-term planning intention for a waterfront promenade of not less than 15m-wide along the YTIA as specified in the PB of the YTIA and designated in the OZP. The waterfront promenade will connect Lei Yue Mun to YTB and Cha Kwo Ling and further to the Kowloon East area. To the **further southeast** beyond Shung Shun Street are Sam Ka Tsuen Ferry Pier, Lei Yuen Mun Typhoon Shelter Breakwater Sitting Out Area and Sam Ka Tsuen Typhoon Shelter.

2.2.4 To the **immediate east** and **southeast** across Tung Yuen Street are "R(E)" zones and the inland portion of "CDA(1)", "CDA(3)" and "CDA(5)" zones with BH restriction of 100mPD. To the **further east** and **further southeast** bounded by Shung Yiu Street or across Yan Yue Wai are the other two (E)" zones with BH restrictions of 100mPD and 120mPD. Whilst there is an existing residential development with BH exceeding the restriction as stipulated in the OZP (i.e. Peninsula East (147mPD)), the BH bands of about 100mPD and 120mPD among the stepped BH profile descending from towards the waterfront can still be formed alongside with other planned comprehensive/residential developments to the east of Tung Yuen Street. Other than those existing/planned residential developments, some existing IBs also can be identified in these zones, including Gloria Weaving & Knitting Factory Limited to be developed as transitional housing via wholesale conversion[1].

2.2.5 To the **east** and **southeast** beyond Sze Shan Street are other "R(E)" zones with BH restrictions of 120mPD and 140mPD respectively. High-rise residential developments including Canaryside (140mPD), Ocean One (120mPD), The Spectacle (148mPD) and Maya (140mPD) can be found within the two "R(E)" zones to the east of Sze Shan Street, forming other two BH bands of about 120mPD and 140mPD among the stepped BH descending towards Yau Tong waterfront. Except those residential developments, a few Government, Institution or Community (GIC) facilities including Sze Shan Street Cooked Food Market and Chung Pak Healthcare Services Complex can also be found. Sam Ka Tsuen Recreation Ground zoned "Open Space" is located in between in these two "R(E)" zones.

2.2.6 To the **further east** beyond Cha Kwo Ling Road are a cluster of existing/planned public housing developments with GIC facilities, including Ko Chun Court (122mPD to 124mPD), Ko Yee Estate (65mPD to 115mPD), Yau Mei Court (150mPD to 154mPD), Yau Tong Estate (132mPD to 144mPD), Lei Yue Mun Estate Phase I to III (126mPD to 151mPD), planned Lei Yue Mun Estate Phase IV (150mPD), planning public housing development with minor relaxed BH at Pik Wan Road (185mPD approved under Application No. A/K15/123) and other planned developments. Situating at the rising topographies of Chiu Keng Wan Shan and Devil's Peak, those existing/planned public

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[1] The transitional housing project 'Light Factory' for about 166 units and about 560 population at the Tung Yuen Street No.1 is estimated to be completed by Q3 2024 via wholesale conversion of the existing IB. For details, please refers to Housing Bureau's website (https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details_98.html).

housing generally would form part of the highest BH bands of the stepped BH profile in Yau Tong area.

2.2.7 To the **west** of Application Site is the Victoria Harbour.

2.2.8 In summary, a distinct gradation of height profile with descending BH towards the waterfront has been formed by the existing and planned comprehensive/residential developments in the Yau Tong area.

3. THE PROPOSED SCHEME

3.1 General Planning and Design Principles

3.1.1 **Contributing to Additional Private Housing Supply while Enhancing Liveability** – Situating at an urban centre location conveniently served by public transport services, there is an opportunity to optimise the precious land resource at the Application Site for contributing to the housing supply at the territorial level. Meanwhile, the Proposed Scheme would fully align with the latest Government policy of minimum flat size requirement of 26m^2 to enhance liveability with more spacious living space. Therefore, the Applicants seek minor relaxation of domestic PR from 5.0 to 6.0 to facilitate the provision of additional private housing flats (equivalent to additional flats of about 60) with enhanced living space in the proposed residential development at the Application Site.

3.1.2 **Providing an Additional Waterfront Promenade to Celebrate the Iconic Victoria Harbourfront –** the Applicants have taken initiative to provide a voluntary waterfront promenade of not less than 15m-wide within the Application Site, alongside with a 5m-wide public access connecting to the Tung Yuen Street. The additional waterfront promenade, owned by the Applicants, will be open for public enjoyment and the Applicants would take up responsibility for its construction, maintenance and management, ensuring it is a well-maintained and inviting space for all visitors. Upon its completion, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area.

3.1.3 **Enhancing Pedestrian Connectivity, Safety and Comfort in addition to the Planned Setback –** To fully respect the ODP requirements, a full-height setback of about 5m-wide from Tung Yuen Street, of which including a footpath of 3.5m-wide under ODP requirement and an additional setback of 1.5m-wide, is incorporated in the Proposed Scheme to improve pedestrian circulation in the YTIA. Tree plantings will also be provided near the run-in/out and the public access along Tung Yuen Street to further improve pedestrian comfort and walking experience of the area.

3.1.4 **Respecting the Harbour Planning Principles and Guidelines and Local Expectations –** In view of the harbourfront location of the Application Site, the planning and design of the Proposed Scheme has fully respected the Vision and Mission Statements as well as the Harbour Planning Principles and Guidelines promulgated by the former Harbourfront Enhancement Committee. Besides, the Proposed Scheme with a voluntary waterfront promenade for public enjoyment would also respect the Harbour Planning Guidelines and relevant Urban Design Guidelines in Chapter 11 of HKPSG to "*bring people to the harbour and the harbour to the people*".

3.1.5 **Providing Suitable Amount of Non-domestic Floor Space for Retail Uses to Serve Surrounding Residents –** Respecting the planning intention of "R(E)" zone, the Proposed Scheme would obtain PR of 0.9 for non-domestic uses, in the form of 'Shop and Services' and 'Eating Place' uses at the lower floors of the Proposed Scheme. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade

would create an active shop frontage for a more vibrant street life and serve local essential needs.

3.1.6 **Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront –** Despite that the proposed residential band in the inland portion is with minor relaxed BH of 100mPD, the residential band fronting the Victoria Harbour would be kept at 80mPD, which is fully in line with the BH restriction on the "R(E)" zone along the waterfront. Besides, the relaxed BH for the residential band at inland portion will not exceed the BH restriction (i.e.100mPD) along Tung Yuen Street. The stepped BH profile for the Proposed Scheme will maintain the distinct gradation of height profile with descending BH towards the harbourfront, while at the same time accommodate additional flat supply and the additional waterfront promenade, resulting in a win-win scenario.

3.2 Key Development Parameters

3.2.1 The key development parameters of the Proposed Scheme as compared with the Baseline Scheme (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 3-1** below.

Table 3-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat', 'Shop and Services' and 'Eating Place' are Column 2 uses while 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	-
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691.1m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177.1m^2 [2]	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.081 [3] (to be included in Domestic PR) (Not more than 197.93m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
Floor-to-Floor Height	N/A	Basement: about 4.5m Retail: about 4.5-5.5m Clubhouse: about 3.9m Transfer Plate: about 1.85m Typical Residential: about 3.15m	-
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	Total area of not less than 855m^2, which includes a voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20% [5]	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	66 (incl. 2 accessible car parking spaces)	
- Residential	N/A	53	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	6	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m^2) and SC of 0.256% will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR and SC will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR and SC have been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

[5] The total greenery provision is located at Primary Zone, i.e. 15m vertical zone, of the Application Site which accounts for not less than 20% of SC of greenery.

4. ASSESSMENT AREA AND SELECTION OF VIEWING POINTS

4.1 Assessment Area

4.1.1 According to the TPB PG-No. 41, the Assessment Area is defined by approximately three times of overall maximum BH of the subject development, i.e. 95.6m (100mPD with 4.4mPD at ground level). Thus, a radius of 286.8m (i.e. 95.6m × 3) from the boundary of the Application Site defines the boundary of the Assessment Area (**Figure 2**).

4.2 Selection of Viewing Points

4.2.1 The Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG) have identified strategic viewing points for the consideration of harbourfront development (Figure 3 of Chapter 11 of HKPSG refers), of which the strategic VP at Quarry Bay Park is chosen for assessment purpose.

4.2.2 When assessing the potential visual impacts of the Proposed Scheme, the classification of VPs is categorised as follows:

Table 4-1 Classification of Visual Sensitivity

Receivers	Main Activities	Sensitivity
Recreational	Those viewers who would view the Application Site while engaging in recreational activities.	High
Travellers	Those viewers who would view the Application Site from vehicles or on foot.	Medium

4.2.3 In summary, a total of 6 VPs are adopted in the VIA (**Figure 2**) to evaluate the medium-range and long-range VPs. They are:

- **VP1: Yau Lai Estate – Footbridge next to Fung Lai House** – This VP is located on the podium of the southern part of Yau Lai Estate, a public housing estate which is located to the north of the Application Site with a distance of approximately 650m and a site level of about 35mPD. Since it serves as one of the important commuting routes for the residents travelling from Yau Lai Estate to Yau Tong MTR Station, this medium-range VP is selected to assess the travellers who have a direct view towards the YTB and the YTIA but not directly visit to the Application Site. Owing to the transient nature of this VP, visual sensitivity is considered **medium**.

- **VP2: The Rooftop Garden (the Outdoor Maze Area) atop Domain Mall** – This VP is situated about 550m to the northeast of the Application Site across Cha Kwo Ling Road. This VP has been selected since it is one of the major public open spaces where residents in the adjacent public housing estates (such as Yau Tong Estate) would visit for passive recreation activities. Besides, the Rooftop Garden is also a famous destination for visitors from other districts due to its unique architectural design. It is a medium range VP to represent views of the local residents and visitors from this

recreation area towards the YTIA where the Application Site is located. The visual sensitivity of this VP is considered **high**.

- **VP3: Devil's Peak – Wilson Trail –** Located to the southeast of the Application Site with a distance of about 900m, this VP is taken on Devil's Peak presenting a long-range VP with panoramic view towards the YTIA where many new/planned residential developments are situated. From this VP, a distinct stepped height profile with descending BH towards the waterfront can be observed from a higher ground. It represents views of the hikers on this popular Wilson Trail on the Devil's Peak. The compatibility of the Proposed Scheme with the stepped building height profile at Yau Tong will be assessed through this VP. The visual sensitivity of this VP is considered **high**.

- **VP4: Lighthouse at Lei Yue Mun Rest Garden –** This VP is located at the waterfront area of Lei Yue Mun Rest Garden, which is situated about 700m to the southeast of the Application Site. It is a medium-range VP to represent views of the visitors and local villages/residents in Lei Yue Mun Village towards the planned/existing residential developments along the waterfront area of the YTIA. The compatibility of the Proposed Scheme with the stepped BH profile at Yau Tong will be assessed through this VP. The visual sensitivity of this VP is considered **high**.

- **VP5: Quarry Bay Park –** This VP is situated on the Hong Kong Island at about 1500m away from the southwest of the Application Site, which is a strategic VP as set out in the Urban Design Guidelines to assess impacts on the views to Kowloon Peak and other major Kowloon ridgelines. It is a long-range VP representing visitors or residents who engage in passive recreational activities such as walking, sitting-out and resting purposes while having a view towards the Application Site with the Victoria Harbour in the foreground. The compatibility of the Proposed Scheme with the overall visual composition of Eastern Kowloon from across the Victoria Harbour will be assessed via this VP. The visual sensitivity of this VP is considered **high**.

- **VP6: Kai Tak Runway Park –** This VP is located to the northwest from the Application Site with a distance of about 2,100m. This VP is selected due to its representation of a major long-range vantage point towards the Application Site along the harbour, as well as its popularity with local users for outdoor recreational activities, sitting-out and walking and overseas visitors from the Kai Tak Cruise Terminal. It is a VP to assess visual impacts of the Proposed Scheme with consideration of the overall visual composition of Kowloon East against the backdrop of Devil's Peak. Due to its prominent location and containing both passive and active recreational space with a medium duration of view, the visual sensitivity of this VP is considered **high**.

5. ASSESSMENT OF VISUAL IMPACT

5.1.1 This Section examines the visual impact of the Proposed Scheme by comparing it with the Baseline Scheme. While the planned / approved developments in the surroundings are included in both Proposed and Baseline Conditions, an OZP Scenario Scheme for the future development at the Application Site would be incorporated into the Baseline Condition for assessment. The OZP Scenario Scheme in this VIA refers to a residential development with domestic PR of 5, non-domestic PR of 1 and BH of 80mPD. The waterfront promenade is not provided under that OZP Scenario Scheme.

5.1.2 Reference is made to TPB PG No. 41, and **Table 5-1** summarises the relevant appraisal aspects. The visual appraisal for the Proposed Scheme is evaluated on the basis of 'visual composition', 'visual obstruction', 'effect on public viewers' and 'effect on visual resources.

Table 5-1 Appraisal Aspects

Appraisal Aspects	Major Considerations
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and character vis-à-vis the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the proposed scheme from all key public viewing points within the assessment area.
Effect on Public Viewers	The effects of visual changes from key public viewing points with direct sightlines to the proposed scheme should be assessed and demonstrated in the VIA. The changes in views to the existing and future public viewers should be compared before and after the proposed scheme. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible
Effect on Visual Resources	The condition, quality and character of the assessment area may change positively or negatively as a result of a development. The applicant should appraise if the proposed scheme may improve or degrade the condition, quality and character of the assessment area and any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development.

5.1.3 TPB PG No. 41 sets out the classifications of visual impact and its associated description. The classifications are tabulated in **Table 5-2** to appraise the Overall Visual Resultant Impact of the Proposed Scheme on the VSRs (Para. 4.11 of the HKPSG refers). This Section evaluates the visual impact of the Proposed Scheme as compared with the Baseline Scheme with the existing and planned developments in the surroundings.

Table 5-2 Classification of Overall Resultant Visual Impact

Classification of Overall Resultant Visual Impact	Description
Enhanced	If the Proposed Scheme in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/Partly Adverse	If the Proposed Scheme will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points
Negligible	If the Proposed Scheme will, with or without mitigation measures, in overall terms have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly Adverse	If the Proposed Scheme will, with or without mitigation measures, result in overall terms in some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the Proposed Scheme will, with or without mitigation measures, result in overall terms in negative visual effects to most of the key identified key public viewing points.
Significantly Adverse	If the Proposed Scheme will in overall terms cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

VP1: Yau Lai Estate – Footbridge next to Fung Lai House (Figure 3)

5.1.4 This medium-range VP represents travellers in the neighbourhood of Yau Lai Estate with a transient view towards the Proposed Scheme at the Application Site on their way to/from the MTR station.

5.1.5 **Effects on Visual Composition** – The foreground of this VP is occupied by a cul-de-sac with roadside greenery within Yau Lai Estate while the middle-ground is dominated by clusters of residential buildings including the planned residential developments in the YTB. Both the Baseline and Proposed Schemes would be completely hidden behind the approved YTB development and the sky view forms part of the visual composition at the background. The Proposed Scheme will blend in with other planned residential developments in the vicinity upon completion. Therefore, there will be **negligible** impact to the concerned visual composition.

5.1.6 **Effects on Visual Obstruction and Visual Permeability –** Both the Baseline and Proposed Schemes would be completely hidden behind the approved YTB development. Since there is no additional blockage caused by the Proposed Scheme as compared with Baseline Scheme, the Proposed Scheme will have **negligible** effect on visual obstruction and visual permeability.

5.1.7 **Effects on Public Viewers –** From this VP, more kinetic public viewers will be walking along the podium within Yau Lai Estate. Given that the Proposed Scheme would be completely hidden behind the approved YTB development, it is unlikely to attract public

viewers' attention with the minor relaxation of BH as compared to the Baseline Scheme. Therefore, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.8 **Effects on Visual Elements/Resources –** The Proposed Scheme will not be visible as it will blend in well to building clusters in the background of this VP. The cul-de-sac with roadside greenery within Yau Lai Estate in the foreground and high-rise residential developments such as the Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (60.5 to 120mPD) will remain as significant components of the VP with the Proposed Scheme. The open sky view will not be affected by the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.9 Based on the above, the Proposed Scheme will bring **negligible** visual impact to the public viewers in this VP.

VP2: The Rooftop Garden (the Outdoor Maze area) atop Domain Mall (Figure 4)

5.1.10 This medium-range VP represents views of local residents or visitors from other districts who enjoyed passive recreation activities at the Rooftop Garden atop Domain Mall (the Outdoor Maze area). From this VP, only the topmost part of the Baseline Scheme or Proposed Scheme is visible at the background as they are mostly intercepted by existing developments in the foreground.

5.1.11 **Effects on Visual Composition –** The visual composition from this VP consists of low to medium-rise IBs in the foreground as well as the existing and planned high-rise residential developments in the YTIA and the YTB such as planned residential under Approved Application No. A/K15/127 (120mPD), Maya (140mPD), Peninsula East (147mPD) and The Coast Line II (100mPD) under construction etc. As compared with Baseline Scheme, only a very minor portion of open sky view would be obstructed by the Proposed Scheme. In view of that both the Baseline and Proposed Scheme blends in well with the existing and planned high-rise residential developments with only the topmost portion visible, views to the waterfront will not be affected with the minor relaxation of BH under the Proposed Scheme. The impact to visual composition caused by the Proposed Scheme is thus **negligible**.

5.1.12 **Effects on Visual Obstruction and Visual Permeability –** In view of the insignificant visual change of the Proposed Scheme at this VP, slight additional visual obstruction created by the Proposed Scheme to the open sky view is considered minimal at this VP as compared to the Baseline Scheme. While those high-rise developments near Quarry Bay across the Victoria Harbour still can be seen in this VP, the Proposed Scheme largely maintains the visual permeability which is comparable to the Baseline Scheme. Hence, the potential effects visual obstruction and visual permeability caused by the Proposed Scheme are **negligible to slightly adverse**.

5.1.13 **Effects on Public Viewers –** Only the upper levels of the Proposed Scheme will be visible between the planned residential developments and blends in well with the high-rise residential developments in the surrounding. The change of BH under the Proposed Scheme might be unnoticeable to the public viewers given that existing and planned high-rise developments (e.g. Peninsula East with BH of 147mPD, Maya with BH of 140mPD and Approved Application No. A/K15/127 of 120mPD) will likely attract visual attention at this VP. The Proposed Scheme remains highly compatible and integrated with the

design of the building masses of the surrounding high-rise developments. Hence, the Proposed Scheme has caused **negligible** effect on public viewers.

5.1.14 **Effects on Visual Elements/Resources –** In view of that Proposed Scheme is visually integrated into the high-rise existing and planned residential developments in the background, the cityscape of this VP would generally be remained. The minor relaxation of BH might not be highly noticeable from this VP. The visual resources have been gradually amended by the on-going transformation of the YTB and YTIA under the Baseline Condition. The Proposed Scheme would bring no significant changes on the key visual elements/ resources from this VP, including the view towards Victoria Harbour. Only a very minor portion of open sky view would be obstructed by the Proposed Scheme compared with Baseline Scheme. The effect on visual elements/ resources is therefore considered **negligible**.

5.1.15 Overall speaking, although the Proposed Scheme would reduce portion of the open sky view at this VP, the incorporation of a stepped BH profile will reduce the overall visual bulkiness and maintain the visual character of a transition from the hinterland to waterfront area in the YTIA. The views of existing developments in the YTIA remains as a significant visual component at this VP. Therefore, the Proposed Scheme will bring **negligible to slightly adverse** visual impact to recreational users in the Rooftop Garden atop Domain Mall. Nonetheless, the visual impact could be mitigated by deign measures in detailed design stage.

VP3: Devil's Peak – Wilson Trail (Figure 5)

5.1.16 This long-range VP represents views of hikers and travellers who are hiking along the Wilson Trail of Devil's Peak. With the existing residential developments including Montego Bay, Canaryside, One East Coast, Ocean One, Maya, The Spectacle, Peninsula East and Lei Yue Mun Estate Phase 1 – 3 as well as the planned Lei Yue Mun Estate Phase 4 in the foreground, the Baseline and Proposed Schemes will be completely screened off and will not be visible to viewers at this VP.

5.1.17 **Effects on Visual Composition –** The visual composition from this VP consists of vegetations in the foreground and high-rise residential developments in the YTIA and Lei Yue Mun in the middle-ground (i.e. Lei Yue Mun Estate Phase 1-3, planned Lei Yue Mun Estate Phase 4, and other existing and planned residential developments such as The Spectacle, Maya, Ocean One, Canaryside, One East Coast and Montego Bay). The Victoria Harbour view constitutes the background of this VP. In view of that the Proposed Scheme would be completely screened off by the existing and planned high-rise residential developments, the view towards the waterfront is not affected as compared to the Baseline Condition. Hence, the impact to visual composition caused by the Proposed Scheme is considered **negligible**.

5.1.18 **Effects on Visual Obstruction and Visual Permeability –** In view of the insignificant visual change of the Proposed Scheme at this VP, no additional visual obstruction created by the Proposed Scheme is observed at this VP. The visual permeability to the Victoria Harbour at the background is largely maintained in the Proposed Condition with the minor

relaxation. Hence, potential effects visual obstruction and visual permeability caused by the Proposed Scheme are **negligible**.

5.1.19 **Effects on Public Viewers –** The upper levels of the Proposed Scheme will not be visible as it would be completely hidden behind the planned residential clusters at the foreground and blends in well with the residential development at the backdrop. The change in the BH is largely unnoticeable to the public viewers hiking along the trail. The Proposed Scheme remains highly compatible and integrated with the design of the building masses of the surrounding high-rise developments. The public viewers may pay attention to the overall urban profile of the YTIA and Lei Yue Mun area instead of the minor relaxation of BH of the Proposed Scheme. Hence, the Proposed Scheme has caused **negligible** effect on public viewers.

5.1.20 **Effects on Visual Elements/Resources –** The Proposed Scheme is visually integrated into the existing and planned high-rise residential developments in the middle-ground and is hardly noticeable from this VP. The visual resources have been gradually amended by the on-going transformation of the YTIA and Lei Yue Mun area under the Baseline Scheme. The Proposed Scheme would bring no significant changes on the key visual elements/resources from this VP, including the view towards Victoria Harbour and Hong Kong Island in this VP. The effect on visual elements/ resources is therefore considered **negligible**.

5.1.21 In gist, the Proposed Scheme will bring **negligible** visual impact at this VP on the visual composition, visual obstruction and permeability, public viewers, and visual elements/resources.

VP4: Lighthouse at Lei Yue Mun Rest Garden (Figure 6)

5.1.22 This VP is located at the waterfront area of Lei Yue Mun Rest Garden. This medium-range VP is taken to represent the public view of the visitors enjoying in this recreational area and local villages/residents in Lei Yue Mun Village. Only a minor topmost portion of the Proposed Scheme is visible in the middle-ground of the VP.

5.1.23 **Effects on Visual Composition –** The existing view from this medium range VP primarily comprises the beach in the foreground with some high-rise residential developments in the middle-ground, with open sky view, Victoria Harbour and the Lion Rock at the background. The Proposed Scheme located behind the planned residential under construction (i.e. The Coast Line I) at the centre of the middle-ground will integrate with the planned and existing residential development at both sides of Tung Yuen Street with BH ranging from 80mPD to 147mPD in the background. Upon completion, the form and scale of the Proposed Scheme (80mPD to 100mPD) will be in harmony with the surroundings, echoing with the stepped BH profile of YTIA as observed at this VP. Therefore, impact to the visual composition caused by the Proposed Scheme is thus **negligible**.

5.1.24 **Effects on Visual Obstruction and Visual Permeability –** Only the topmost portion of the Proposed Scheme will be observed at this VP, with majority part of the building bulk screened off by planned residential development in front. While visual permeability to the open sky view will be slightly impeded by the visible portion of the Proposed Scheme which is considered minimal as compared to the Baseline Scheme, the Proposed Scheme is harmonically blended in with the surrounding existing and planned residential

developments, following the graduation of stepped BH profile descending towards the Victoria Harbour from this VP. Thus, visual obstruction and visual permeability under the Proposed Scheme would be **negligible to slightly adverse**.

5.1.25 **Effects on Public Viewers –** The public viewers from this VP at the lighthouse of Lei Yue Mun Rest Garden will be able to view the Proposed Scheme in the centre of middle-ground. Besides, the public viewers are more interested to appreciate the open view of the Victoria Harbour with the cityscape as the backdrop for this VP. Provided that the development scale of the Proposed Scheme is compatible with other surrounding residential development upon completion, the effect on public viewers will be finite as it will be viewed as part of the skyline. Therefore, the visual impact to the public viewers is **negligible**.

5.1.26 **Effects on Visual Elements/Resources –** The compatible building profile of the Proposed Scheme (maintaining a stepped BH of 80mPD to 100mPD) with the adjacent planned residential development will create visual interests by the stepped building height profile from this VP. Victoria Harbour in the foreground and open sky view with Lion Rock in the background will be retained upon completion. No additional interception to the skyline and waterfront will be resulted with the Proposed Scheme as compared with the Baseline Scheme. In this regard, the Proposed Scheme will have **negligible** effects on the visual elements/resources.

5.1.27 In view of the above, the incorporation of stepped BH profile will reduce the overall visual bulk and maintain the visual character of a transition from the hinterland to waterfront area in the YTIA, fully respecting the stepped BH profile of the Yau Tong waterfront area. The open sky view can still be preserved under the Proposed Scheme at this VP. Thus, the Proposed Scheme with mitigation by design measures will generally bring **negligible to slightly adverse** visual impacts from this VP at the lighthouse in Lei Yue Mun Rest Garden. Nonetheless, the visual impact could be mitigated by deign measures in detailed design stage.

VP5: Quarry Bay Park (Figure 7)

5.1.28 This VP is situated at about 1500m away from the southwest of the Application Site, which is a strategic VP identified in the Urban Design Guidelines to assess impacts on the views to Kowloon Peak and other major Kowloon ridgelines. It is a long-range VP representing recreational users and public viewers who engage in passive recreational activities such as sitting-out and resting purposes while having a view toward the Application Site with the Victoria Harbour in the foreground.

5.1.29 **Effects on Visual Composition –** The foreground of this VP is occupied by the Victoria Harbour while the middle-ground is dominated by clusters of buildings in Kowloon East. The ridgelines of Devil's Peak, Chiu Keng Wan Shan and Black Hill can be seen alongside with the open sky view in the background. The Proposed Scheme will blend in with existing and planned residential developments in the vicinity, maintained the stepped BH profile towards the Kowloon waterfront, with a very minor portion of the ridgeline of Devil's Peak being obstructed. Therefore, there will be **negligible** impact to the concerned visual composition towards the Kowloon ridgelines.

5.1.30 **Effects on Visual Obstruction and Visual Permeability –** The Proposed Scheme will only be seen in the middle-ground. Thus, the Proposed Scheme will be blending in the

surrounding high-rise developments and will create a very minor degree of visual obstruction to the ridgeline and skyline which is considered minimal as compared to the Baseline Scheme. Therefore, the Proposed Scheme will have **negligible to slightly adverse** effect on visual obstruction and visual permeability.

5.1.31 **Effects on Public Viewers –** From this VP, more kinetic public viewers would walk along the waterfront promenade in Quarry Bay Park. Instead of focusing on one individual development, more attention may be paid to the overall visual profile of East Kowloon and its relationship with the ridgeline of this VP by the recreational users. Given that the Proposed Scheme will be well blend with building cluster and form part of the stepped BH profile in Yau Tong, it is unlikely to attract public viewers' attention with the minor relaxation of BH at its inland portion. Therefore, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.32 **Effects on Visual Elements/Resource –** The Proposed Scheme will not be highly visible as it will be mixed into the clusters of building in the middle-ground of this VP. Views to the Victoria Harbour in the foreground and the open sky view in the background will remain as a significant component of the VP with the Proposed Scheme. The view to the ridgelines in Kowloon will not be affected upon completion of the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.33 Based on the above, the view of existing and planned residential developments with the Proposed Scheme along Yau Tong waterfront area and Cha Kwo Ling remains as a significant visual component in the middle-ground and the open sky view can still be preserved under the Proposed Scheme at this long-range VP. The Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster which would not obstruct the ridgeline at the back, resulting in **negligible to slightly adverse** effects from this VP. Nonetheless, the visual impact could be mitigated by deign measures in detailed design stage.

VP6: Kai Tak Runway Park (Figure 8)

5.1.34 This VP is located approximately 2100m to the northwest from the Application Site and is selected due to its representation of a major long-range vantage point towards the Application Site along the harbour, as well as its popularity with local users for outdoor recreational activities, sitting-out and walking and overseas visitors from the Kai Tak Cruise Terminal. It is a VP to assess visual impacts of the Proposed Scheme with the considerations of the overall visual composition of Kowloon East against the backdrop of Kowloon Peak and Devil's Peak from Kai Tak. Due to its prominent location and containing both passive and active recreational space with a medium duration of view, the visual sensitivity of this VP is considered **high**.

5.1.35 **Effects on Visual Composition –** The visual composition of this VP comprises of Kai Tak Runway Park and the Victoria Harbour in the foreground, and clusters of buildings and green knolls of Cha Kwo Ling in the middle-ground. The ridgeline of Kowloon and open sky view occupies the background of this VP. While both the Baseline and the Proposed Scheme will not be standout from this VP as both of them will be well-blended with other planned and existing residential developments along Kowloon East waterfront, the stepped BH profile design under the Proposed Scheme will be coherent with the

gradual descending ridgeline towards Victoria Harbour. Therefore, the effects on visual composition will be **negligible**.

5.1.36 **Effects on Visual Obstruction and Visual Permeability** – Given that the Proposed Scheme in the middle ground will be fully blended into the stepped BH profile of the Yau Tong waterfront, there will be no noticeable additional visual obstruction to the cityscape along the harbourfront. Besides, the visual permeability with the proposed minor relaxation of BH towards visual elements such as the Victoria Harbour, the Kowloon ridgelines and the open skyline would generally be remined as compared to the Proposed Scheme. Therefore, the Proposed Scheme will cause **negligible** visual obstruction as compared to the Baseline Scheme with the adjacent planned residential developments.

5.1.37 **Effects on Public Viewers –** The public viewers visiting Kai Tak Runway Park will only be able to view the Proposed Scheme as part of the urban landscape of Kowloon East from this VP. Given that the Proposed Scheme will be well blend with building cluster and form part of the stepped BH profile in Yau Tong, it is unlikely to attract public viewers' attention with the minor relaxation of BH at its inland portion. As such, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.38 **Effects on Visual Elements/Resource –** As compared to the Baseline Scheme, the Proposed Scheme will not degrade the existing condition as it does not obstruct any views to existing visual resources and is fully integrated with the surrounding environment. Views to the Victoria Harbour in the foreground and the open sky view in the background will be preserved. Besides, the view to the ridgelines in the Kowloon East will not be affected upon completion of the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.39 Based on the above, the Proposed scheme will bring **negligible** visual impact to the recreational users in Kai Tak Runway Park.

5.1.40 Please refer to **Table 5-3** for summary of visual impacts as discussed in the above section.

Table 5-3 Visual Impact Assessment Summary

VP	Visual Sensitivity	Appraisal Components				Conclusion
		Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	
VP1: Yau Lai Estate – Footbridge next to Fung Lai House	Medium	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP2: The Rooftop Garden (the Outdoor Maze area) atop Domain Mall	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible to Slightly Adverse** *(to be mitigated by design measures)*
VP3: Devil's Peak – Wilson Trail	High	Negligible	Negligible	Negligible	Negligible	**Negligible**

VP4: Lighthouse at Lei Yue Mun Rest Garden	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible to Slightly Adverse** *(to be mitigated by design measures)*
VP5: Quarry Bay Park	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible to Slightly Adverse** *(to be mitigated by design measures)*
VP6: Kai Tak Runway Garden	High	Negligible	Negligible	Negligible	Negligible	**Negligible**

6. CONCLUSION

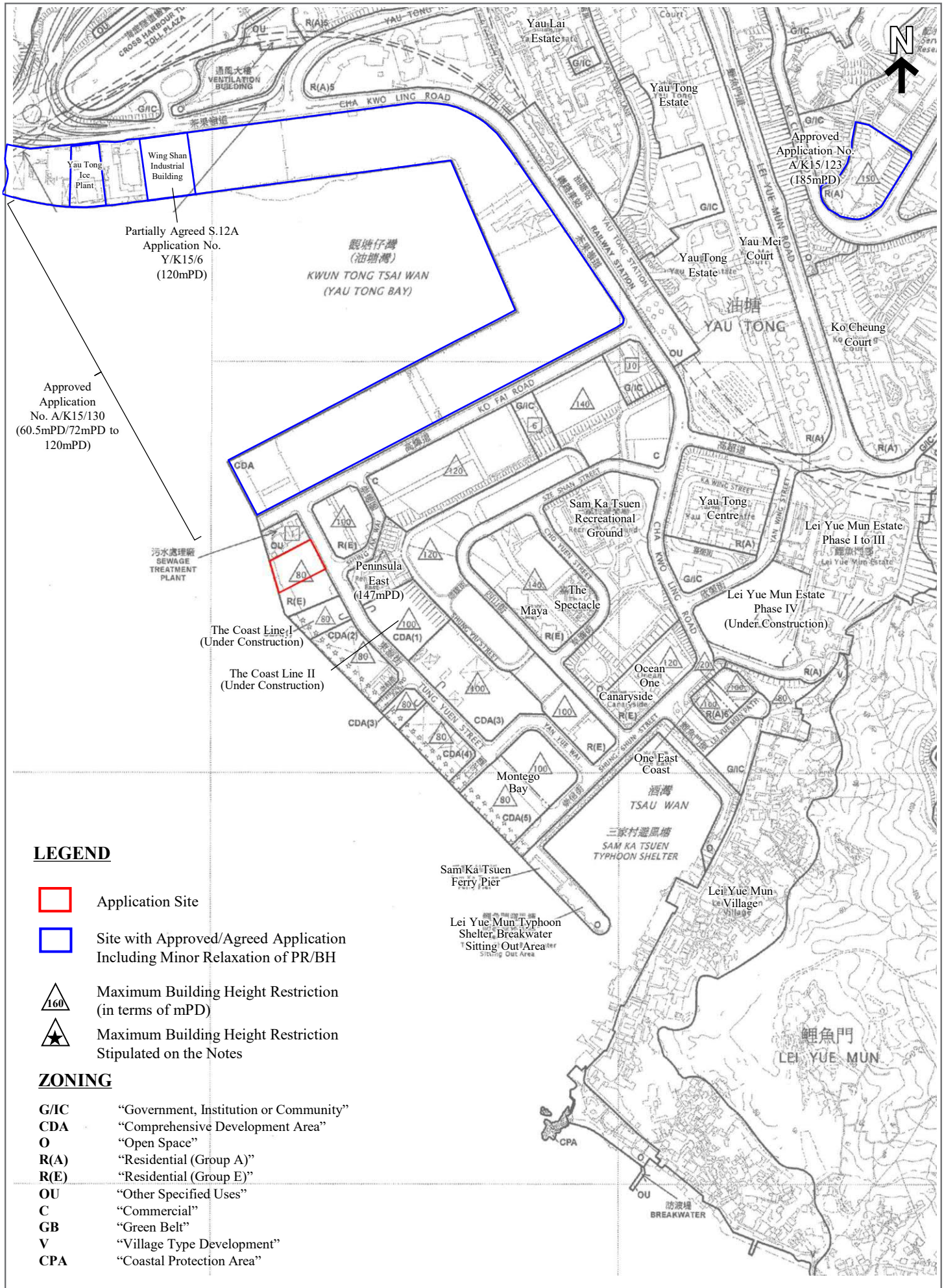
6.1.1 This VIA is prepared in support of the Planning Application for Permission under S16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Places with Minor Relaxation of PR and BH Restrictions in "R(E)" zone, No. 4 Tung Yuen Street, Yau Tong, Kowloon. To respond to the pressing demand on housing units and to facilitate the phasing out of incompatible industrial uses at the transforming neighbourhood of the YTIA, the Applicants have formulated the Proposed Scheme to create a quality harbourfront residential development with about 342 flats and a voluntary waterfront promenade of not less than 15m-wide that integrates with the surrounding and creates a more harmonised and balanced skyline at the prominent harbourfront location at the YTIA.

6.1.2 With the proposed minor relaxation of BH from 80mPD to 100mPD for only one residential band on its inland portion, the stepped height profile descending towards the waterfront can be maintained within the Application Site, respecting the planning intention for the Yau Tong area. In order to assess the visual impact, comparisons have been made between the Proposed Scheme and Baseline Scheme (OZP Scenario Scheme).

6.1.3 A total of 6 VPs, including one strategic VP identified with reference to the Urban Design Guidelines of the HKPSG were assessed in this VIA. In short, 3 VPs were identified with negligible visual impact while the other 3 VPs were identified with negligible to slightly adverse impact (to be mitigated by design measures in detailed design stage) under the Proposed Scheme as compared with the Baseline Scheme.

6.1.4 Based on the above, the Proposed Scheme is considered to be fully acceptable in terms of visual impact.

Figures



LEGEND

- Application Site
- Site with Approved/Agreed Application Including Minor Relaxation of PR/BH
- 160 — Maximum Building Height Restriction (in terms of mPD)
- ★ — Maximum Building Height Restriction Stipulated on the Notes

ZONING

G/IC	"Government, Institution or Community"
CDA	"Comprehensive Development Area"
O	"Open Space"
R(A)	"Residential (Group A)"
R(E)	"Residential (Group E)"
OU	"Other Specified Uses"
C	"Commercial"
GB	"Green Belt"
V	"Village Type Development"
CPA	"Coastal Protection Area"

Figure No.	*Scale*	*Figure Title*	
1	1:6,000		**Location Plan**
ARUP	*Date* November 2024	*Source*	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

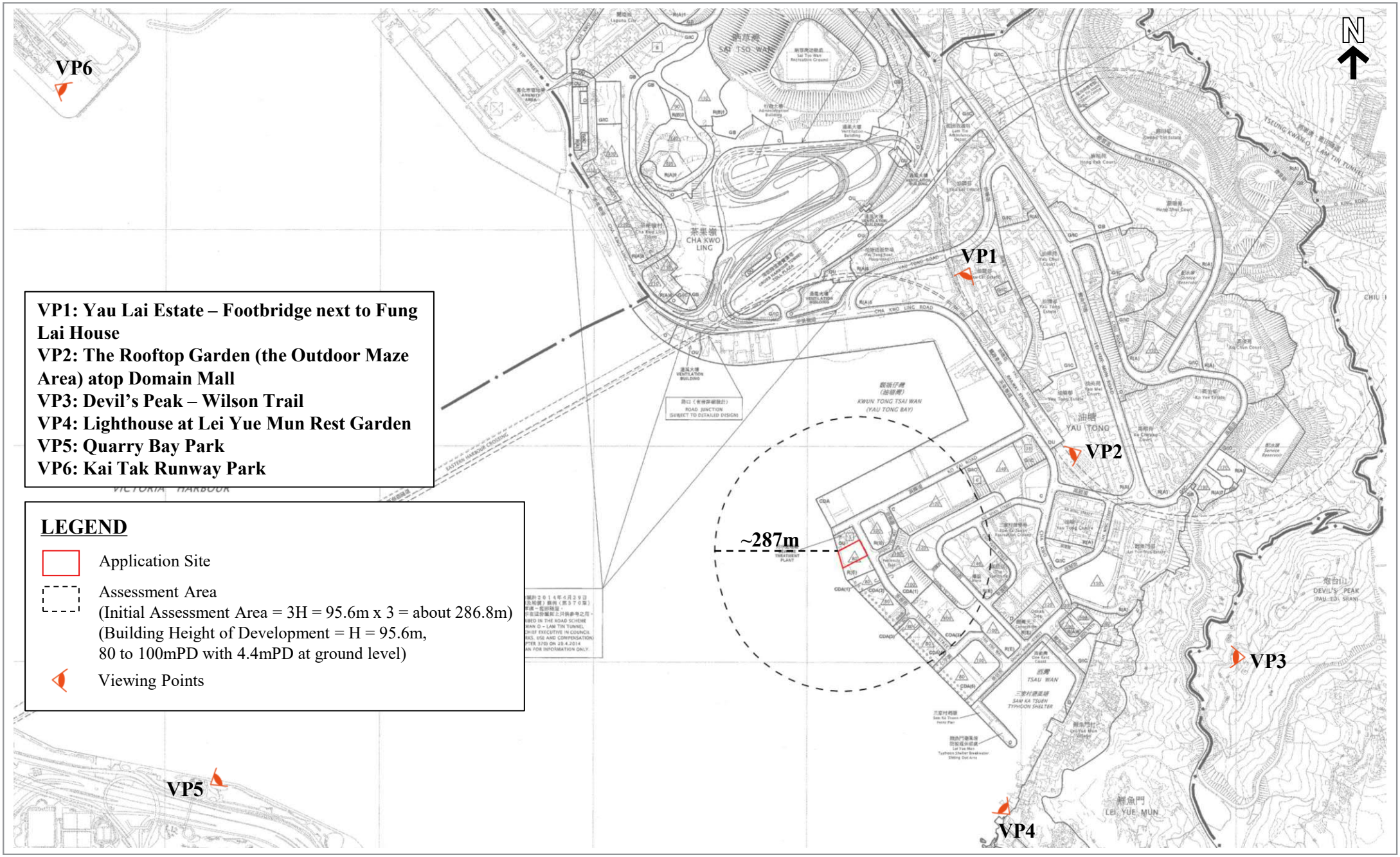
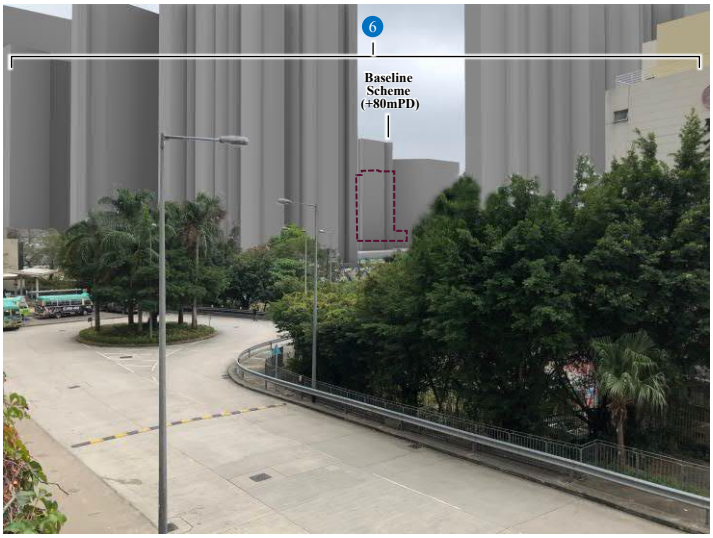


Figure No.	Scale	Figure Title	
2	1:8,000		**Location Plan**
ARUP	Date: June 2025	Source	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

Existing Condition



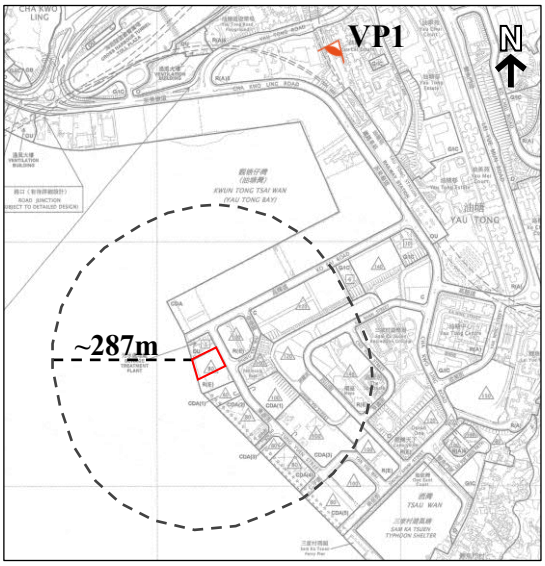
Baseline Scheme



Proposed Scheme



Key Plan



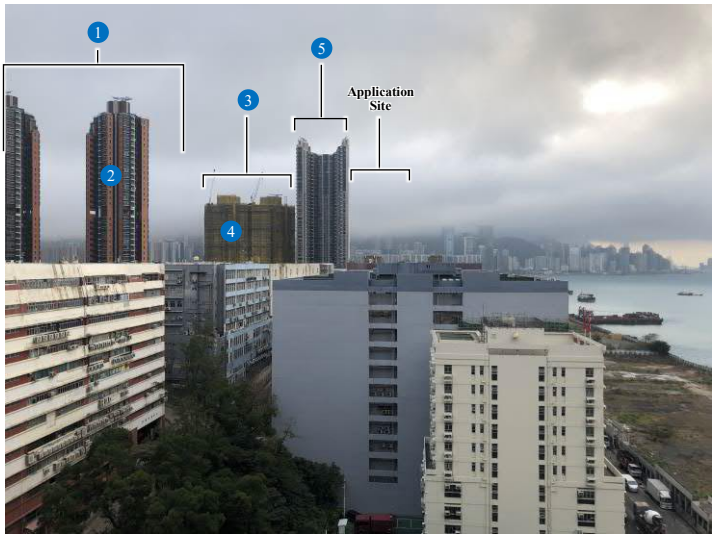
LEGEND

- Application Site
- Assessment Area
- Viewing Point

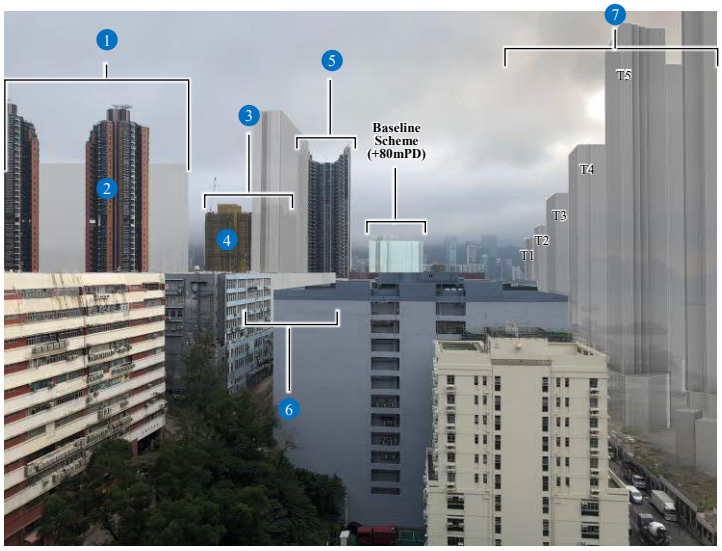
1. One East Coast (+100mPD)
2. The Spectacle (+148mPD)
3. Maya (+140mPD)
4. Coast Line II (Under Construction) (+100mPD)
5. Peninsula East (+147mPD)
6. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 1: Yau Lai Estate – Footbridge next to Fung Lai House**
3	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

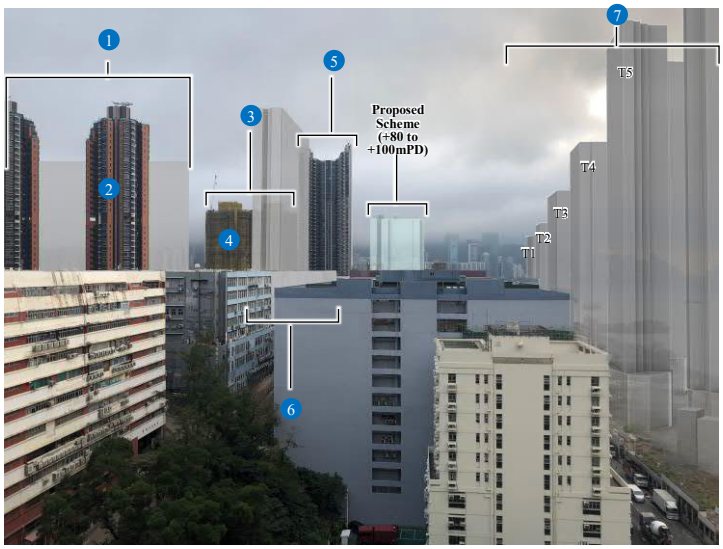
Existing Condition



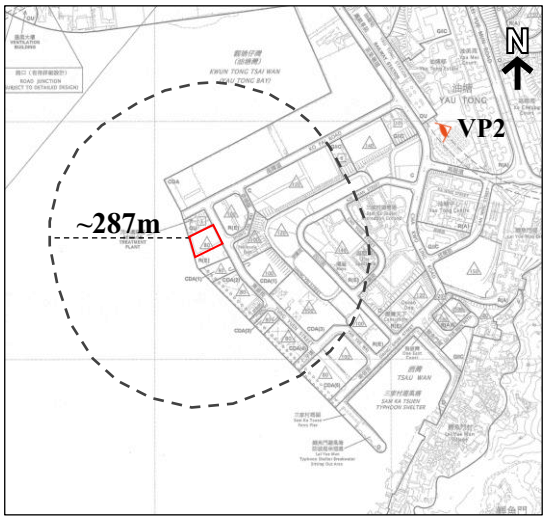
Baseline Scheme



Proposed Scheme



Key Plan



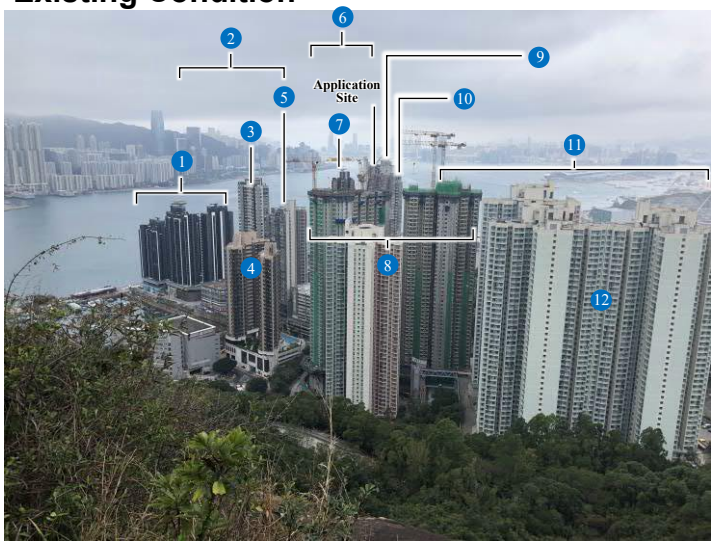
LEGEND

- Application Site
- Assessment Area
- Viewing Point

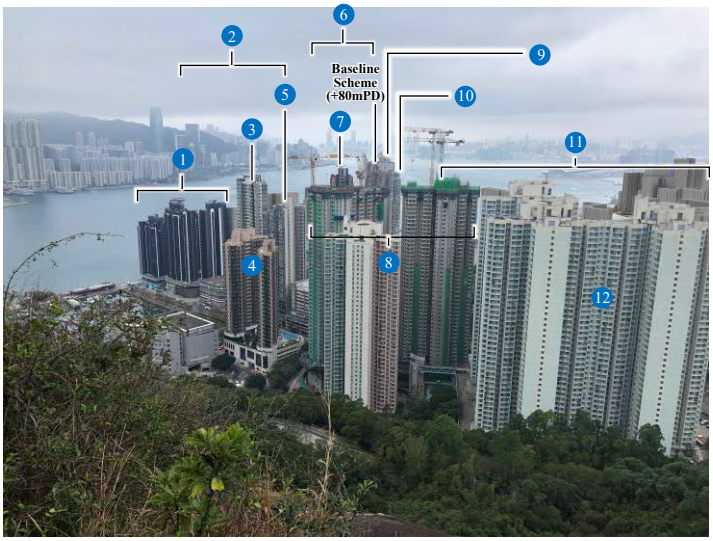
1. Approved Residential Development under Application No. A/K15/129 (+120mPD)
2. Maya (+140mPD)
3. Approved Comprehensive Residential Development under Application No. A/K15/122 (+100mPD)
4. Coast Line II (Under Construction) (+100mPD)
5. Peninsula East (+147mPD)
6. Approved Residential Development under Application No. A/K15/127 (+120mPD)
7. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 2 : The Rooftop Garden (the Outdoor Maze area) atop Domain Mall**
4	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

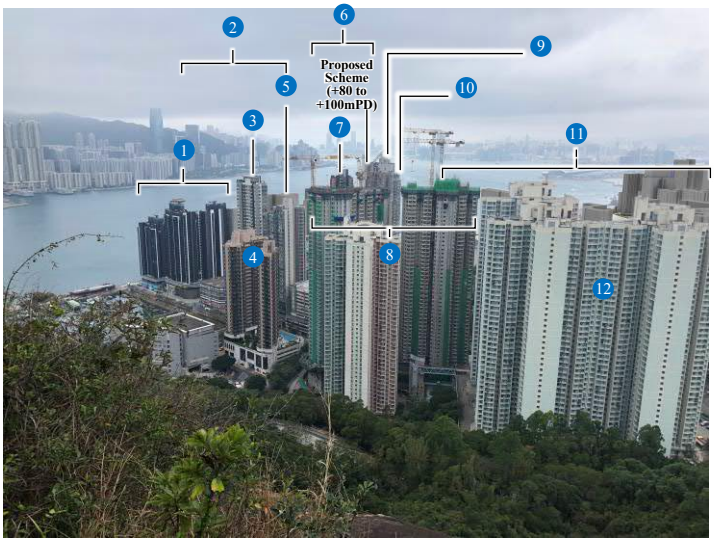
Existing Condition



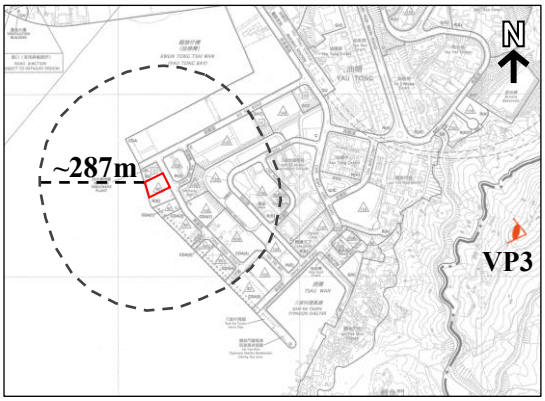
Baseline Scheme



Proposed Scheme



Key Plan



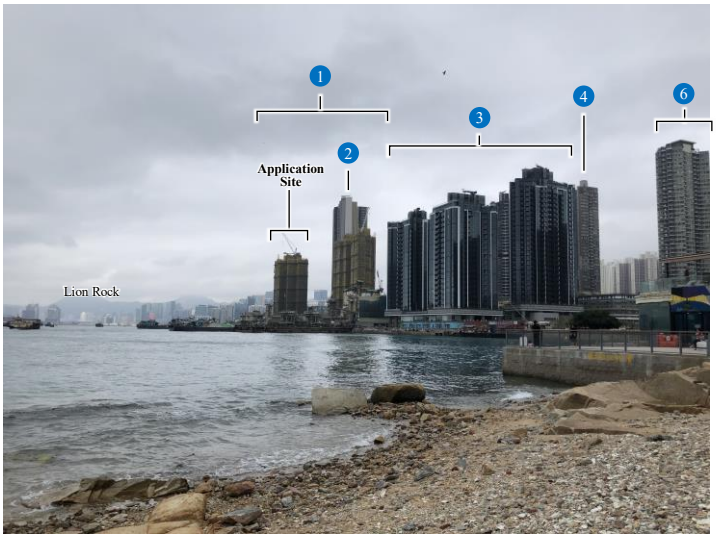
LEGEND

- Application Site
- Assessment Area
- Viewing Point

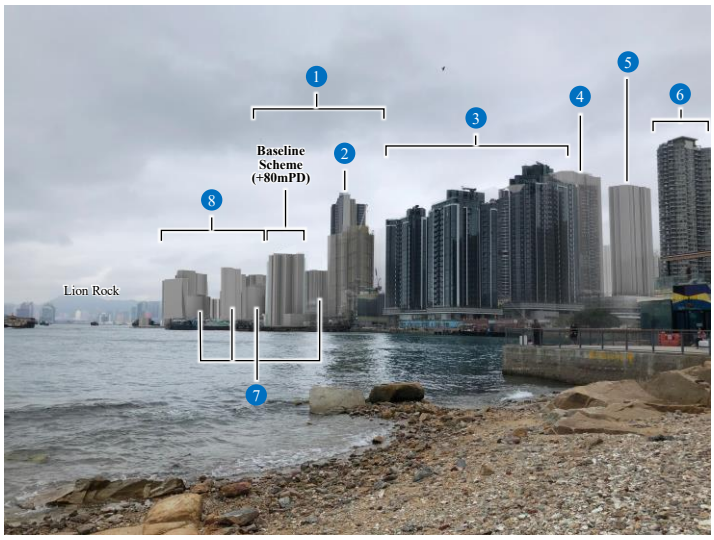
1. Montego Bay (+80mPD to +100mPD)
2. Approved Residential Developments under Applications No. A/K15/122, 121 and 126 (+80mPD to +100mPD)
3. Canaryside (+140mPD)
4. One East Coast (+100mPD)
5. Ocean One (+120mPD)
6. Approved Residential Development under Application No. A/K15/129 (+120mPD)
7. Maya (+140mPD)
8. Planned Lei Yue Mun Estate Phase 4 (+150mPD)
9. Peninsula East (+147mPD)
10. The Spectacle (+148mPD)
11. Approved YTB Comprehensive Development under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
12. Lei Yue Mun Estate Phase 1 to 3 (+126 to +151mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 3: Devil's Hill – Wilson Trail**
5	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

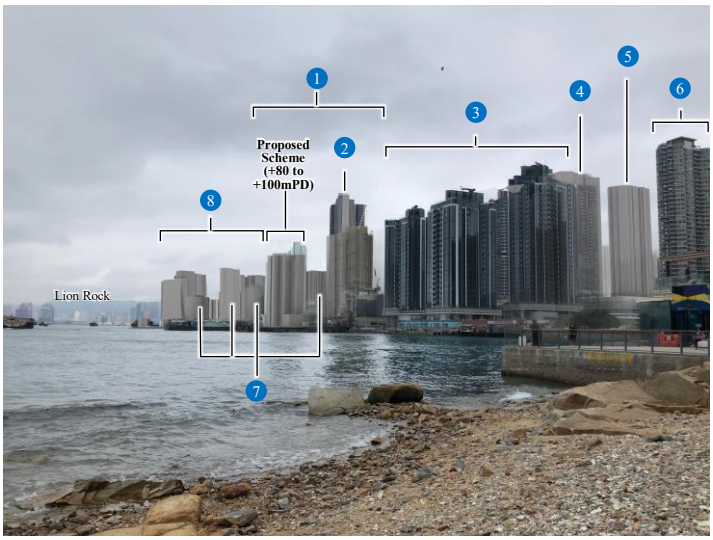
Existing Condition



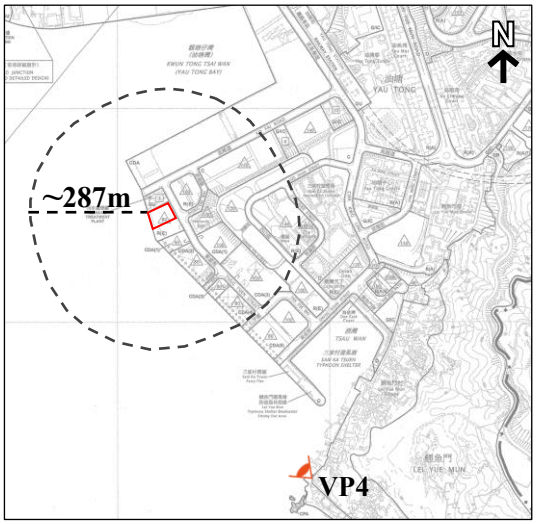
Baseline Scheme



Proposed Scheme



Key Plan



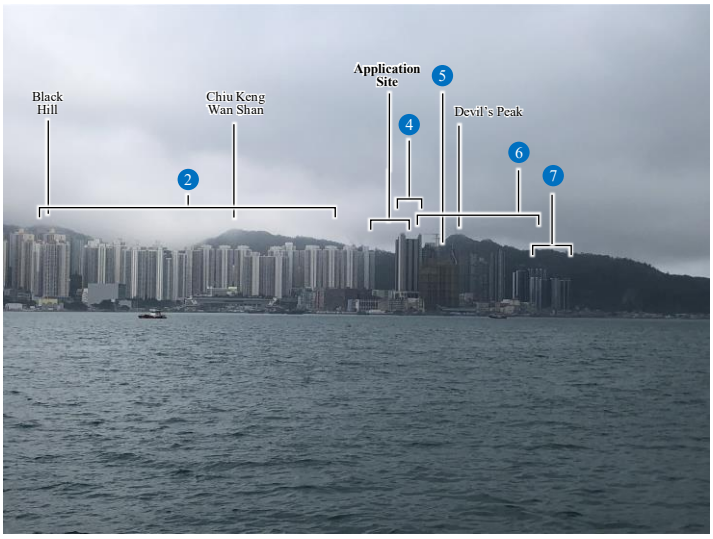
LEGEND

- Application Site
- Assessment Area
- Viewing Point

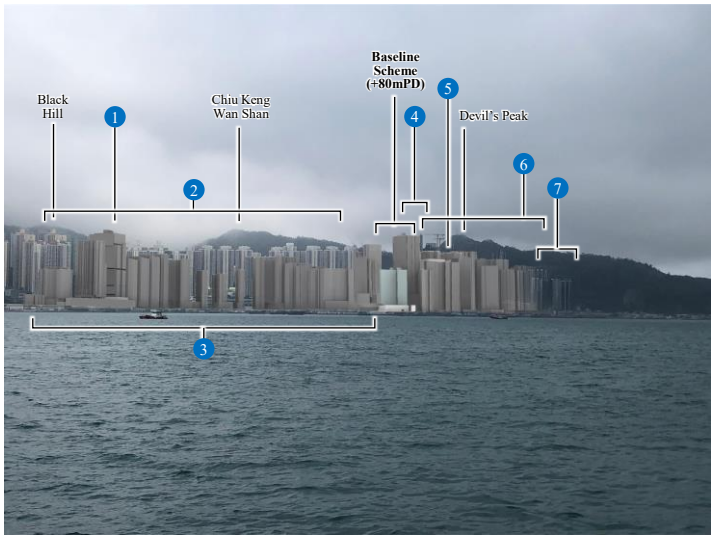
1. Planned Residential Developments under Approved Applications No. A/K15/122, 121 and 126 (+80mPD to +100mPD)
2. Peninsula East (+147mPD)
3. Montego Bay (+80mPD to +100mPD)
4. The Spectacle (+148mPD)
5. Approved Residential Development under Application No. A/K15/90 (+100mPD)
6. Canaryside (+140mPD)
7. Approved YTB Comprehensive Development under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
8. Planned CKLV Public Housing Development & Planned Ex-CKLKMS Public Housing Development (Phase 2) (+110 to +140mPD)

Figure No.	*Scale*	*Figure Title*	
6	-		**Viewing Point 4: Lighthouse at Lei Yue Mun Rest Garden**
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

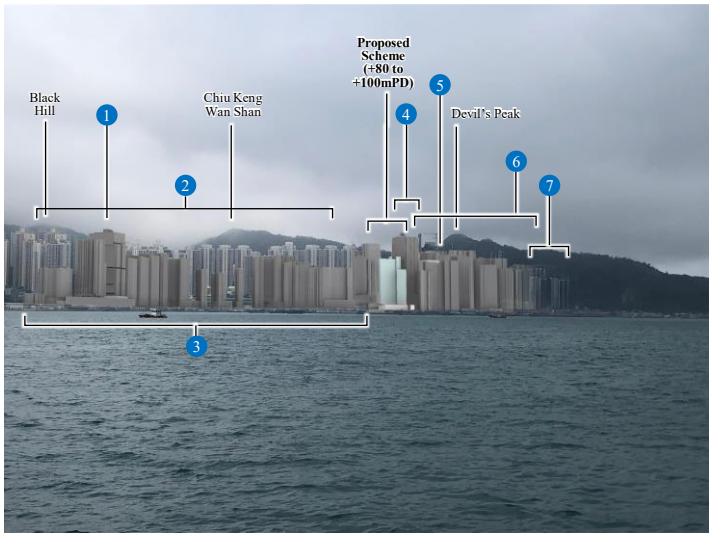
Existing Condition



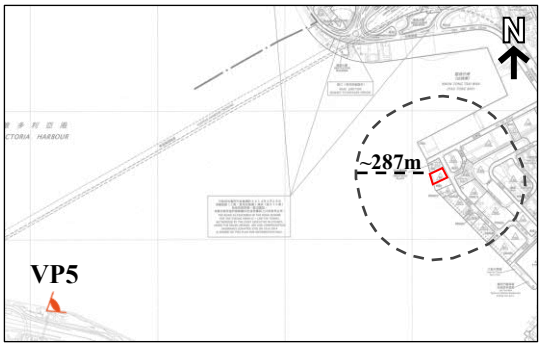
Baseline Scheme



Proposed Scheme



Key Plan



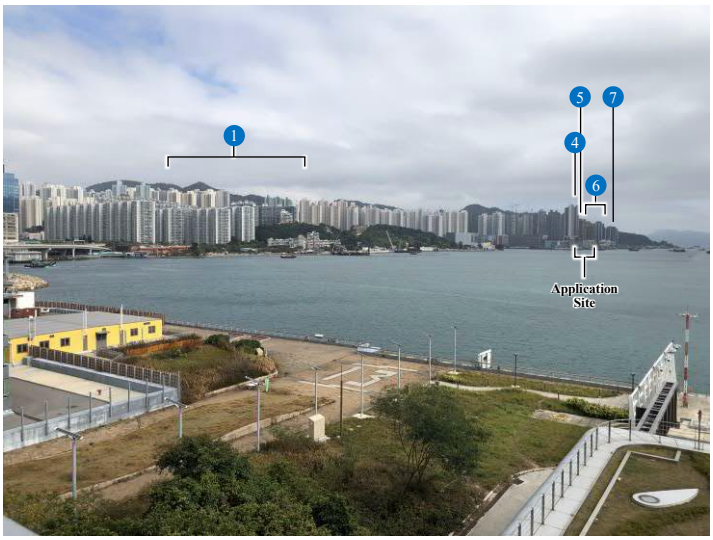
LEGEND

- Application Site
- Assessment Area
- Viewing Point

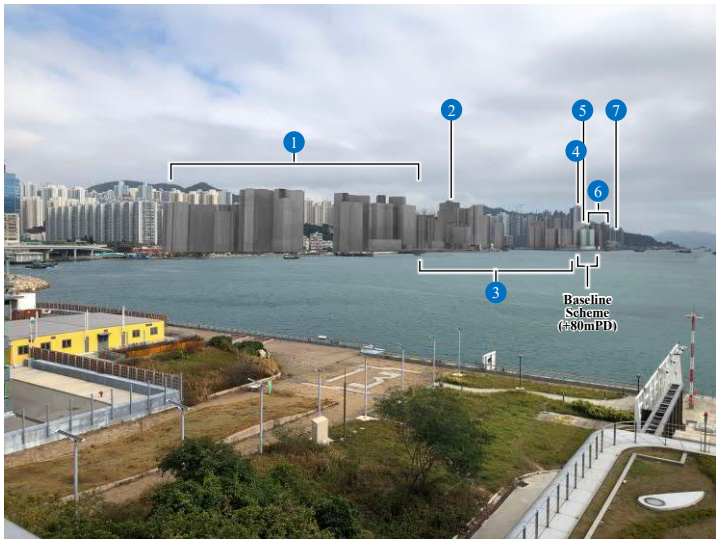
1. Indicative Commercial Tower under the Planning Application No. Y/K15/6 (+120mPD)
2. Yau Lai Estate, Yau Tong Estate and Yau Mei Court (+132 to +167mPD)
3. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
4. Peninsula East (+147mPD)
5. Approved Residential Developments under the Application No. A/K15/129 (+120mPD)
6. Approved No. A/K15/122, 121 and 126 (+80 to +100mPD) Residential Developments under the Applications
7. Montego Bay (+80 to +100mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 5: Quarry Bay Park**
7	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

Existing Condition



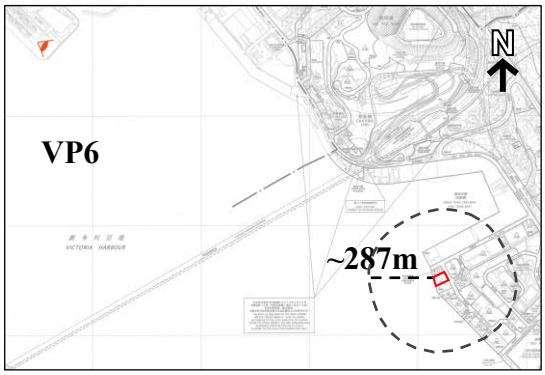
Baseline Scheme



Proposed Scheme



Key Plan



LEGEND

- Application Site
- Assessment Area
- Viewing Point

1. Planned CKLV Public Housing Development & Planned Ex-CKLKMS Public Housing Development (Phase 2) (+110 to +140mPD)
2. Indicative Commercial Tower under the Planning Application No. Y/K15/6 (+120mPD)
3. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
4. Peninsula East (+147mPD)
5. Approved Residential Developments under the Application No. A/K15/129 (+120mPD)
6. Approved Residential Developments under the Applications No. A/K15/122, 121 and 126 (+80 to +100mPD)
7. Montego Bay (+80 to +100mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 6: Kai Tak Runaway Garden**
8	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

ARUP

Appendix J

Justifications for Parking Provisions

Annex A： Parking Provision Justification

1 INTRODUCTION

1.1 Objective

1.1.1 The objective of this technical note is to present the proposed car parking and loading/unloading provisions for the proposed redevelopment at No. 4 Tung Yuen Street in Yau Tong, Kowloon, and present justifications in support of adopting the current provisions in line with Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG).

1.1.2 The justifications presented herein for the proposed provisions are unique and specific for No. 4 Tung Yuen Street Redevelopment, pertaining to infrastructure already constructed and commissioned, and site settings and constraints.

1.2 Development Parameters

1.2.1 The design parameters for the Proposed Development are summarised in **Table 1.1**:

Table 1.1 Design Parameters for Proposed Development

Parameters	Units
Application Site Area	Approx. 2,419 m^2
Total Plot Ratio	Not more than 6.9
Total GFA	Not more than 16,691.1 m2
Domestic GFA	Not more than 14,514 m^2
Non-Domestic GFA	Not more than 2,177.1 m^2
Total Number of Residential Blocks	1
Total Number of Units	342
Average Unit Size	About 43 m^2

1.3 Current Parking Provision and Master Plan Layout

1.3.1 As per current master layout plan (as in Figure 1.1), through maximizing 2 floors in basement levels (B1 and B2) a total of 66 parking spaces are provided to meet the parking provision requirement according to HKPSG. A 5m-wide public pedestrian passageway connecting Tung Yuen Street to the 15m-wide voluntary waterfront promenade running along the entire depth of the site are provided in this master layout plan. This can provide significant public planning gain for enabling public's access and enjoyment of the waterfront.

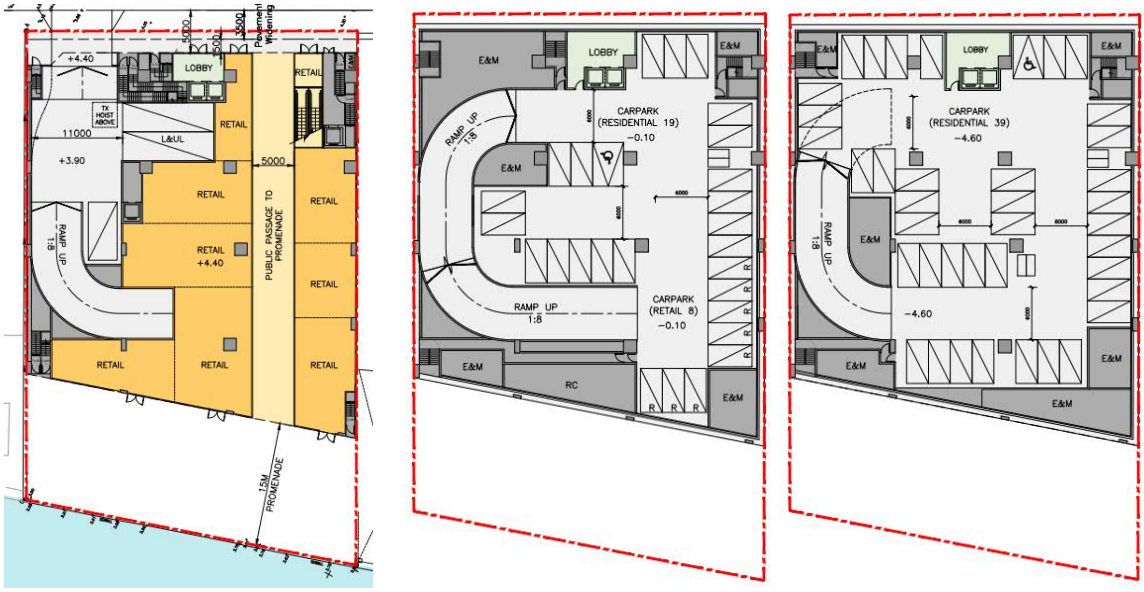


Figure 1.1 Current Master Layout Plan of GF, B1 and B2

1.3.2 The parking provisions of current scheme are shown in **Table 1.2** below:

Table 1.2 Parking Provisions

Parking Facilities	HKPSG Requirement	No. of Units	Actual Parking Provision
Residential Parking Spaces	1 space per 4-7 flats	342 Flats	53 (1 space per 6.2 flats)
Visitor Parking Spaces	5 spaces per block	1 Blocks	5
Retail	1 per 150-300m^2 GFA	2,177.1 m^2	8
		Total	**66**

1.4 Factors to be Evaluated for Parking Provisions

1.4.1 To further account for the site-specific conditions and district characteristics in determining the appropriate level of parking provision, it is also suggested in HKPSG (Chapter 8 Section 7.1.3) to consider the following factors in practical terms:

(A) Availability of public transport services in the vicinity

(B) Availability of public car parks in the vicinity

(C) Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges

(D) Traffic conditions of local road networks

(E) Parking demand and supply condition in the vicinity

1.4.2 Additionally, the HKPSG states:

> *"Request for provision lower than the parking standards may be considered by TD for small sites, sites with severe constraints, or those carrying unique circumstances, on a case-by-case basis. In handling these requests, TD may consider factors including but not limited to, area and shape of the site, technical constraints attached to the site, insurmountable difficulties of construction of excessively deep levels of basement car parks, significant impact on delivery of flat yield, etc."*
>
> And,

"For any particular on-street location or off-street development, consideration of all of the above factors and deciding on the appropriate level of provision of parking facilities will be the responsibility of the Transport Department (TD). Flexibility may be allowed, within and beyond/below the standard ranges, to meet special circumstances such as redevelopment in the built-up urban areas with severe site constraints. If any project proponent wishes to appeal against the decision of TD, it may provide justifications to TD for further consideration. In consultation with relevant bureaux/departments, TD may determine an appropriate parking provision for such site. "

1.4.3 In all, the factors mentioned above are assessed and evaluated in the following sections to justify the current level of parking provision for the Proposed Development.

2 SITE CONSTRAINTS TO ADOPT HIGHER CAR PARKING PROVISIONS

2.1 Site Constraints of the Area of Underground Parking

2.1.1 The proximity of the site to the seawall presents challenges for deep basement construction and car park excavation works near the seawall due to unpredictable underground conditions, concerns regarding the seawall's structural integrity, and safety issues related not only our subject site but also to adjoining developments. These factors introduce technical uncertainties that complicate the development process and will seriously delay the anticipated construction programme. As a result, the delivery of promenade for general public's enjoyment will be seriously delayed.

2.1.2 An analysis of the basements in the nearby waterfront development, The Coast Line I, also highlights the seawall's impact on basement excavation limits. The cross section of The Coast Line I (Figure 2.1) indicate that the basement walls will be set back from the seawall by over 15m, which encompasses the width of the entire promenade.

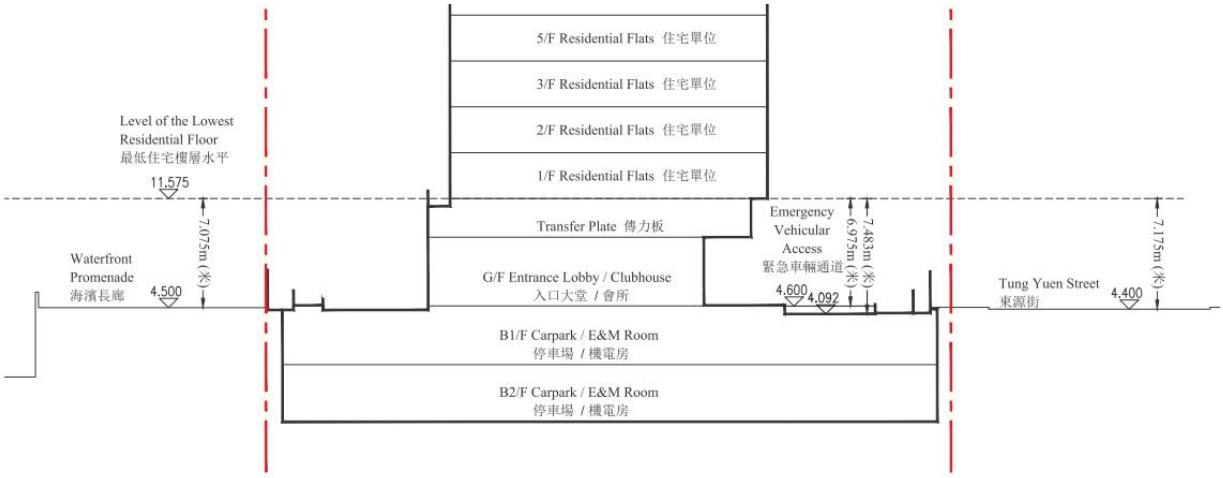


Figure 2.1 Cross Section of The Coast Line I
(Source: Sales Brochure for The Coast Line I)

2.1.3 Since there is sea wall structure under the 15m-wide promenade area, it is geotechnically not feasible to further extend the basement towards the seawall side.

2.2 Site Constraints of the Ground Floor Parking

2.2.1 The Applicants have proposed a voluntary 15m-wide waterfront promenade and a 5m-wide public passageway between Tung Yuen Street and the promenade within the

Application Site. Retail shops and eating places with landscaping and outdoor furniture will be provided at the ground floor level to enhance vibrancy and create a welcoming environment along Tung Yuen Street and the waterfront promenade for public enjoyment. Respecting the planning intention of the "R(E)" zone, the Proposed Scheme will achieve a non-domestic plot ratio of 0.9, incorporating 'Shop and Services' and 'Eating Place' uses at the ground and L1/F to provide the needed retail services not only to future residents but also general public. These retail uses at the ground and L1/F will enhance street vibrancy of the area at the pedestrian level, but also foster active shop frontages along Tung Yuen Street and the waterfront promenade which are significantly lacking in the area.

2.2.2 The planning merits and public gains of the current scheme are summarized below and are also described in detail in attachment A and B, which are the presentation materials for the meeting with 'Harbourfront Commission - Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF)' on 14 Mar 2025.

- Being part of a continuous public waterfront pedestrian network for Kowloon East, which would otherwise be discontinuous if not implemented at the subject site.
- Direct pedestrian access for public enjoyment of the promenade.
- Contribution to the creation of a vibrant Victoria Harbour with public open space.
- Enhancing and activating vibrancy at street level for a cohesive and attractive urban environment.

2.2.3 Further to the consultation with KTF, it is noted that the KTF acknowledges the planning merits and public gains brought by the current scheme, and appreciates the Applicants' genuine intention to provide a voluntary waterfront promenade that open for public enjoyment on a 24/7 basis, and to take up management and maintenance responsibilities. Additionally, the provision of retail activities at lower floors is also supported, as it would increase harbourfront vitality. This is shown in the point 3.6 and 3.30 in the Attachment C: Minutes of 49th KTF Meeting.

2.2.4 The area surrendered for the ODP required by the government (39.586 m^2) and the 15m-wide voluntary waterfront promenade (608 m^2), which together account for over a quarter of the total site area (2,419 m^2), significantly restrict the footprint and building volume. Notwithstanding, the means of escape staircases and the lift lobby are essential provisions that need to be catered on the ground level of the site. As demonstrated in the GF layout in the Figure 1.1, there is no room for car parking spaces to be added on GF.

2.3 Site Constraints of the Aboveground Parking

2.3.1 In considering the feasibility of additional car park aboveground, while maintaining the maximum building height of +100mPD, L1 has to be served by a car ramp to access the parking. Since the total site area is relatively small, should an additional car ramp to L1 carpark is present, considerable footprint of the site area will be taken up, and a continuous public passageway supported by nominal retail from Tung Yuen Street to the waterfront promenade would become infeasible. This is demonstrated by the hypothetical scheme of GF and L1 if aboveground parking is catered, shown as below (Figure 2.2), where the public passage could no longer be provided, and the area of retail is greatly reduced.

2.3.2 Due to the uncertainty of the timeline for the construction of the waterfront promenade east to the site, the public planning gain of allowing the public to access and enjoy the waterfront promenade will be greatly compromised.



Figure 2.2 Layout Plan of GF (left) and L1 (right) under the Hypothetical Scheme if Aboveground Parking is Catered

2.3.3 In this hypothetical scheme, L1 has been taken up for an additional car park instead of retail, as shown in the section (Figure 2.3). In order to maintain the non-domestic (retail GFA) as required in the "R(E)" zone on the OZP, an additional floor above G/F would be needed to accommodate the required non-domestic GFA. In this case, a further relaxation of building height for the Proposed Development would be required, which will exceed the BH restriction across Tung Yuen Street (100mPD), which will pose adverse visual impact and jeopardise the overall building height profile concept with descending building height profile towards the harbourfront in YTIA.



Figure 2.3 Section under the Hypothetical Scheme if Aboveground Parking is Catered

3 AVAILABILITY OF PUBLIC TRANSPORT SERVICES

3.1 Evaluation for the Proposed Development

3.1.1 With reference to HKPSG (Chapter 8 Section 7.1.1), the provision of parking spaces should be compatible with Government's overall transport policy to promote the use of public

transport with railway as backbone. As a general principle, parking should be provided at a level which will not unduly attract potential passengers to use private vehicles in preference over public transport. In particular, for developments which are close to railway stations and large public transport interchanges, lower parking standards should be adopted.

3.1.2 For the Proposed Development at No.4 Tung Yuen Street, the existing PT choice is accessible by KMB Route 14X and GMB Route 24. Furthermore, franchised bus and GMB stops are located in Shung Tak Wai, which are immediately east of and adjacent to the project site.

3.1.3 In addition, there are one MTR station (Yau Tong Station) and two public transport interchanges (PTI) all located within approximately 500m from the project site. The existing public transport services area summarised in **Table 3.1**.

Table 3.1 Existing Public Transport Services

Route / Metro Line	Service	Destinations	Nearest Stop	Peak Hour Frequency	Approximate Walking Time
14X	KMB	Shung Tak Wai – Tsim Sha Tsui	Shung Tak Wai	20-25 mins	< 3 mins
24	GMB	Lam Tin (Kai Tin Shopping Centre) – Lei Yue Mun	Shung Tak Wai	10-20 mins	< 3 mins
Kwun Tong Line	MTR	Whampoa - Tiu Keng Leng	Yau Tong Station	3-5 mins	8 mins
Tseung Kwan O Line		North Point – Po Lam / LOHAS Park		3-5 mins	
Ferry	Ferry	Sai Wan Ho - Sam Ka Tsuen	Sam Ka Tsuen Ferry Pier	24-30 mins	9mins

3.1.4 Therefore, in terms of public transport services, the Proposed Development is considered to be very accessible to public transport as compared with other existing developments in Tung Yuen Street.

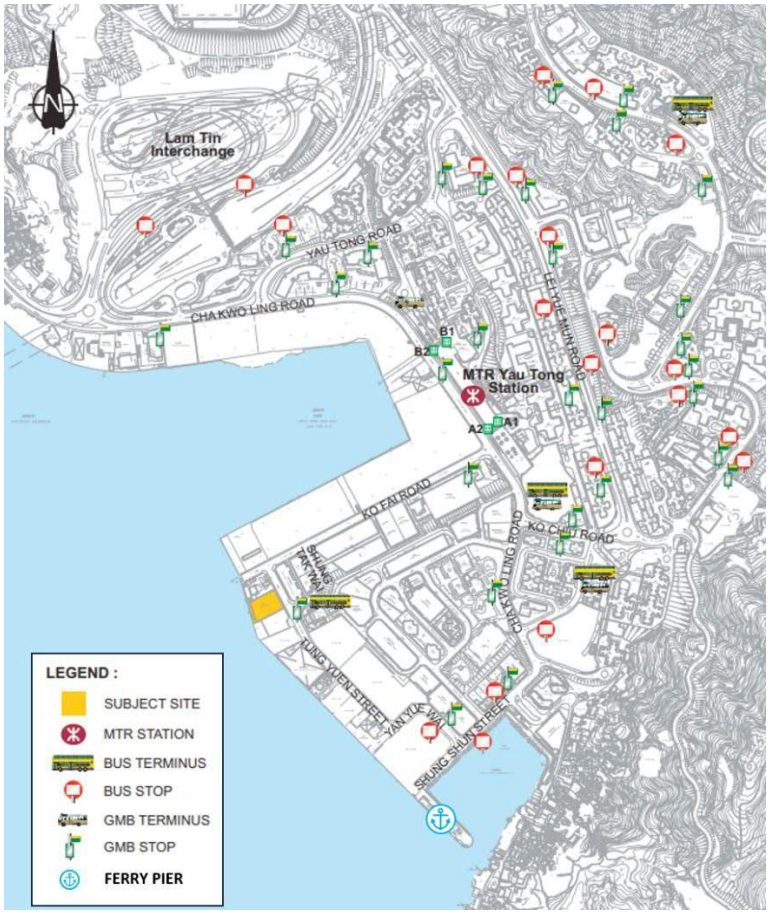


Figure 3.1. Location of Surrounding Public Transport

4 AVAILABILITY OF PUBLIC CAR PARKS

4.1 Public Car Park in the Vicinity

4.1.1 There are a total of 456 publicly accessible car parking spaces provided at the Montego Bay, One East Coast, and Lei Yue Mun Municipal Services Building. These parking facilities are located within 550m catchment area from the project site, the location of surrounding public car park is shown in **Drawing 4.1**. A summary of parking spaces in the nearby public car parks is shown in **Table 4.1**.

Table 4.1 Surrounding Public Car Park Provisions

Public Car Park	Provided Parking Spaces
Montego Bay	122
One East Coast	240
Lei Yue Mun Municipal Services Building	94
Total	456

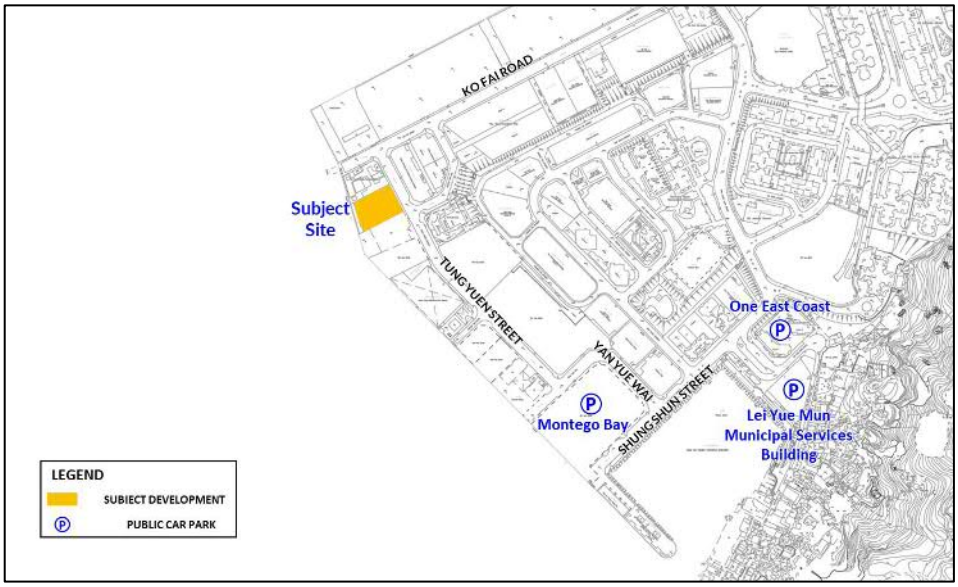


Figure 4.1. Location of Surrounding Public Car Park

4.1.2 The car parking utilization of the nearby public car parks was reviewed to determine the availability of excess parking. Based on general observations in a normal weekday in February 2025, the total number of surplus car parking spaces available at the nearby car parks that were not utilized is approximately 127, and the occupancy rate of surrounding public car park is about 72%, the publicly accessible parking spaces are still excess capacity available. The detail of occupancy rate of each public car park is shown in **Table 4.2**.

Table 4.2 Surrounding Public Car Park Occupancy

Public Car Park	Provided Parking Space	Available	Occupancy Rate
Montego Bay	122	34	72%
One East Coast	240	62	74%
Lei Yue Mun Municipal Services Building	94	31	67%
Total	456	127	72%

4.1.3 Therefore, the Proposed Development is considered to be accessible to considerable public car parking facilities in the vicinity.

5 PROXIMITY AND QUALITY OF PEDESTRIAN LINKAGE TO RAIL AND PUBLIC TRANSPORT

5.1 Evaluation for the Proposed Development

5.1.1 All the public transport facilities are directly adjacent to or within close walking distance to the project site and most of the facilities are connected with pedestrian access.

5.1.2 In addition, there are clear pedestrian access linkage including pedestrian walkway, and crosswalks located immediately adjacent to and in close vicinity to the project site. These pedestrian linkage facilities provide both direct and convenient access to the surrounding land uses and public transport services.

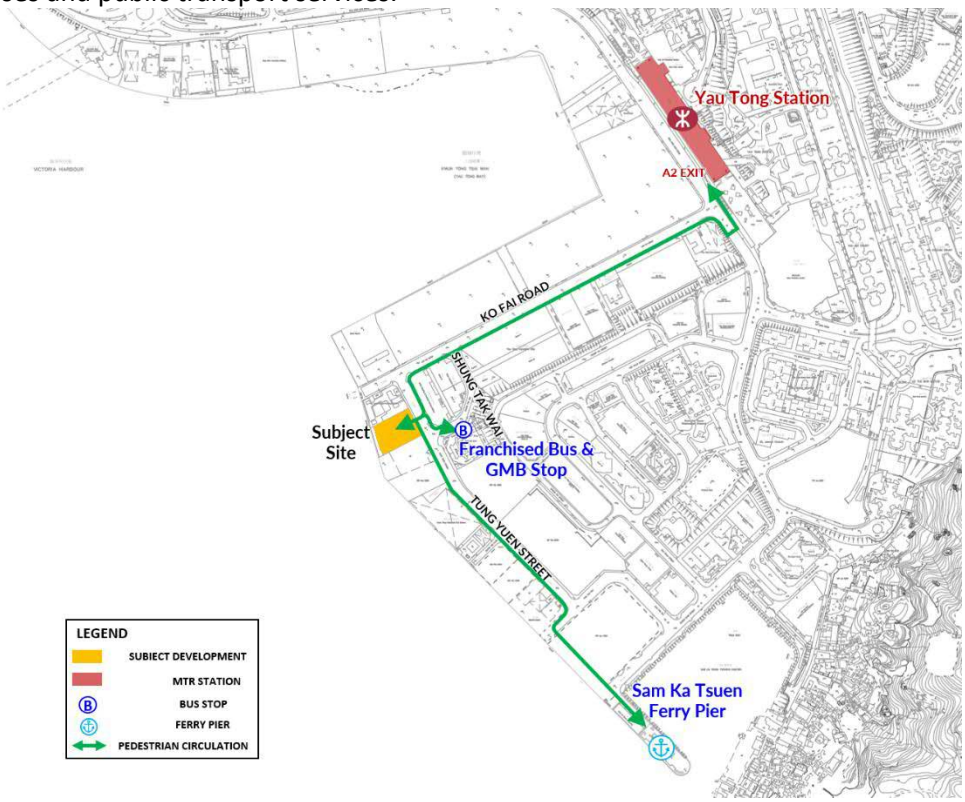


Figure 5.1. Pedestrian routes between the Development and Public Transport in the Vicinity

5.1.3 In the future, with the development of Yau Tong Bay Comprehensive Development Area, the provision of open space and pedestrian linkage will be improved as well. Therefore, the pedestrian linkage from subject site to public transport will be more accessible.

5.1.4 The Yau Tong MTR station is located within approximately 500m from the project site, which is considered walkable by a sizable population. On the other hand, the quality of the walking route itself is considered relatively well, and as the developed of Yau Tong Bay Comprehensive Development Area, the pedestrian linkage will be improved.

6 TRAFFIC CONDITIONS OF LOCAL ROAD NETWORKS

6.1 Evaluation for the Proposed Development

6.1.1 Based on the TIA under the S16 planning application (No. A/K15/132), the traffic generation by the Proposed Development can be well absorbed by the external road network with the proposed road improvement works around the area.

6.1.2 Therefore, coped with the fact that there are other planned and committed developments in the area, the future traffic condition is expected to be at acceptable levels upon design year 2035, subjected to the implementation and programme of the committed road improvement schemes by others.

7 PARKING DEMAND AND SUPPLY CONDITION

7.1 Evaluation for the Proposed Development

7.1.1 As previously noted in paragraph 4.1.2, there are about 456 existing publicly accessible car parking spaces located within 550m catchment area from the project site with excess capacity available.

7.1.2 Additionally, the public parking service could be coordinated by Hong Kong e-Mobility App, allowing users to check the real-time information on the availability of public parking in facilities across Hong Kong.

7.1.3 This type of service would enable users more flexibility and options in their selection of parking facility near the site, by creating “shared-use” parking opportunity and therefore, providing more efficient use of the district-wide parking facilities.

7.1.4 The parking demand and supply conditions in the vicinity can also be reflected by the level of illegal parking in the surrounding road network.

7.1.5 In case of a significant shortfall in background parking provision where demand for facilities substantially exceeds supply, illegal parking is expected to be commonly observed on kerb-side. On the other hand, the parking provision may consider adequate if there are no records of illegal parking in the vicinity.

7.1.6 To reveal the level of illegal parking in the vicinity of the Proposed Development relevant to the subject development, MVA conduced on-site visit several times along Tung Yuen Street and Ko Fai Road. It is worth noting that no illegal parking was observed around the project site.

7.1.7 Therefore, the parking provision could adequately cope with the parking demand in the vicinity of Proposed Development.

8 LOCAL CATCHMENT OF PROPOSED RETAIL COMPONENT

8.1 Evaluation for the Proposed Development

8.1.1 The proposed retail GFA of 2177.1 sqm is of a relatively small scale and is intended for neighbourhood retail uses which serve demands locally or even from the residents within the site.

8.1.2 Thus, the car parking demands arising from the proposed retail component are considered to be very minimal. The low end of the parking provision (1 car space per 300 sqm retail GFA) is adopted for retail, which is 8 nos. of retail parking.

9 JUSTIFICATION FOR PROPOSED LOADING/UNLOADING PROVISIONS

9.1 Operational Requirements

9.1.1 The detail of loading/unloading bay provision as shown in **Table 9.1**.

Table 9.1 Loading/Unloading Provision

Type of Development	HKPSG Requirement	GFA/Block	No. of LUL
Retail	1 per 1,200m^2 GFA (low-end)	GFA 2,177.1 m^2	2
Residential	1 per each housing block	1 block	1
		Total	**3**

9.1.2 The project site will be re-developed into a residential block with 2177.1 sqm commercial area, primarily comprising small retail shops. Therefore, the goods delivery demand for a small-scale commercial area will be considered as minimum and no large cargo or furniture expected. This means that each goods vehicle delivery trip can serve more than one tenant in the retail area.

9.1.3 Pre-booking schemes can be arranged with management office. Pre-booking delivery arrangement would distribute the delivery demand throughout the day. And 2 loading/unloading bays for retail can be shared use. As a result, it could effectively arrange the deliveries to maximize the usage of the loading/unloading bays without over-provision to address uncertain peak demands.

10 SUMMARY AND CONCLUSION

10.1 Summary

10.1.1 The parking provision of private residential uses is generally determined with reference to Hong Kong Planning Standards and Guidelines (HKPSG), in which the "Global Parking Standard" (GPS) has a range of 1 space per 4 to 7 units.

10.1.2 To substantiate by taking account the site-specific conditions and district characteristics, the consideration factors for resident parking provision at the Proposed Development have been evaluated with justifications as summarised in **Table 10.1** below:

Table 10.1 Evaluation of Factors for Resident Parking Provision

Consideration Factors for Resident Parking Provision		Justification for Proposed Development
(A)	Availability of public transport services in the vicinity	• Franchised bus and GMB stops are close to the project site • 8-minute walk to Yau Tong MTR station • 2 PTIs within approximately 500m from the project site
(B)	Availability of public car parks in the vicinity	• Existing publicly accessible car parking spaces with excess capacity available
(C)	Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges	• Within Walkable Range in 500m to the nearest rail station – Yau Tong Metro Station • A clear pedestrian route to PT stations
(D)	Traffic conditions of local road networks	• Overloading junctions to be mitigated with committed improvements by others, despite the negligible traffic contribution by the development
(E)	Parking demand and supply condition in the vicinity	• Existing publicly accessible car parking spaces with excess capacity available • No illegal parking was observed around the project site during site visit on weekday

10.2 Conclusion

10.2.1 In view of the evaluation and justification for the site constraints and consideration factors, the findings are considered favourable for adopting the current parking provisions for the subject site, which is to provide 66 car parking spaces for the proposed development.

10.2.2 It is proposed that 53 car parking spaces are provided as resident parking facilities for the Proposed Development, which is **1 space per 6.2 units**. And car parking spaces are provided for residential visitors.

10.2.3 The commercial area of the site is about 2177.1 sqm, primarily comprising small retail shops for local residents. Therefore, the low end of the parking provision (**1 car space per 300 sqm retail GFA**) is adopted for retail, which is 8 nos. of retail parking.

10.2.4 Based on loading/unloading demands for the small retail shops of this development, it can be concluded that the goods delivery demand for a small-scale commercial area will be relatively low, therefore, **the lower loading/unloading provision is proposed be adopted (1 loading/ unloading bay for goods vehicles for every 1 200 sqm GFA)**.

Attachment A_ Paper for discussion on the KTF meeting

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion on 14 Mar 2025

TKF/01/2025

Proposed Flat, Shop and Services and Eating Place in "Residential (Group E)" Zone with a Voluntary Waterfront Promenade at No. 4 Tung Yuen Street, Yau Tong, Kowloon

PURPOSE

This paper seeks to solicit the Task Force's views on the proposed residential cum retail development with provision of a waterfront promenade for public enjoyment (the Proposed Development) at No. 4 Tung Yuen Street, Yau Tong (the Site) (**Annex I**).

2. The Site falls within "Residential (Group E)" zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP). The Proponents have submitted a Section 16 Planning Application to the Town Planning Board (TPB) on 9 January 2025 to seek approval for Minor Relaxation of Plot Ratio (PR) and Building Height (BH) Restrictions to facilitate the Proposed Development at the Site.

BACKGROUND

3. With a site area of about 2,419m^2, the Site is currently occupied by Wah Tung Godown. The existing industrial operation at the Site does not only block pedestrian access to the Victoria waterfront, but also resulted in blocking the long-planned public waterfront promenade connecting Lei Yue Mun and Yau Tong Bay.

4. The Site has been rezoned to "Residential (Group E)" since 1999, with the planning intention primarily for phasing out existing industrial uses through redevelopment (or conversion) for residential use on application to TPB.

5. The Site is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) which is undergoing rapid transformation to a residential neighbourhood. Together with the approved developments at the Yau Tong Bay (YTB) Comprehensive Development Area ("CDA"), approved or completed residential developments found along Tung Yuen Street, including the Coast Line I & II under construction (under "CDA(1)" zone), the Peninsula East (under the adjoining "R(E)" zone), as well as on the "CDA(3)", "CDA(4)" and Montego Bay (under "CDA(5)" zone) along the waterfront.

6. Over the years, there has been an increasing territorial demand for housing supply and public aspiration for quality living environment, especially in the compact urban environment. Therefore, the Proponents have put forth the vision of **Fostering a Quality Seaside Residential Development Aspired to Enhance Living Quality** for the Proposed Development to set a desirable precedent in support of the ongoing transformation of the YTIA.

THE PROPOSED DEVELOPMENT WITH A VOLUNTARY WATERFRONT PROMENADE FOR PUBLIC ENJOYMENT

7. The Proposed Development at the Site comprises of one 22 to 28-storey residential tower siting above 2-storey podium dedicated for 'Shop and Services' and 'Eating Place' uses, alongside with a 15m-wide waterfront promenade for public enjoyment.

8. Although there is no requirement under the "R(E)" zone, the Proponents have taken initiative to provide a voluntary waterfront promenade of not less than 15m-wide (with an area of about 608m^2), which will be opened for public enjoyment on a 24/7 basis. In addition, a 5m-wide public passageway will be provided within the Site to bring members of the public to access to the waterfront promenade via Tung Yuen Street on a 24/7 basis. The waterfront promenade and associated pedestrian access will

be constructed, maintained and managed by the Proponents.

9. The waterfront promenade at the Site will be designed to be compatible with the planned public waterfront promenade at the adjacent "CDA(1)" zone (i.e. the Coast Line I & II under construction), forming part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. Besides, opportunities are explored to provide retail facilities at street level to foster a vibrant street environment.

10. In response to the territorial aspiration for housing provision as well as to incorporate various initiatives to enhance harbourfront experience at the Site, the Proponents also seek for minor relaxation of PR (domestic PR from 5.0 to 6.0) and BH (from 80mPD to 100mPD) as part of the Section 16 Planning Application to the Town Planning Board.

11. The Proposed Development is anticipated to be completed by 2032, providing about 342 quality residential flats while unlocking the harbourfront potential at Yau Tong by private sector initiatives.

12. Please refer to **Annex II** and **Annex III** for the Master Layout Plan and the Key Parameters Table of the Proposed Development respectively.

13. The key design features and planning merits of the Proposed Development are highlighted below:

(a) Respecting the Planning Intention to Phase out Incompatible Industrial Uses while Optimising Valuable Land Resources

The Proposed Development is fully in line with the planning intention of the "R(E)" zone, by replacing the existing incompatible industrial uses on the Site by a modern standard residential cum retail development with a voluntary waterfront promenade for public use. Situating at an urban centre conveniently served by

public transport, the Proponents see the opportunity to optimise valuable land resources at the Site for contributing to the housing supply at territorial level, at the same time align with the latest Government policy of minimum flat size requirement of 26m^2 to enhance liveability. Therefore, the Proponents seek minor relaxation of domestic PR from 5.0 to 6.0 to facilitate the provision of additional housing flats (equivalent to additional flats of about 60) with enhanced living space at the Site.

(b) Providing an Additional Waterfront Promenade to Celebrate the Iconic Victoria Harbourfront

The existing industrial operation at the Site blocks the access to the waterfront. The Proposed Development will facilitate phasing out of incompatible industrial uses by a modern residential cum retail development, alongside with a 15m-wide waterfront promenade, with an area of about 608m^2. The waterfront promenade will be opened for public enjoyment on a 24/7 basis, with a direct pedestrian access connecting to Tung Yuen Street.

The waterfront promenade at the Proposed Development will contribute to the creation of a vibrant Victoria Harbour with additional open space welcoming members of the public to leisure, socialise and celebrate the iconic Victoria harbourfront.

(c) Well-integrated with the Waterfront Promenade of Kowloon East

Upon completion of the waterfront promenade, in which the Proposed Development takes about 90 months from the S.16 Planning Application submission to the obtaining of occupation permit, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. With reference to the Landscape Master Plan in **Annex IV** and artistic impression in **Annex V**, the design of the waterfront

promenade will be compatible with the waterfront promenade (i.e. within the "CDA(1)" zone) to enhance the connectivity of the area and ensure an enjoyable walking experience along the harbourfront.

(d) Enhancing Pedestrian Connectivity and Comfort

A full-height setback of about 5m-wide from Tung Yuen Street, which includes a footpath of 3.5m-wide under the requirement of Outline Development Plan and an additional setback of 1.5m-wide within the Site to improve pedestrian circulation. A new tree is proposed at northwestern part of the Application Site to improve the pedestrian comfort and walking experience on Tung Yuen Street.

The above will help to enhance pedestrian connectivity and comfort along Tung Yuen Street, and eventually welcome members of the public to the waterfront promenade via the 5m-wide public passageway access from Tung Yuen Street.

(e) Sensitive Building Design and Disposition to Enhance Visual Permeability

The Proposed Development incorporates sensitive building design and disposition of residential towers to avoid a monotonous harbourfront image. The stepped BH design within the Site would provide a more interesting skyline along the YTIA waterfront. Please refer to **Annex V** for Artistic Impression on Tung Yuen Street.

(f) Providing Retail Uses at Lower Floors to Activate Vibrancy at Street Level

Respecting the planning intention of "R(E)" zone, the Proposed Development would obtain PR of 0.9 for non-domestic uses, in the form of 'Shop and Services' and

'Eating Place' uses on G/F and L1/F. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade would contribute to create active frontages for a more vibrant street environment and serve local essential needs. This integration of seamless and engaging interface between retail spaces on the ground floor and waterfront promenade aims to enhance the pedestrian experience by providing easy access to shops, cafes, and other amenities directly from the waterfront promenade. The layout encourages foot traffic and social interaction, fostering a vibrant atmosphere that benefits both retailers and visitors. Additionally, the design incorporates visual and physical connectivity, ensuring that the retail spaces complement the scenic views and recreational activities along the waterfront, creating a cohesive and attractive urban environment. Please refer to **Annex V** for Artistic Impressions on both Tung Yuen Street and the proposed waterfront promenade.

(g) Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront

With a view that about one-fourth of the site area (i.e. about 608m^2) has been designated for the waterfront promenade, there is a need to seek for minor relaxation of BH to accommodate the optimised domestic and non-domestic floor area on the Site.

Only part of the residential block at the inland portion is proposed with a relaxed BH of 100mPD, while the remaining residential block along the Victoria Harbour would be kept at 80mPD, in line with the BH restriction on the "R(E)" zone along the waterfront. Besides, the relaxed BH for the inland portion will not exceed the BH restriction across Tung Yuen Street (i.e.100mPD). Therefore, minor relaxed BH for the Proposed Development will not comprise, but instead coherent with the gradation of height profile with descending BH

towards the harbourfront.

HARBOUR PLANNING PRINCIPLES

14. Harbour Planning Principles (HPPs) were developed as a set of guidelines for all individuals and organisations to facilitate the sustainable planning, preservation, development, and management of Victoria Harbour and the harbourfront areas. Further to the above discussions, the proposed residential development has paid due respect to these principles as illustrated below.

(a) Preserving Victoria Harbour

To protect and preserve the Victoria Harbour, site formation and construction works of the proposed residential development will only be carried out within the Site. There will be no reclamation works in Victoria Harbour.

Moreover, the Proposed Development also enhances the harbour as a public asset through phasing out the incompatible industrial uses and replaced by a quality residential cum retail development with a voluntary 15m-wide waterfront promenade for public enjoyment.

The Proposed Development therefore contributes to provision of a vibrant and connected waterfront promenade in Kowloon East, creating the economic and social values, while improving the harbour environment as our special public asset.

(b) Stakeholder Engagement

The public is welcomed to provide comments on the S.16 Planning Application submitted by the Proponents under the Town Planning Ordinance (Cap.131) as part of the statutory process. In addition, this paper for consultation with the Harbourfront Commission has demonstrated the

Proponents' sincerity to invite comments and suggestions from key stakeholders on the Proposed Development.

(c) Sustainable Development

The Proposed Development has complied with all the relevant building separation, building setback, and greenery requirements under the Sustainable Building Design Guidelines. Technical assessments have been conducted and confirmed that the Proposed Development will not induce insurmountable landscape, traffic, environmental, drainage, sewerage, air quality, air ventilation and visual impacts. With emphasis to wind permeability at the Application Site, 5m-wide public passageway at pedestrian level is incorporated to create a more permeable design with a less bulky massing. Air ventilation has improved as the 5m-wide public passageway allows summer winds to reach Tung Yuen Street, while seaside winds flow along the 15m-wide waterfront promenade and are diverted towards the building separation between the Proposed Scheme and the adjacent site of Yau Tong Sewage Pumping Station.

The Application Site is less than 20,000m^2 in area with continuous projected façade of less than 60m. Thus, the requirement on building separation is not applicable. Along Tung Yuen Street, in addition to the 3.5m setback requirement on the Outline Development Plan, an additional 1.5m full height setback will be provided for footpath widening, enhancing visual openness and greening opportunities at street level. Tree planting is also proposed at the northwestern end of the proposed setback.

Parking and loading/unloading facilities for the Proposed Development will be located at basement levels to minimise the need for bulky car parking structures aboveground and to reserve more areas for provision of landscaping/greening.

Soft landscaping will be provided through a selection of varied planting palette to yield changing variety and seasonal interest. The Site Coverage of Greenery within the

Site is not less than 20% (i.e. not less than 484m^2). Greenery provision is also available at different levels ranging from landscaping at podium and the tree plantings along the waterfront promenade.

(d) Integrated Planning

To realise a seamless and coherent waterfront promenade across the entire Kowloon East, the design of the proposed waterfront promenade has been carefully considered together with that in the "CDA(1)" Site for compatibility in broader context. Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscapes. Colour paving and patterns have been adopted to create an inviting environment which would make pedestrian feel safe and comfortable.

(e) Proactive Harbour Enhancement

With the provision of a 15m-wide waterfront promenade of about 608m^2 along its shoreline, the Proposed Development will contribute to an attractive harbourfront townscape that forms part of the 13km planned/existing waterfront promenade connecting the entire Kowloon East from Kai Tak to Lei Yue Mun. A 5m-wide public passageway access will also be provided within the Site to welcome members of the public from Tung Yuen Street to the harbour. The proposed waterfront promenade and pedestrian access will be constructed, maintained, and managed by the Proponents.

Furthermore, the Proposed Development fully respects the stepped building height profile in the YTIA. The dynamic building height within the Proposed Development also creates an interesting skyline. The lower two floors of the Proposed Development will be dedicated for retail uses, with entrances provided along the waterfront promenade and the pedestrian access. The residential tower fronting Victoria Harbour is dispositioned way from the waterfront promenade as far as possible to enhance visual openness. Tree planting is introduced to provide shading, while

suitable landscaping and street furniture are provided along the waterfront promenade for public enjoyment.

Overall, the Proposed Development is considered bringing significant harbour enhancement to bring people to the harbour and the harbour to the people.

(f) Vibrant Harbour

The proposed voluntary waterfront promenade with 15m-wide of about 608m^2 promotes social interaction through a variety of passive recreational facilities, including provision of tree planting, and street furniture including benches etc. Moreover, the proposed retail uses at the lower floor of the has extensive exposure facing the waterfront promenade, cultivating a vibrant and festive waterside gathering, and leisure space for waterfront lifestyle.

Therefore, the Proposed Development helps inject vibrancy to the harbourfront through the creation of points of interest and attracts members of the public to come and enjoy the Victoria Harbour.

(g) Accessible Harbour

The provision of the voluntary waterfront promenade at the Site is designed for public enjoyment on a 24/7 basis. The 5m-wide public passageway access within the Site will also be opened for the public to reach the waterfront promenade from Tung Yuen Street on a 24/7 basis. These will eventually improve the overall physical linkages with the inner Yau Tong area.

(h) Public Enjoyment

To maximise recreational potential of the harbourfront, a mixture of soft and hard landscapes will be adopted with consideration to the Landscape Master Plan of the approved comprehensive developments at YTIA for better integration

and uninterrupted harbourfront experience.

As compared to the existing conditions within the Site in where the waterfront is completely obstructed from pedestrian access, the Proposed Development will provide an attractive venue for retail and recreation activities for public users from various parts of the territory, contributing to the interconnected waterfront for East Kowloon and creating opportunities for public enjoyment.

(i) Public Consultation

The comments from various stakeholders, including the Harbourfront Commission, Government bureau/ departments and public on the Proposed Development will be taken into consideration.

CONCLUSION

15. The Proposed Development respects the planning intention of the "R(E)" zone, expedites the phasing out of incompatible industrial uses currently situated at YTIA, while exploring opportunity to optimize valuable land resources for supplying additional flats with decent quality.

16. By providing a voluntary waterfront promenade for public enjoyment, the Proposed Development enhances the recreational appeal along the Victoria Harbour together with the provision of an active retail shopfront accompanied by abundant landscaping.

17. A vibrant harbourfront leisure space could be cultivated at the Site, contributing to the realization of the 13km planned/existing waterfront promenade along the Kowloon East. The design of the Proposed Development has paid full respect to the HPPs to contribute to create a vibrant, accessible, and attractive waterfront for public enjoyment.

ADVICE SOUGHT

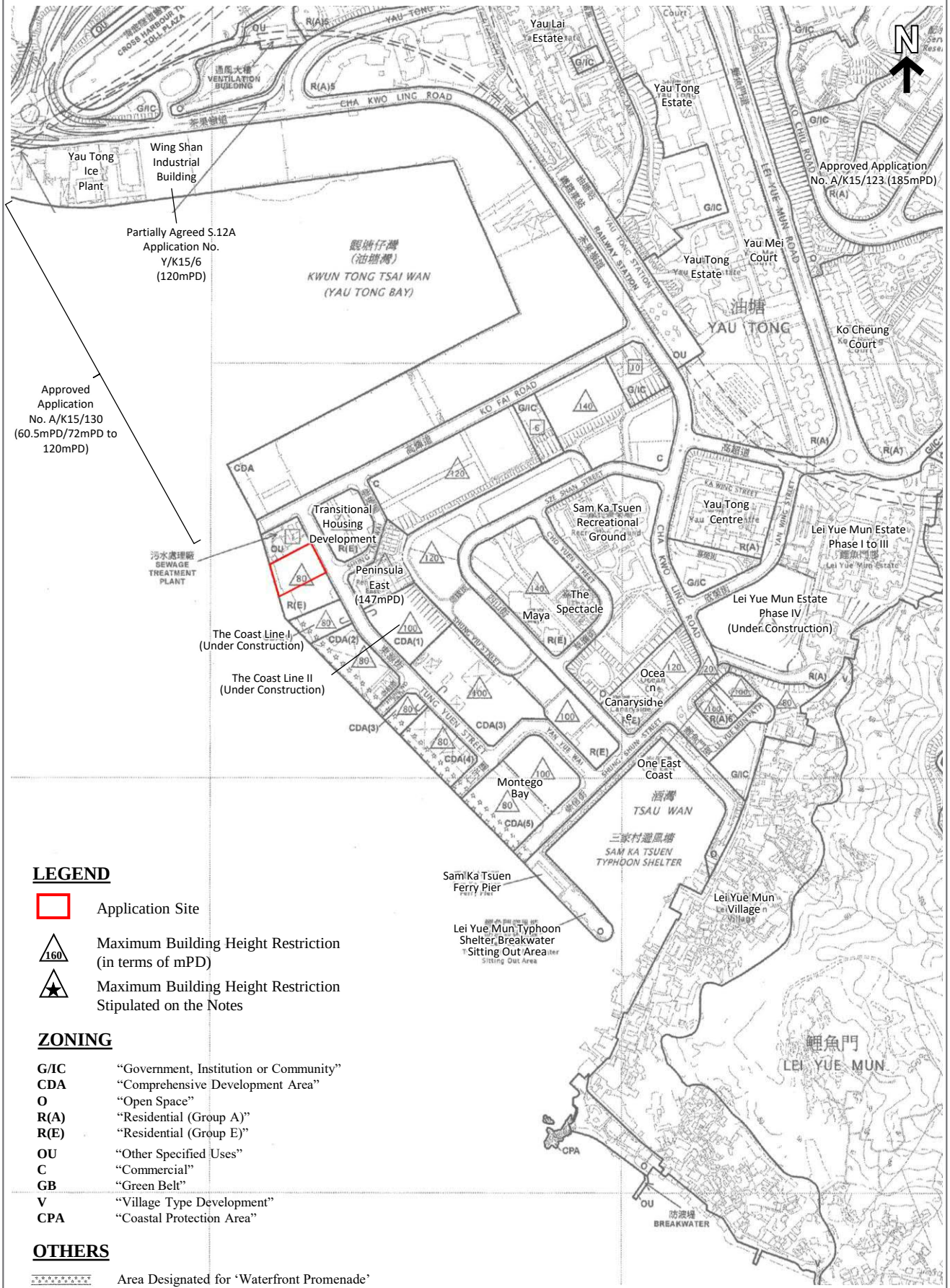
18. Members are invited to express their views and offer support on the Proposed Development.

ATTACHMENTS

Annex I	Location of the Site
Annex II	Master Layout Plan of the Site
Annex III	Key Parameters Table for the Proposed Development
Annex IV	Landscape Master Plan and Landscape Section
Annex V	Artist Impression of the Proposed Development (For Illustrative Purpose Only)

ARUP
March 2025

Annex I
Location of the Site



LEGEND

- Application Site
- 160 — Maximum Building Height Restriction (in terms of mPD)
- ★ — Maximum Building Height Restriction Stipulated on the Notes

ZONING

G/IC	"Government, Institution or Community"
CDA	"Comprehensive Development Area"
O	"Open Space"
R(A)	"Residential (Group A)"
R(E)	"Residential (Group E)"
OU	"Other Specified Uses"
C	"Commercial"
GB	"Green Belt"
V	"Village Type Development"
CPA	"Coastal Protection Area"

OTHERS

Area Designated for 'Waterfront Promenade'

Figure No.	*Scale*	*Figure Title*	
/	1:6,000		**Annex 1 – Location of the Site**
ARUP	*Date* November 2024	*Source*	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

Annex II
Master Layout Plan of the Site



A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Annex III

Key Parameters Table for the Proposed Development

Key Parameters Table for the Proposed Flat, Shop and Services and Eating Place at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Key Development Parameters	Proposed Development at the Site
Site Area (m^2)	About 2,419 m^2
Proposed Uses	'Flat', 'Shop and Services' and 'Eating Place'
Plot Ratio (PR)	
- Total PR	Not more than 6.9 [1]
- Domestic PR	Not more than 6
- Non-domestic PR	Not more than 0.9 [2]
Gross Floor Area (GFA) (m^2) [1]	
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 16,691 m^2
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 14,514 m^2
- Non-domestic GFA	Not more than 2,177.1 m^2 [2]
Bonus Plot Ratio (Bonus GFA)	Not more than 0.081 [3] (to be included in Domestic PR) (Not more than 197.93 m^2)
Building Height (BH) (mPD)	80mPD to 100mPD (for inland portion only)
No. of Storeys	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark
Site Coverage (SC)	
- Below 15m	Not more than 70%
- Above 15m	Not more than 33.3%
No. of Residential Block	1
No. of Flats	About 342
Average Flat Size	About 43m^2
Anticipated Population [2]	About 855 [4]
Greenery Provision	Not less than 20%
Car Parking Spaces	
Private Car Parking Spaces	63 (incl. 2 accessible car parking spaces)
- Residential	50
- Visitor	5
- Shop and Services/ Eating Place	8
- Motorcycle	4
Loading/Unloading (L/UL) Bays	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)
Completion Year	2032

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

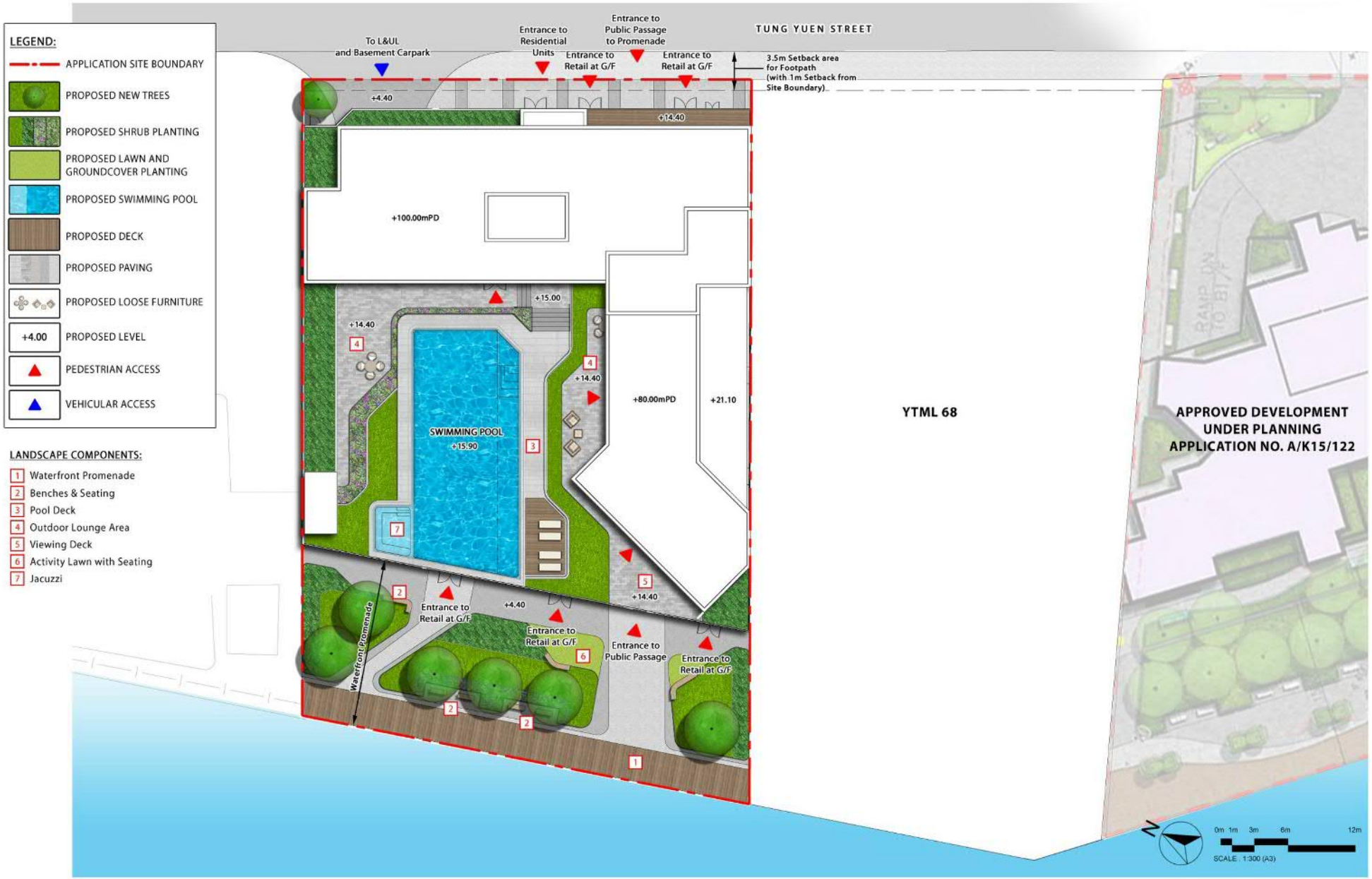
[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m^2) will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments. Inclusive of bonus SC of 0.257% in pursuant of above.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

Annex IV

Landscape Master Plan & Landscape Section Plan



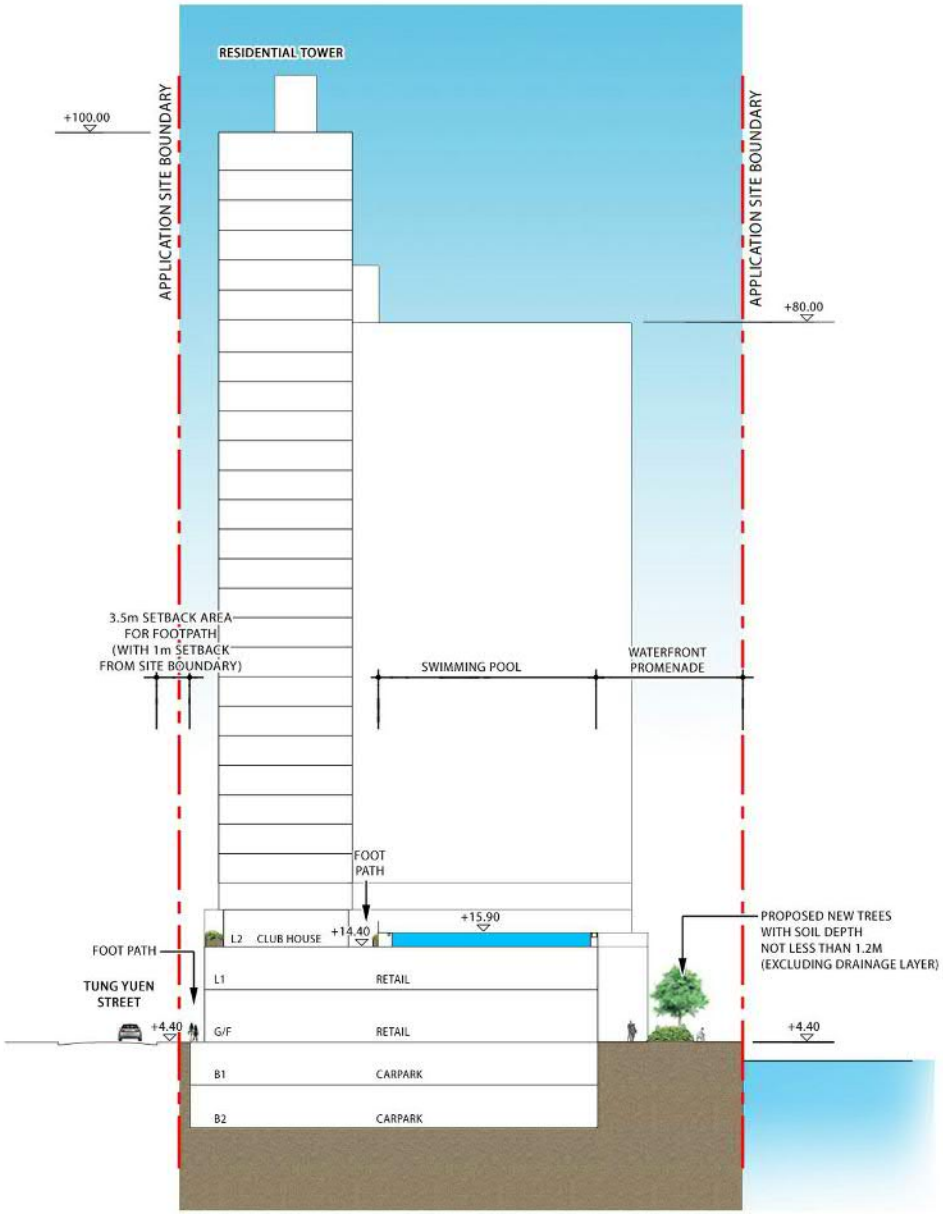
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

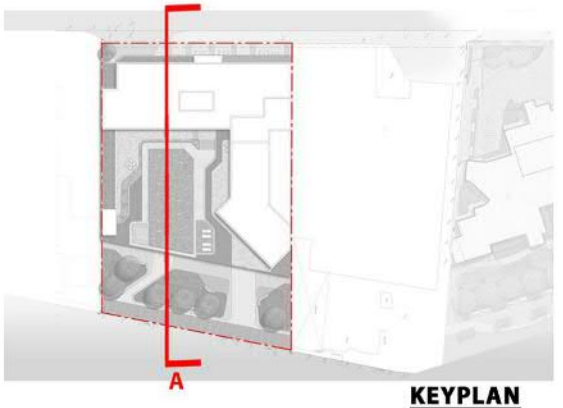
Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01

Date : NOV 2024
(A3-size)

axxa group





KEYPLAN

LANDSCAPE SECTION A

0m 2m 5m 10m 20m

SCALE : 1:500 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section A

Dwg. No. : 2023204-SEC-01

Date : NOV 2024
(A3-size)

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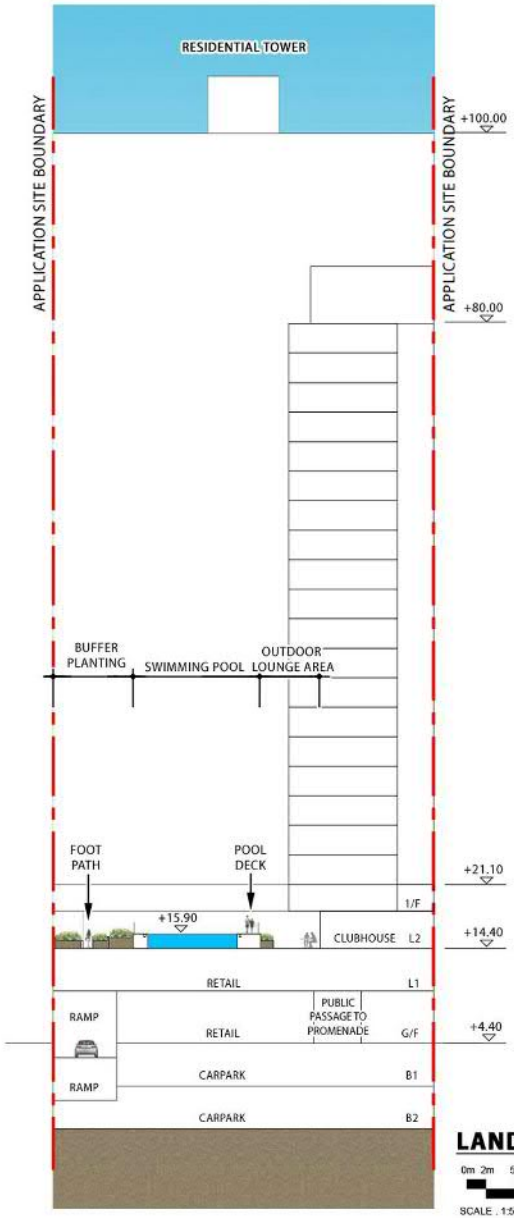

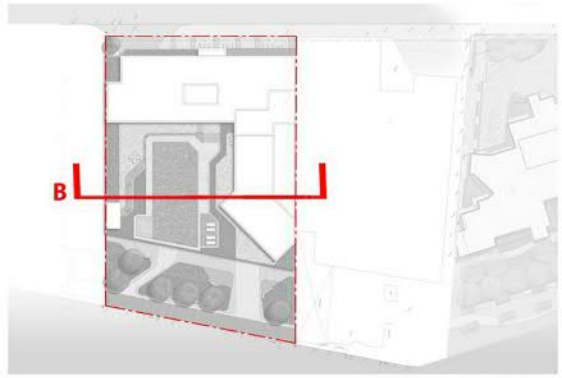

KEYPLAN

LANDSCAPE SECTION B

0m 2m 5m 10m 20m

SCALE : 1:500 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section B

Dwg. No. : 2023204-SEC-02

Date : NOV 2024

(A3 size)

axxa group

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Annex V

Artist Impression of the Proposed Development (For Illustration Purpose Only)

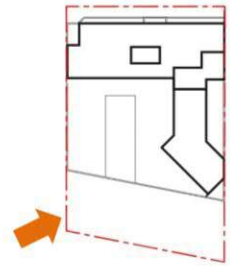



Illustration of Planning and Design Merits – Public Promenade

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



Illustration of Planning and Design Merits – Public Passage

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Attachment B_ Presentation on the KTF meeting

Proposed Flat, Shop and Services and Eating Place at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Meeting with Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

14 Mar 2025

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The Site falls within an area zoned “R(E)” for Residential Development, indicating No Requirement for Waterfront Promenade



OZP Restrictions:

Planning Intention:
This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

Maximum Domestic Plot Ratio: 5
Maximum Non-Domestic Plot Ratio: 1
Maximum Building Height: 80mPD

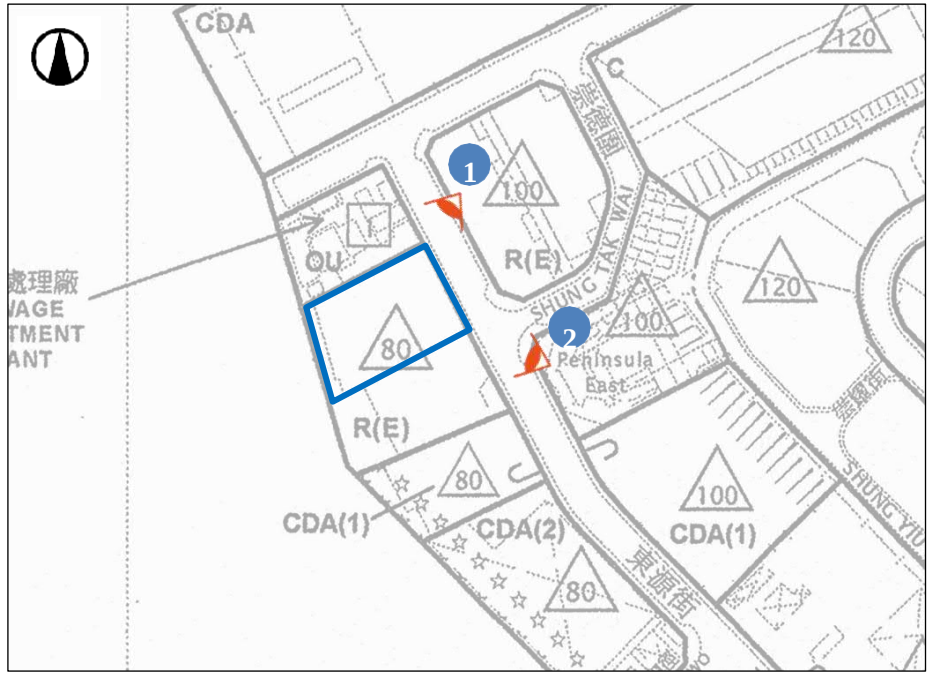
LEGEND

- Application Site
- 160 — Maximum Building Height Restriction (in terms of mPD)
- Area Designated for ‘Waterfront Promenade’

ZONING

G/IC	“Government, Institution or Community”
CDA	“Comprehensive Development Area”
O	“Open Space”
R(A)	“Residential (Group A)”
R(E)	“Residential (Group E)”
OU	“Other Specified Uses”
C	“Commercial”

Existing Industrial Operation (Wah Tung Godown) at the Site



Key Plan

LEGEND

Application Site

1 Viewing Points





Existing Inaccessible Waterfront at the Site



Legend

Application Site

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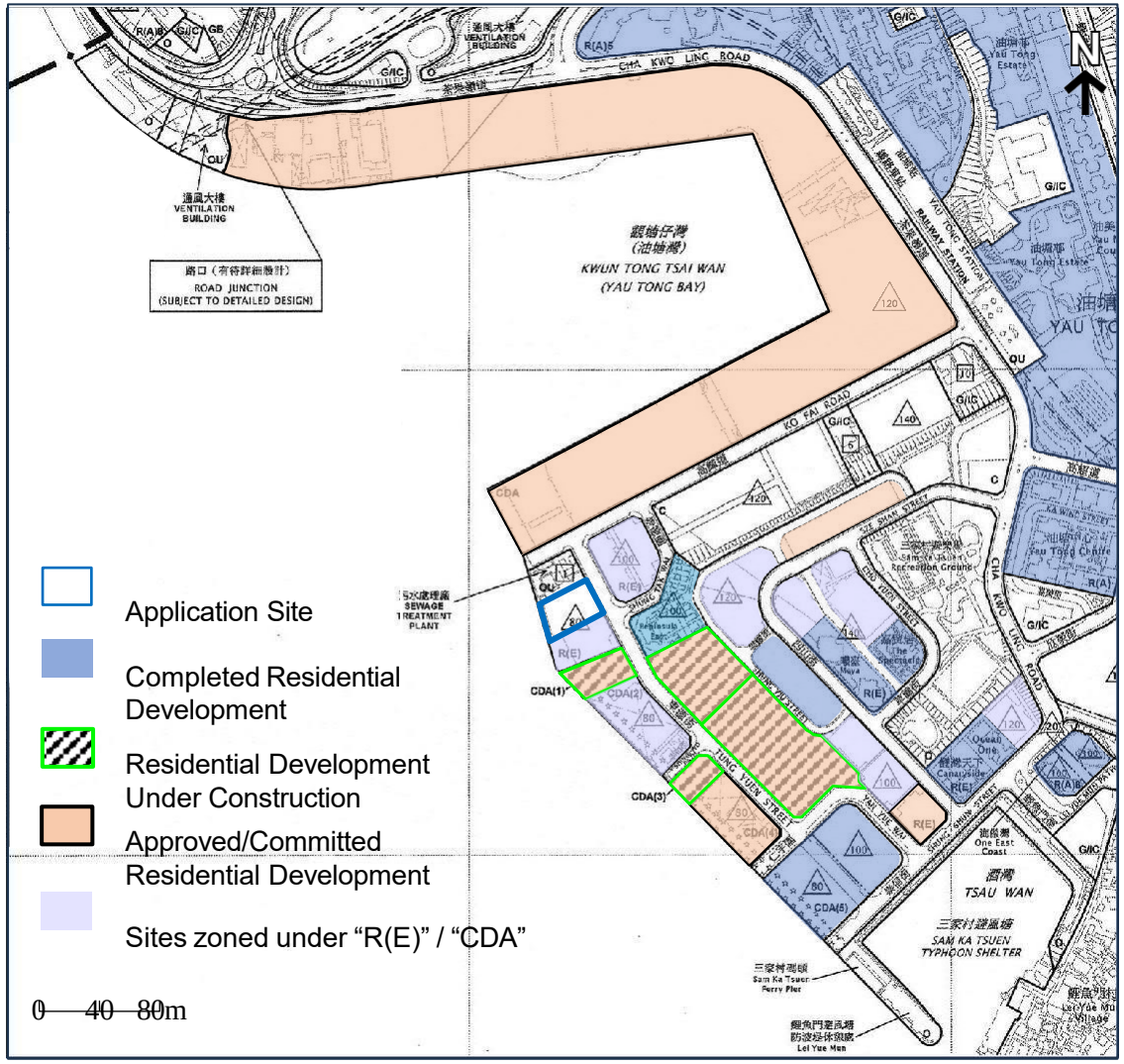
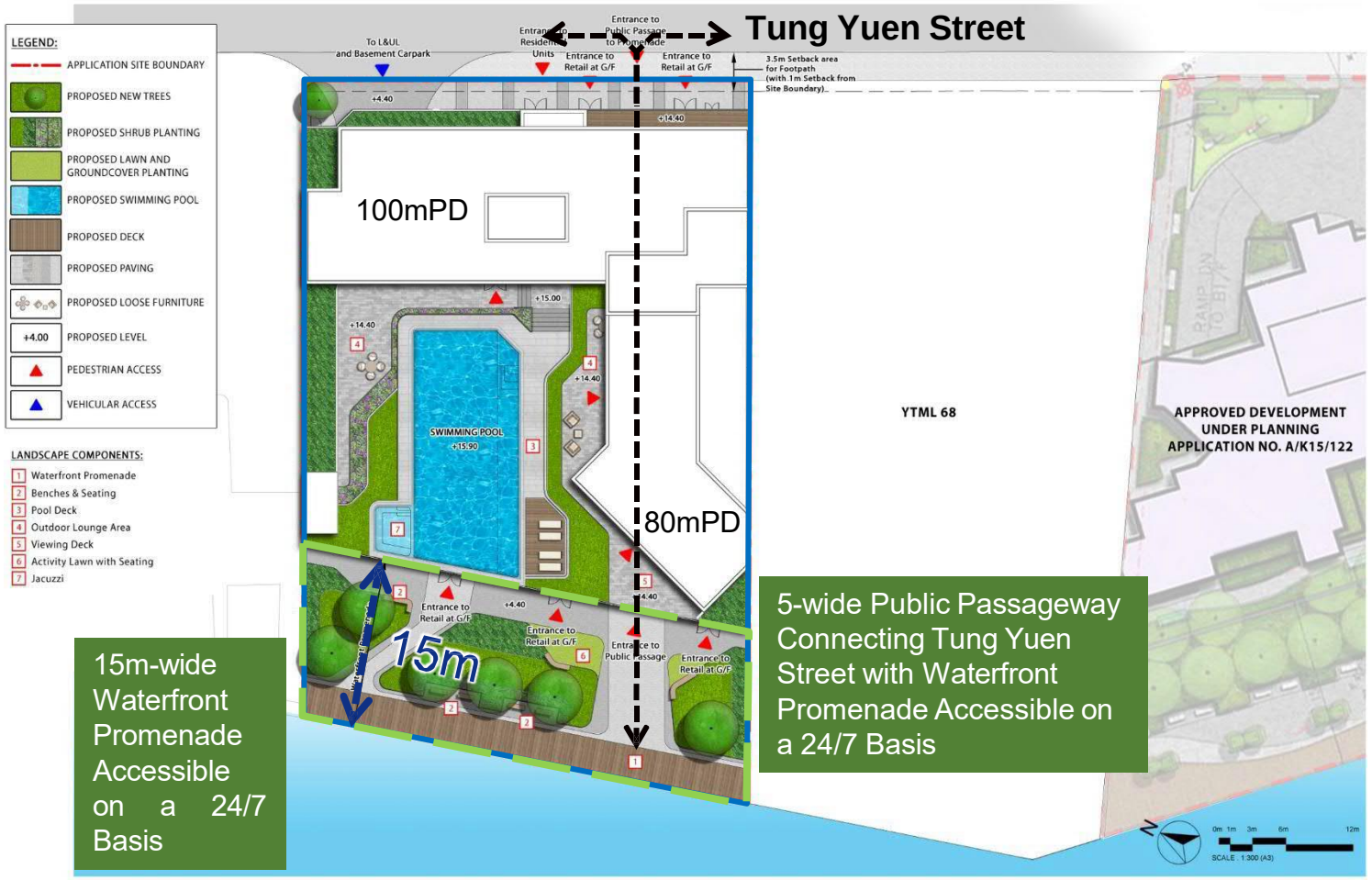
The Site has been planned for Residential Use for 25 years as part of the transformation of YTIA to a Residential Neighbourhood



Source:
MPC Paper No. A/K15/129A, Plan A-3, 26.1.2024
MPC Paper No. A/K15/126A, Plan A-2, 28.5.2021

The Proposed Scheme is Fully In-line with the Planning Intention of "R(E)" Zone with Provision of Waterfront Promenade for Public Enjoyment



	OZP Scenario Scheme	The Proposed Scheme
Proposed Uses	'Flat', 'Shop and Services' and 'Eating Place'	'Flat', 'Shop and Services' and 'Eating Place'
Waterfront Promenade	Not Required	15m-wide
Pedestrian Connectivity Improvement Measure	Not Required	5m-wide public passageway connecting Tung Yuen Street with Waterfront Promenade

Legend

Application Site

Waterfront Promenade for Public Enjoyment (About 608m^2)

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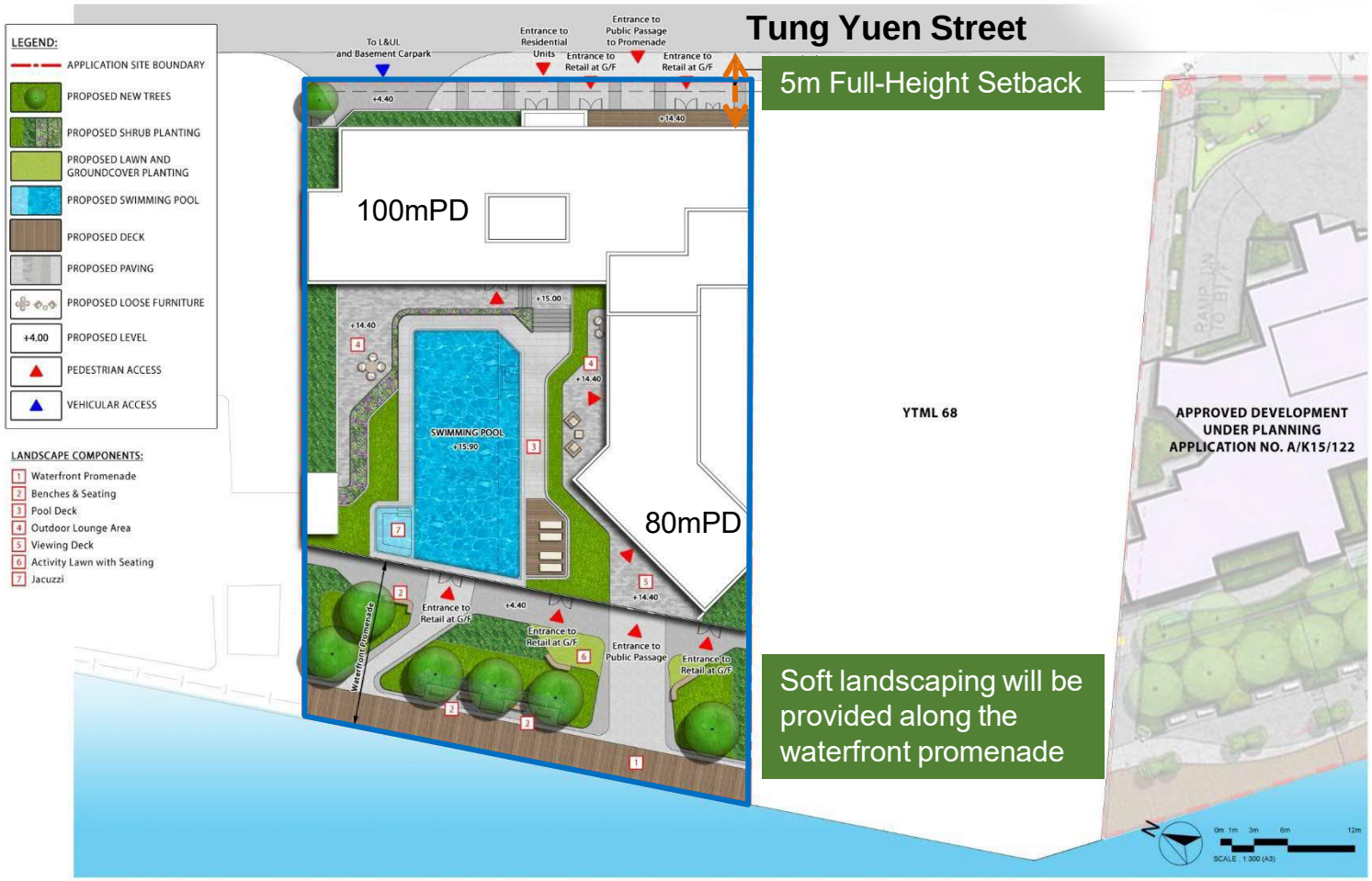
The Proposed Scheme is in Full Compliance with Provisions of Sustainable Building Design Guidelines



Building Setback

- 5m-wide full-height setback will be provided
  - 3.5m-wide footpath under ODP requirement
  - **A further full-height setback of 1.5m-wide** abutting building façade with tree planting located at the northwestern end will be provided

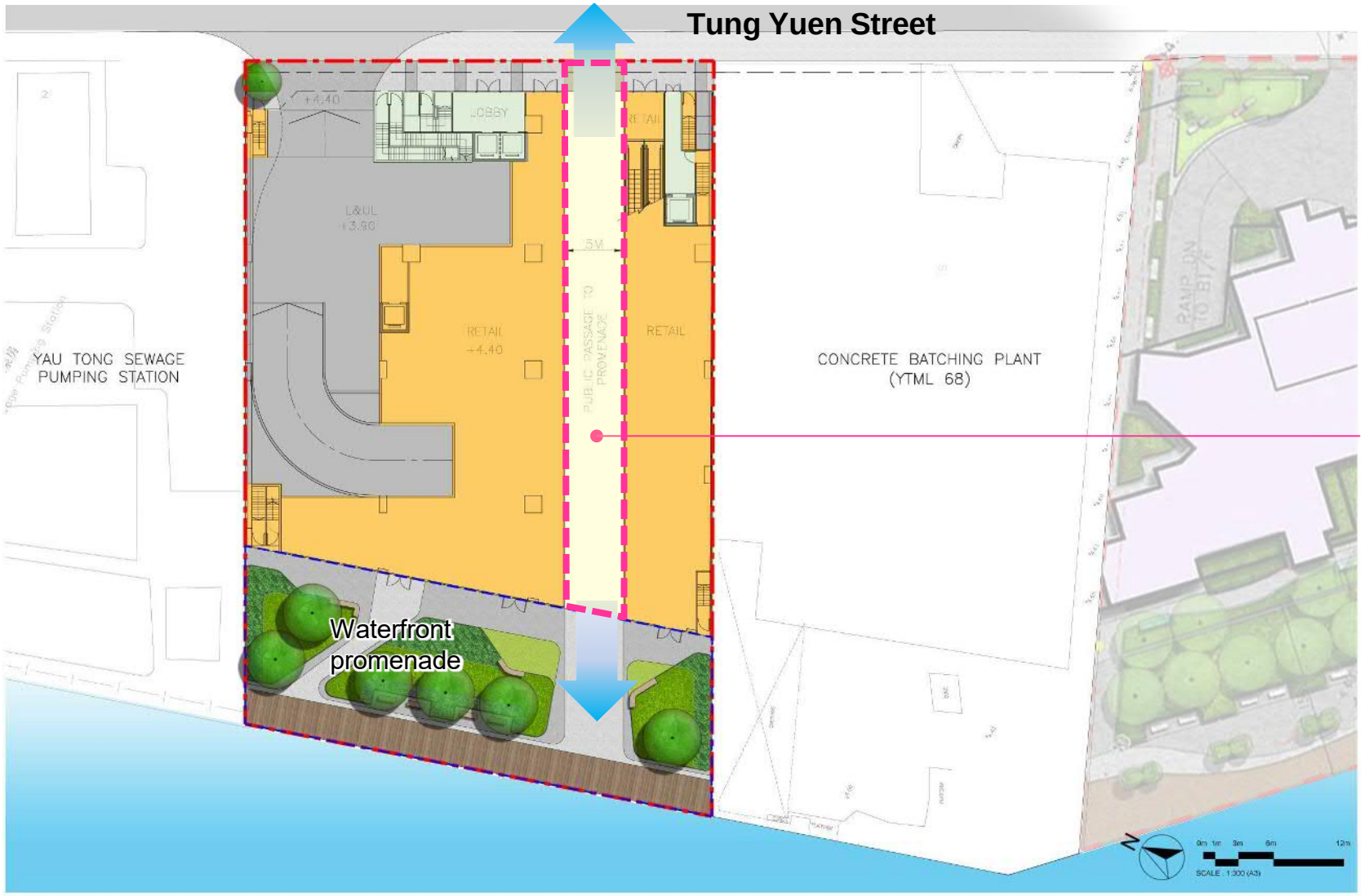
Greenery Provision

- Soft landscaping will be provided through a selection of varied planting palette to yield changing variety and seasonal interest
- Minimum site coverage of greenery of 20% (not less than 484m^2) will be provided

Legend

Application Site

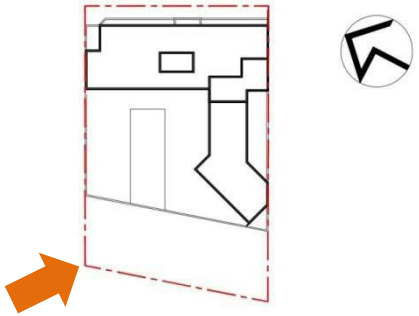
Improved Permeability within the Application Site



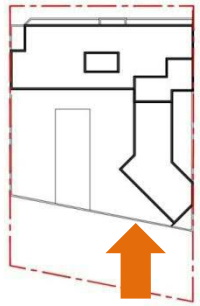
The 5m-wide public passageway not only allows summer winds to reach Tung Yuen Street but also enhances the permeability of the building bulk within the Application Site.

A Well-Designed and Integrated Waterfront Promenade



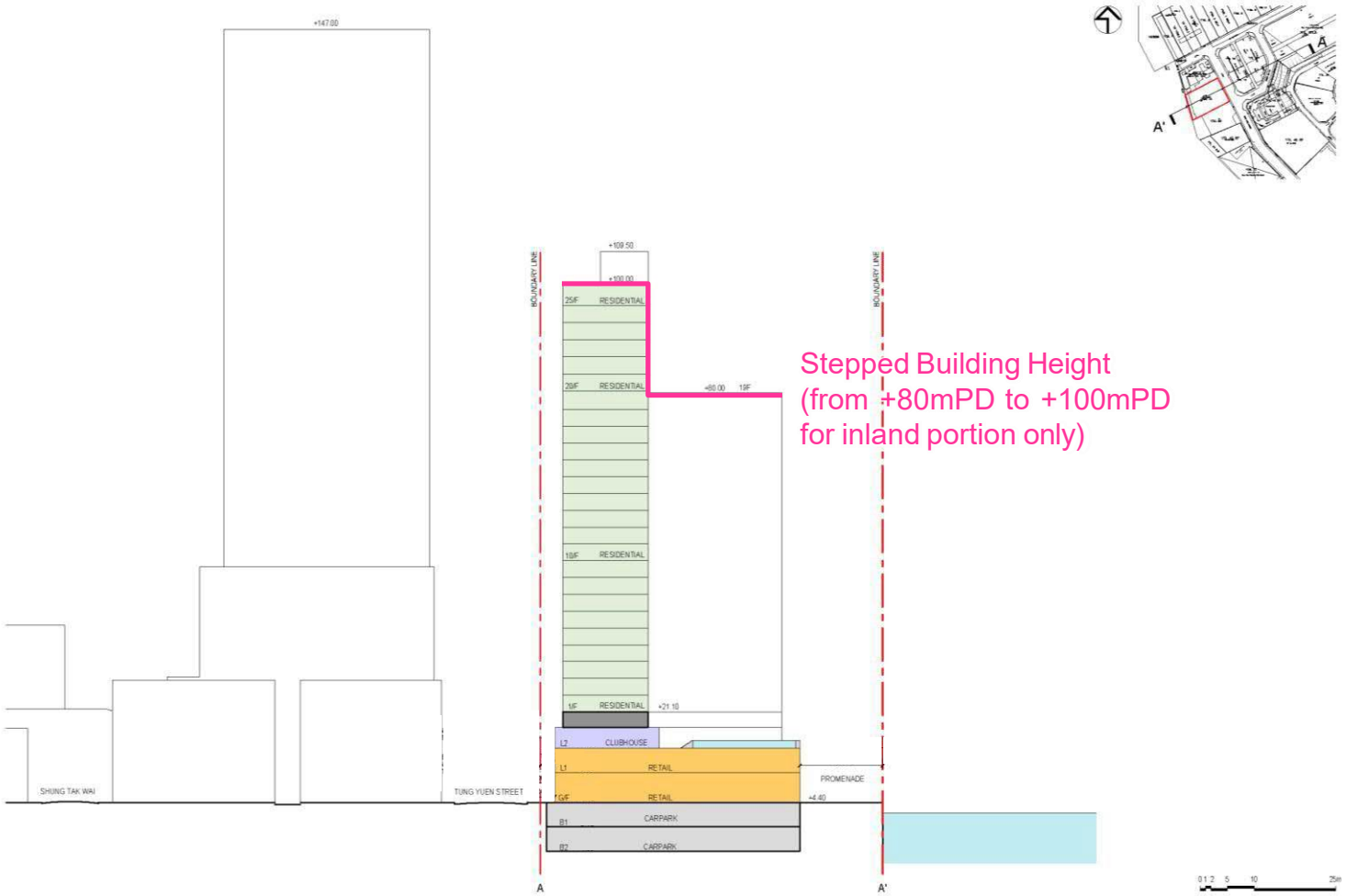


5m-wide Covered Public Passageway from Waterfront Promenade to Tung Yuen Street





Incorporate a Stepped Building Height Design to Maintain the Height Profile in the Yau Tong Area



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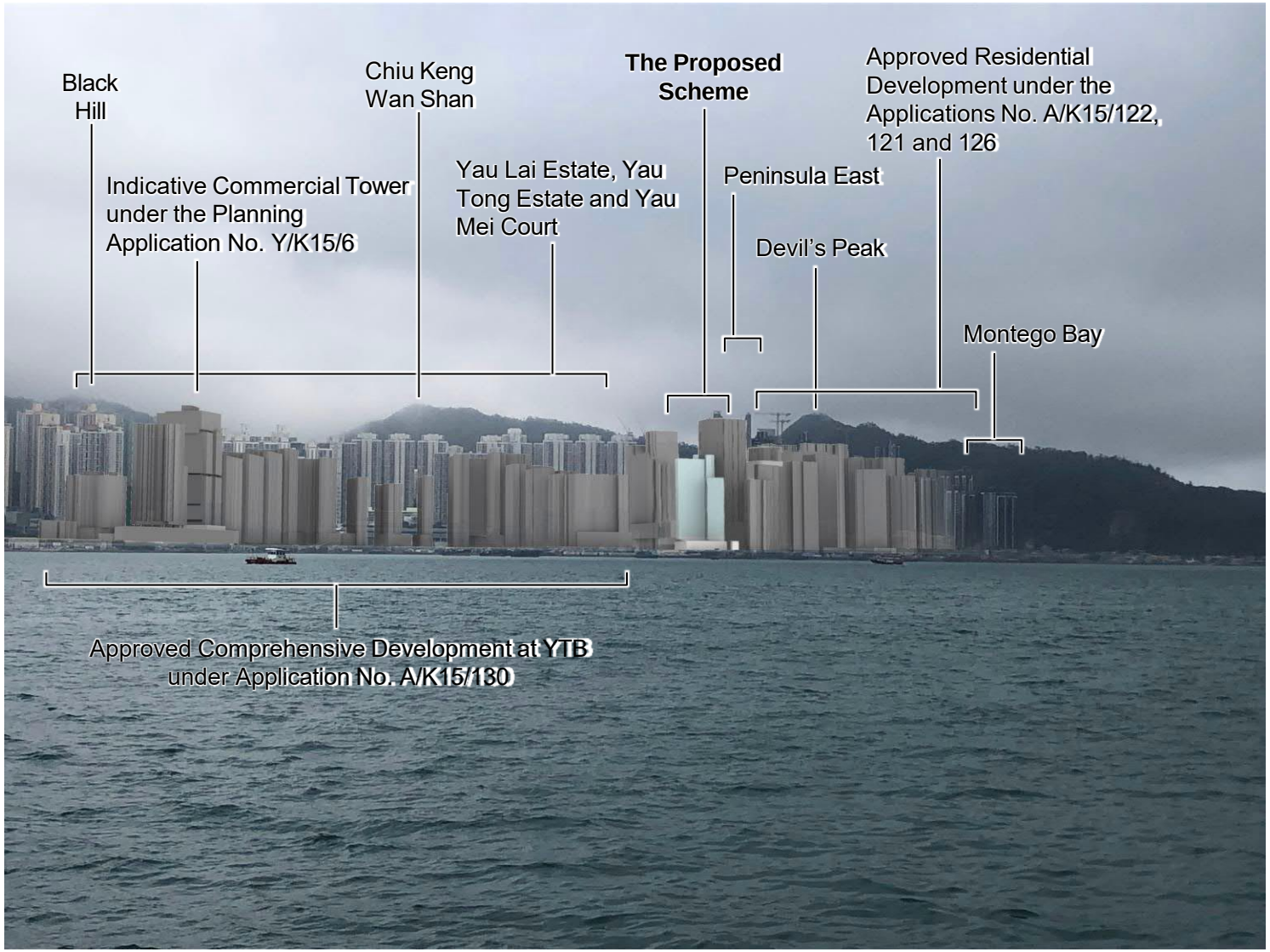
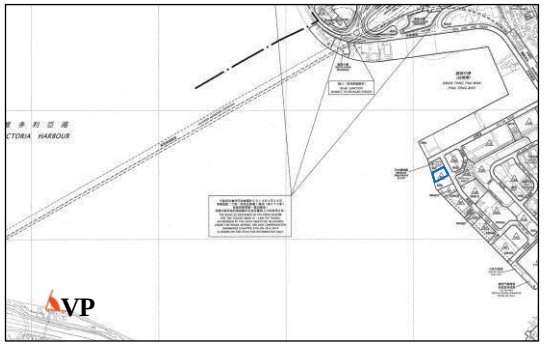
Respecting the Stepped Building Height Profile of Yau Tong Area



Key Plan



LEGEND

- Application Site
- Viewing Point at Quarry Bay Park

The Proposed Scheme is Fully In-Line With the Harbour Planning Principles

	PRINCIPLE	√ / ×	The Proposed Scheme
1.	Preserving Victoria Harbour	✓	• No works affecting Victoria Harbour • Harbourfront Enhancement Proposal with an additional Waterfront Promenade with a pedestrian access for public enjoyment
2.	Stakeholder Engagement	✓	• Consultation will be made with HC and public during the Planning Application stage
3.	Sustainable Development	✓	• No adverse impacts to the environment • Sustainable Building Design • Phasing out the existing incompatible industrial operation
4.	Integrated Planning	✓	• Creating a seamless and coherent environment • Upgrading pedestrian at-grade access to the Waterfront Promenade (including footpath along Tung Yuen Street and the 5m-wide access to the Waterfront Promenade)
5.	Proactive Harbour Enhancement	✓	• Creating an attractive harbourfront environment in Yau Tong area • Provision of 15m-wide Waterfront Promenade
6.	Vibrant Harbour	✓	• Waterfront Promenade with active shop frontage that add vibrancy to the Harbourfront as well as landscaping and street furniture for leisure
7.	Accessible Harbour	✓	• Providing physical and visual links to the Harbour • Pedestrian Access to the Waterfront Promenade
8.	Public Enjoyment	✓	• Maximising public enjoyment with the provision of 15m-wide Waterfront Promenade (about 608m^2)

Thank You !!

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Attachment C_ Minutes of 49th KTF Meeting

Harbourfront Commission
Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

Minutes of Forty-ninth Meeting

Date : 14 March 2025
Time : 2:30 p.m.
Venue : Room 1303, 13/F, Wing On Kowloon Centre, 345 Nathan Road, Kowloon

Present (attending in person)

Prof Becky LOO	Chairlady, Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Mr Ivan HO	Chairman, Harbourfront Commission
Mr Chiky WONG	Representing Friends of the Earth (HK) Charity Limited
Mr Joel CHAN	Representing Hong Kong Institute of Urban Design
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Prof Ir Sam CHOW	Representing the Chartered Institute of Logistics and Transport in Hong Kong
Dr CHUNG Shan-shan	Representing the Conservancy Association
Ms Corrin CHAN	Representing the Hong Kong Institute of Architects
Ms Iris HOI	Representing the Hong Kong Institute of Landscape Architects
Miss Sam LOK	Representing the Hong Kong Institute of Planners
Sr Vincent HO	Representing the Hong Kong Institute of Surveyors
Ir Alice CHOW	Representing the Hong Kong Institution of Engineers

Members (attending online)

Mr Mac CHAN	Individual Member

Official Members (attending in person)

Mr Gary POON	Deputy Secretary for Development (Planning & Lands) 1, Development Bureau (DEVB)
Mr Jon MAK	Senior Manager (Tourism) 2, Tourism Commission (TC)
Mr Vincent CHOW	Senior Engineer/Kowloon District Central, Transport Department (TD)
Mr Clarence YEUNG	Chief Engineer/South 1, Civil Engineering and Development Department (CEDD)
Ms May CHEUNG	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department (LCSD)

Ms Vivian LAI	District Planning Officer/Kowloon, Planning Department (PlanD)
Mr Nelson SO	Secretary

In Attendance

Ms Leonie LEE	Commissioner for Harbourfront, DEVB
Mr NG Shing-kit	Senior Engineer (Harbour) 2, DEVB

Absent with Apologies

Mr Andy LEWIS	Representing Business Environment Council Limited
Mr Jeff TUNG	Representing the Real Estate Developers Association of Hong Kong
Mr Jonathan LEUNG	Individual Member
Mr Wilson OR	Individual Member
Mr Bondy WEN	Individual Member

For Agenda Item 3

China Resources Land (Overseas) Limited

Mr Jeffrey SY	Deputy General Manager
Mr Neko LAU	Director (Investment)
Mr YUEN Yuk-sing	Chief Manager (Projects & Design)

P&T Architects Limited

Mr Dicky LIU	Director

ARUP

Mr LEE Wai-lam	Associate Director
Ms Natalie LEUNG	Associate (attending online)

Action

Welcoming Message

The Chairlady welcomed all to the 49th meeting of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF).

Mr Nelson SO informed the Task Force that the following official members attended the meeting –

(a) **Mr Gary POON**, Deputy Secretary (Planning and Lands) 1, Development Bureau (DEVB);

(b) **Mr Jon MAK**, Senior Manager of the Tourism Commission (TC), attended on behalf of Ms Elsa HUNG, Assistant Commissioner for Tourism 2;

(c) **Mr Vincent CHOW**, Senior Engineer of the Transport Department (TD), attended on behalf of Mr Vico CHEUNG, Chief Traffic Engineer / Kowloon;

(d) **Mr Clarence YEUNG**, Chief Engineer/South 1, Civil Engineering and Development Department (CEDD);

(e) **Ms May CHEUNG**, Chief Leisure Manager (Kowloon) of the Leisure and Cultural Services Department (LCSD), attends on behalf of Assistant Director (Leisure Services)1; and

(f) **Ms Vivian LAI**, District Planning Officer/Kowloon, Planning Department (PlanD).

Item 1 Confirmation of Minutes of the 48th Meeting

1.1 **The Chairlady** informed Members that the draft minutes of the 48th meeting were circulated on 12 March 2025. No comment had been received from Members. There being no further amendment, the draft minutes were confirmed at the meeting.

Item 2 Matters Arising

2.1 There was no follow-up matter arising from the last meeting.

Item 3 Proposed Flat, Shop and Services and Eating Place at No. 4 Tung Yuen Street, Yau Tong, Kowloon (Paper No. TFK/01/2025)

Introduction

3.1 **The Chairlady** welcomed representatives of the Proponents to the meeting, and invited Members to declare any conflict of interest.

3.2 **Prof Ir Sam CHOW, Mr Joel CHAN and Ir Alice CHOW** declared that the companies that they respectively worked for were involved in the proposed project but they were not directly involved. **The Chairlady** considered that they could stay at the meeting but should refrain from giving comments.

3.3 Upon the Chairlady's invitation, **Mr Nelson SO** briefed Members on the background of the item as follows:

(a) The subject site (the Site) was located at 4 Tung Yuen Street, Yau Tong. With an area of about 2 419 m^2, the Site was currently occupied by Wah Tung Godown and zoned 'Residential (Group E)' on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27. According to the OZP, the Site was subject to a building height restriction (BHR) of 80mPD, a maximum domestic plot ratio (PR) of 5 and a maximum non-domestic PR of 1.

(b) The Proponents proposed providing a 15-metre(m)-wide Public Waterfront Promenade (PWP) with a 5m-wide public passageway within the Site to facilitate public access to the PWP via Tung Yuen Street, with retail facilities to be provided at lower floors; and seeking minor relaxation of maximum PR (domestic PR from 5 to 6) and BH (from 80mPD to 100mPD) as part of the Section 16 planning application to the Town Planning Board (TPB), which was submitted by the Proponents on 9 January 2025 under the reference No. A/K15/132.

(c) In terms of the adjacent developments, the "CDA" zone at Yau Tong Bay and the Yau Tong Sewage Pumping Station (YTSPS) operated by Drainage Services Department (DSD) were situated to the north of the Site, whereas the "CDA(1)" to "CDA(5)" zones at Yau Tong Industrial Area (YTIA) were located to the south of the Site. For the YTSPS, the Harbour Office (HO) obtained DSD's in-principle

agreement to set back its facilities with a view to opening up the waterfront areas, with implementation subject to such factors as resource availability. As regards the waterfront sites zoned as "CDA", they were mostly under private ownership, in which the concerned developers would be required to provide a PWP with a minimum width of 15m in accordance with the relevant OZP upon redevelopment. This was exemplified by the promenade off Montego Bay within one of the "CDA" zones which had been opened to the public.

Presentation by the Project Proponents

3.4 With the aid of a PowerPoint, **Mr LEE Wai-lam** from ARUP presented to Members the proposal.

Discussion

Overall comments

3.5 **The Chairlady** said that it would be incumbent on the KTF to consider how the proposed changes in planning parameters under the concerned application would provide substantial benefits to the general public from the harbourfront development perspectives, having regard to the Harbour Planning Principles and Guidelines. For the present application, she noted that the proposed increase in BHR (from 80mPD to 100mPD) and domestic PR (from 5 to 6) was fairly substantial (about 20% for both). Besides, the Site occupied a crucial location which could contribute to enhancing harbourfront connectivity within the Yau Tong area. With the above markers, **the Chairlady** welcomed views from Members.

3.6 **Mr Ivan HO, Mr Chiky WONG, Miss Sam LOK, Sr Vincent HO, Mr Paul ZIMMERMAN, Dr CHUNG Shan-shan and Ms Corrin CHAN** expressed appreciation to the Proponents for the initiative of improving harbourfront environment by providing a 15m-wide PWP and retail facilities under the proposal.

Harbourfront connectivity

3.7 **Mr Ivan HO** commented that the proposed PWP under the current proposal could yet to provide connections with the adjoining land lots, i.e. the YTSPS and the existing concrete batching plant. Stressing the importance attached to the harbourfront connectivity along the harbourfront, **Mr HO**

opined that the current layout of the PWP might appear as if it were a 'private garden' for the future residents of the Site and customers of the lower-floor retailers only, rather than a leisure open space opened for the general public.

3.8 To relieve such impression, **Mr Ivan HO** suggested that the Proponents might review whether any enhancement could be made by facilitating the connection with at least one of the adjoining lots of the Site. For the connection with the YTSPS, he would look forward to a seamless connection between the Site and Ko Fai Road through the YTSPS site as early as practicable. He wondered if the Proponents could help the Government develop the waterfront portion of the YTSPS site after DSD's facilities had been set back. In any event, **Mr HO** suggested that the Government and the Proponents should work closely to deliver the set-back area and provide a continuous PWP with a coherent design.

3.9 **Ms Corrin CHAN**, **Miss Sam LOK and Sr Vincent HO** also supported early delivery of connection between the Site and the adjoining lots. **Mr Paul ZIMMERMAN** also enquired about DSD's schedule to set back the waterfront portion of the YTSPS.

3.10 **Ms Leonie LEE** responded that the Government attached importance to enhancing the connectivity of the Victoria Harbourfront as far as practicable. Along this general direction, DSD had agreed to set back about 4m from the sea frontage within the YTSPS to facilitate connection of different sections of the harbourfront in future, and HO would keep Members informed when further details were available about its implementation programme.

3.11 **Ms Vivian LAI** supplemented that, according to her understanding, subject to resource availability, it was DSD's plan to complete necessary minor works by end-2026. The set-back area would provide the Site with an alternative access from Ko Fai Road. As regards the concrete batching plant, she was not aware of any redevelopment schedule.

3.12 **Mr YUEN Yuk-sing** responded that the concrete batching plant to the immediate south of the Site was owned by a sister company of the Proponents, but he had no idea about its redevelopment plan. That said, the Proponents would like to take the initiative by riding on the project covered by the present application to provide the PWP for public enjoyment and emphasised that the design of the PWP would also allow

for future connection with the PWP network on both sides of the Site. Regarding the YTSPS, it was difficult for him to make any commitments at this stage, but he reassured Members that the Proponents would ensure that the 15m-wide PWP within the Site could be properly connected with any adjacent promenade section in YTSPS in future.

3.13 **Ms Vivian LAI** explained that such assurance by the Developers could be dealt with when the Government was to enter into discussion on land-related matters with the concerned developer at a suitable juncture under standard procedures.

Proposed relaxation of BHR and domestic PR

3.14 **Ms Corrin CHAN** expressed reservation on the proposed relaxation of BHR and domestic PR, since there were not much details on how the relaxation might impact on the surrounding area, such as natural air ventilation and lighting. It was also unclear whether it would provide positive gains for the public. The Proponents were therefore suggested to elaborate more to make the case more convincing.

3.15 In order to assess whether the planning application should be supported, **Sr Vincent HO** similarly suggested that the Proponents elaborate more on the justifications and the assessment on the implications on harbourfront development.

3.16 **Mr Dicky LIU** responded that since the proposed PWP would likely be managed and maintained by the developer in the future, and since a setback of 15m for PWP development and a setback of another 5m facing Tung Yuen Street would inevitably result in a reduction of the developable area for possible residential development by approximately 25%, a moderate relaxation of PR and BHR was essential to increase the site development potential and capacity in a bid to make the project more viable in meeting those management obligations and to provide the necessary domestic floor spaces.

3.17 **Mr Dicky LIU** added that an air ventilation assessment was being conducted. It was believed that the proposed design, with setback of 15m and 5m at the sea-facing and inland-facing parts of the Site respectively, as well as a 5m-wide public passageway fronting Tung Yuen Street as a ventilation corridor to enhance airflow, could provide better ventilation for the surrounding area than the existing situation.

3.18 **Ms Natalie LEUNG** supplemented that the proposed development adopted a stepped height profile to ensure visual and environmental compatibility with the surrounding area. The residential band fronting the Victoria Harbour was proposed to be designed at 80mPD, while the residential band at the inland portion adjacent to Tung Yuen Street was proposed to be designed at 100mPD, which was consistent with the building height of other existing developments on the other side of the same street. Besides, under an assessment covering various aspects including transport, environmental, drainage and sewerage, air quality, air ventilation and landscape, the project covered by the proposed application should not pose adverse impacts on the surrounding environments.

Promenade design and management

3.19 **Mr Ivan HO** suggested more details, such as environmentally-friendly designs and sustainability elements should be provided in the presentation; and given the site constraints, the feasibility of planting trees at the setback area facing Tung Yuen Street within the Site should be explained.

3.20 **Ms Iris HOI** enquired whether the Proponents could provide more details on the spatial distribution of the facilities within the proposed PWP in order to demonstrate elements of harbourfront vibrancy.

3.21 **Mr LEE Wai-lam** responded that the proposal adhered to relevant sustainability standards and guidelines and aimed to provide comfortable pedestrian access. A detailed design would be developed at a later stage, during which more sustainable features would be incorporated. About one-fourth (or 608 m^2) of the site will be designated as primary planting zone. On the other hand, as sufficient space facing Tung Yuen Street must be reserved for vehicle access, the entrance to the 5m-wide public passageway as well as for the residents' entrance, only one tree was proposed to be planted at the northwest corner of the Site. The additional 1.5m setback area facing Tung Yuen Street, on top of the 3.5m setback as required under the Outline Development Plan, was meant to facilitate shrub planting for improving the streetscape.

3.22 **Sr Vincent HO** commented that the width of the proposed PWP should be comparable with the nearby PWP and that the width should be sufficient such that a comfortable leisure space could be provided for the general public, taking into

account the fact that some spaces would have to be occupied by soft landscaping and other facilities. On the other hand, **Sr HO** suggested revisiting the design of the proposed 5-m passageway so as to make it more integrated with the design of the proposed PWP and more welcoming for use by the general public. Under the current proposal, the proposed passageway appeared quite long and looked like a tunnel. **Ms Iris HOI** shared similar views on the design of the passageway.

3.23 **Mr LEE Wai-lam** responded that they had made reference to nearby promenade developments at Montego Bay and the Coast Line I & II (the latter still under construction), of which the width was also about 15m. The development parameters, including the proposed width, of the PWP of the Site was also comparable with those of the promenade at Montego Bay.

3.24 In terms of facilities, **Mr Paul ZIMMERMAN** requested the provision of outdoor seating with tables and chairs within the proposed PWP, with reference to those in the West Kowloon Cultural District. Besides, he recommended the inclusion of landing steps within the Site.

3.25 **Mr Dicky LIU** responded that hard-paved area within the proposed PWP would be reserved for providing seating and loose furniture in front of food & beverage area, of which details would be subject to detailed design stage. **Mr LEE Wai-lam** added that, in order to comply with the maximum non-domestic PR of 1 provided under the relevant OZP, it was the Proponents' intention to make the harbourfront vibrant by providing retail and food & beverages facilities. Separately, upon review of the availability of the existing landing steps and the planning of new ones under various approved Planning Applications in the vicinity of the Site, it was considered not necessary to reserve space for providing landing steps within the Site.

3.26 **Ms Vivian LAI** indicated the locations of various existing landing steps in the vicinity, including one each at the northern and southern shores of the Yau Tong Bay CDA Zone; one at the end of Ko Fai Road near YTSPS; another one near CDA(3); and one more near the Sam Ka Tsuen Ferry Pier.

3.27 **Dr CHUNG Shan-shan** mentioned the importance of adhering to the Harbour Planning Principles and Guidelines, such as connectivity, harbourfront vitality, sustainability, etc.

Other comments

3.28 **Mr Chiky WONG** was concerned about the potential impact of odour from the nearby YTSPS. **Mr Dicky LIU** responded that a consultancy study had confirmed that the Site would not be impacted by the problem of odour, as the YTSPS operated as an enclosed indoor facility.

3.29 In terms of execution of the proposal, **Mr Chiky WONG** enquired how the proposed PWP development could be reflected in the land lease, or whether the land lease could explicitly stipulate the Proponents' obligation with regard to the management and operation of the PWP. **Ms Vivian LAI** responded that modification of land lease conditions might take place at a later stage, during which relevant new conditions concerning the future management and maintenance of the PWP could be incorporated into the modified land lease upon mutual agreement between the Government and the developer. Furthermore, comments from KTF Members would be taken into account by TPB for suitably incorporating into the planning conditions to be imposed on the Proponents.

Way Forward

3.30 **The Chairlady** concluded that, in overall terms, KTF expressed appreciation to the proposal for providing a PWP within the Site. That said, in order to make the proposal more convincing from the harbourfront development perspectives and to obtain the full support from KTF, considerations should be given to enhancing the harbourfront connectivity in the aspects discussed above as public gains.

[Post-meeting note: The KTF Secretariat issued a Gist of Major Comments to PlanD for their follow-up with the Proponents on 17 April 2025.]

Item 4 Any Other Business

Business raised by Member

4.1 **Mr Paul ZIMMERMAN** enquired about the updates on and recent status of the harbourfront; and suggested that reports such as the Action Area Table which was circulated previously be provided regularly to keep Members informed. **Ms Leonie LEE** responded that the Secretariat was preparing relevant reports outlining the necessary updates corresponding to the respective Task Forces which would be circulated in the

context of the Harbourfront Commission (HC) meeting.

[Post-meeting note: At the 46th HC meeting on 6 May 2025, a progress report from the HC's Task Forces (including the part under KTF) covering the reporting period from April 2024 to March 2025, was circulated to Members and discussed.]

Date of next meeting

4.2 **The Chairlady** said that the Secretariat would inform Members of the date of the next meeting in due course.

4.3 There being no other business, the meeting adjourned at 3:50 p.m.

Secretariat
Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Harbourfront Commission
July 2025

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Attachment B

Further Information (1)

Your ref TPB/A/K15/132
Our ref 298523/00/WSTY/MYNL/LYRC/05494

ARUP

By Hand and Email (tpbpd@pland.gov.hk)

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28 January 2025

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments from Environmental Protection Department on the captioned S16 Planning Application received on 16 January 2025.

We are pleased to submit via shared link and 4 copies of CD rom herewith the noise modelling files, air modelling files as well as EMFAC files and all calculation spreadsheets of emission inventories of Environmental Assessment and Air Quality Impact Assessment reports in support of the Planning Application for your consideration.

This submission only serves as technical clarifications without changing the scheme or includes any major changes in the assumptions, methodologies, findings and the proposed mitigation measures, and thus should be exempted from recounting requirement.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Ms. Natalie LEUNG at [redacted] or our Mr. Ryan CHAN at [redacted].

Yours faithfully,

Theresa YEUNG
Director

c.c. - DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
- DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)

ARUP

Attachment C

Further Information (2) – Response-to-Comments Table

Your ref TPB/A/K15/132
Our ref 298523/00/WSTY/MYNL/LYRC/05542

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The Secretary
Town Planning Board
15/F, North Point Government Offices
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Hong Kong

25 April 2025

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments from various Government departments on the captioned S16 Planning Application received between 27 January 2025 and 17 April 2025.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) together with Updated Architectural Layout of the Proposed Scheme (**Appendix A**), Replacement Pages of Updated Supporting Planning Statement (**Appendix B**), Replacement Pages of Updated LMP Report (**Appendix C**), Replacement Pages of Updated Visual Impact Assessment (**Appendix D**), Updated Drainage & Sewerage Impact Assessment (**Appendix E**), Updated Environmental Assessment (**Appendix F**), Updated Air Quality Impact Assessment (**Appendix G**), Replacement Pages of Updated Traffic Impact Assessment (**Appendix H**) and Justifications for Parking Provisions (**Appendix I**) in support of the Planning Application for your consideration.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Ms. Natalie LEUNG at [redacted] or our Mr. Ryan CHAN at [redacted].

Yours faithfully,

Theresa YEUNG
Director

Encl. - 4 copies of the Responses-to-Comments Table (**Attachment A**) and **Appendices A** to **I**
c.c. - DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
- DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
- Clients

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No.70, No.4 Tung Yuen Street, Yau Tong, Kowloon
Responses to Comments

Comments from Related Departments and Public **Page No.**

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2. Civil Engineering and Development Department, Civil Engineering Office, Port Works Division, District Section, dated 27 January 2025 2
3. Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 27 January 2025 3
4. Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 26 February 2025 4
5. Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 11 March 2025 5
6. Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 9 January 2025 6
7. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 5 February 2025 7
8. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 24 February 2025 23
9. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 26 February 2025 34
10. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 7 March 2025 35
11. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 21 March 2025 35
12. Fire Services Department, Corporate Strategy Command, Planning and Development Division, dated 24 February 2024 35
13. Highways Department, Urban Region, District and Maintenance Section, Special Maintenance Section, Tunnels Section (Kowloon), District Section, dated 27 January 2025 36
14. Lands Department, Lands Administration Office, District Lands Office, Kowloon East, dated 27 January 2025 37
15. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 27 January 2025 37
16. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 24 February 2025 45
17. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 10 March 2025 45
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20. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 27 January 2025 50
21. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 10 February 2025 54
22. Transport Department, Urban Regional Office, Traffic Engineering (Kln.) Division, Kln. District East (South) Section, dated 27 January 2025 56
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COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Buildings Department, New Buildings Division 1, Kowloon Section, dated 24 February 2025**	
	1. Application for bonus PR in return for surrender of land for street widening under regulation 22(2) of the Building (Planning) Regulations (B(P)R) will be dealt with individually according to the special circumstances of each case subject to that the surrender is considered essential and acceptable to relevant government departments and the relevant criteria under PNAP APP-20 be complied with. Such application will be processed under the BO in the building plans submission stage.	Noted.
	2. It is noted that the applicant takes the initiative to dedicate such passage for public to connect the voluntary waterfront promenade (15m wide) with Tung Yuen Street. Whether such passage can be exempted from the GFA calculation required under B(P)R 23(3)(a) will depend on the justification to demonstrate a genuine need by the public and individual merits. Relevant criteria under PNAP APP-108 should be complied with. Such application for GFA exemption will be processed in the building plans submission stage.	Noted.
	3. All building works should comply with the Buildings Ordinance (BO) and its allied regulations.	Noted.
	4. Detailed comments under the BO will be provided at the building plans submission stage.	Noted.
2.	**Civil Engineering and Development Department, Civil Engineering Office, Port Works Division, District Section, dated 27 January 2025** This office has no objection to the application with the following advisory comments:	
	(a) The applicant should maintain the seawall and other marine structures and facilities within, fronting or adjoining the site or formed for	Noted.

No.	Comments	Responses
	provision of services to or formed for the support or protection of the site at his own cost up to the satisfaction of the Government.	
	(b) The maximum superimposed load behind the existing seawall shall be limited to such an extent so as not to render inadequate the margin of safety of, or impair the structural integrity and stability of, or cause danger to any existing seawall.	Noted.
	(c) As the proposed location is relatively exposed under extreme conditions, the coastal flood risk is relatively high due to overtopping wave and relative low ground level. Coastal risk assessment should be carried out and appropriate resilience measures (e.g. management measures and installation of demountable flood barriers during extreme conditions) should be considered in planning and design stage. Sea level rise should be considered due to global warming. The proposed design and facilities should be adaptive and could be enhanced progressively to cater for the threat of sea level rise in the future.	Noted. Please refer to Section **2.2** in **Appendix E (Updated Drainage & Sewerage Impact Assessment)** for the discussion on the sea level rise due to climate change and its relevant mitigation measures.
3.	**Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 27 January 2025**	
	1. The subject site falls within the harbourfront area under the purview of Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF). The project proponent should take into account the Harbourfront Planning Principles and Guidelines (HPP&G), which set out the major considerations from the harbourfront enhancement angle. The HPP&G are provided at the following links – HPPs: http://www.hfc.org.hk/filemanager/files/harbour_planning_principles_e.pdf HPGs: http://www.hfc.org.hk/filemanager/files/harbour_planning_guidelines.pdf	Noted.
	2. We note that a public waterfront promenade (PWP) is included as a part of the	Please note that the Applicant intends to provide a voluntary waterfront promenade

No.	Comments	Responses
	development and that commercial/retail elements would be included in the subject site. The proponent is reminded that the PWP should be planned, designed and constructed in accordance with the relevant requirements of the concerned outline zoning plan as appropriate and coherent with the planning requirements with adjacent developments.	that will be open for public enjoyment on a 24/7 basis.
	3. As per established practice, the proponent should consult KTF on the proposed development ***preferably*** before the concerned application is to be discussed at TPB, including the detailed design of the PWP as well as other related matters such as details on greenery provision, connectivity and accessibility, planning permission, implementation programme, required works areas, etc. in good time before it is finalised.	Noted. The Applicants have consulted the KTF of the Harbourfront Commission on 14 Mar 2025. Please refer to our response to KTF's comments in the meeting in comment#19 below.
4.	**Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 26 February 2025**	
	Please find below comments on the AQIA report. It appears that the odour impact of the sewage pumping station is not properly assessed and thus no appropriate mitigation measures would be implemented, as elaborated below: -	Noted.
	2.11.1. -please clarify what A/K15/126 Approval Scheme is and provide the report for reference.	A/K15/126 is an approved planning application of Yau Tong Inland Lots (YTMLs) 4 S.B and 9, Yau Tong Marine Lot (YTML) 57 and adjoining Government Land, Tung Yuen Street, Yau Tong, Kowloon.
	2.11.3 -odour measurement in and around the sewage pumping station (SPS) shall be carried out more extensively, including and not limited to day/night and in different seasons (in or not prevailing wind conditions).	Several site visits were conducted on 23 August 2023, 18 & 25 September 2023, 28 February 2024 and 14 & 15 March 2025 to verify the potential odour sources which covered the different seasons. No noticeable odour was observed during the site visits.

No.	Comments	Responses
	2.11.3 -please provide the odour measurement and measuring instruments for reference.	As stated in **Section 2.11.4** of **Appendix G (Updated Air Quality Impact Assessment (AQIA))**, upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. In addition, according to the reply from EPD's regional office (see **Appendix 2.18** of **Appendix G**), there is no odour complaint in the concerned area including Yau Tong Sewage Pumping Station (YTSPS).
	2.11.3 -it is unrealistic to anticipate no odour impact from SPS, for reference, during the normal operation and maintenance (O&M) of the SPS, odour emission in the magnitude of 5 ppm (roughly 10,000 OU) could occur occasionally. The odour impact during the O&M activities shall be considered and mitigated by the proposed development.	There may be some odour emission during the maintenance period, it is only expected to be experienced for a short period of time. The temporary retention tank shall not impose unacceptable odour impact upon the nearby sensitive receiver. In addition, for the normal operation, according to the reply from EPD's regional office (see **Appendix 2.18** of **Appendix G**), there is no odour complaint in the concerned area including YTSPS. Also, no noticeable odour was observed during the site visits carried on 23 August 2023, 18 & 25 September 2023, 28 February 2024 and 14 & 15 March 2025. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.
	2.11.8 -while the DSD project is completed, the village sewer connection works is still in progress, please seek update from appropriate parties	According to the reply from EPD's regional office (see **Appendix 2.18** of **Appendix G**), there is no odour complaint in the concerned area including Sam Ka Tsuen Typhoon Shelter.
	2.11.10 -A quantitative odour impact assessment shall be carried out for YTSPS	With the consideration of the findings, odour impact from sewage pumping station is not anticipated, a quantitative odour impact assessment would not be carried out.
5.	**Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-**	

No.	Comments	Responses
	Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 11 March 2025 Please find the attached existing and proposed layout plan for you review on the feasibility of taking up the design and construction works of the waterfront promenade fronting existing YTSPS. Based on the preliminary information, the estimated width of setback for opening the waterfront promenade is around 4.3m. The demolition of existing boundary wall and reconstruction of existing boundary wall is required. DSD anticipated the setback area could be released starting from Q3 2026 the earliest. For the small section of rising mains falling within the setback area, DSD advised that it will be diverted by end 2025 tentatively.  Yau Tong SPS_old layout_new wall.pdf  DC202104_MIEL_DF _161B_markup.pdf	Noted. After reviewing the implementation programme and financial implications, the Applicants are unable to commit to taking up the design and construction work for the portion of promenade at the YTSPS site. Nonetheless, the Applicants welcome a future connection of the waterfront promenade at the YTSPS site with the voluntary waterfront promenade provided at the Application Site. The Applicants are committed to coordinating on the design to ensure a coherent and seamless public experience.
6.	**Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 9 January 2025** <u>Comments on Sewerage Impact Assessment</u> (i) Please state the intake year of your proposed development; (ii) Section 3.4.2 Table 3.1 - Please review the calculations of total number of employees and design flow under 2. Club House and 4. Retail; (iii) Section 3.4.2 Table 3.1 and Appendix 3.2 Table 1 - The catchment inflow factor should be 1.1 for East Kowloon, please revise the calculation of peak flow accordingly;	Noted. Please refer to **para 1.3.2** of **Appendix E**. Noted. It was a typo and has been revised. Noted. It was a typo and has been revised.

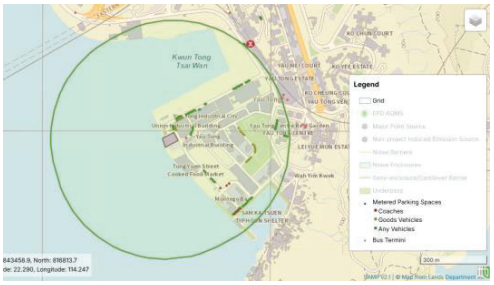
No.	Comments	Responses
	(iv) Appendix 3.2 - Please supplement your calculations in Excel format for review.	Noted and supplemented in **Appendix 3.2** of **Appendix E**.
	Comments on Drainage Impact Assessment	
	(i) Please request the project proponent to confirm whether any change to site conditions (e.g. change of site formation level) will alter the flow path. If affirmative, assessment will be required to ensure that there will be no impact to be induced to the existing drainage system; and	Please be advised that there will be no change in the gradient (i.e. ground level 4.9mPD) of the Application Site after redevelopment as confirmed by the Applicants. Please note that according to PNAP APP-152, at least 20% of greenery will be provided after development. The provision of a greenery area of approximately 480m^2 will further increase filtration of stormwater and minimize surface runoff. As there is a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. Adverse impact to the public drainage system is thus not anticipated. Upgrading works is considered not necessary.
	(ii) Since the development is in coastal area, please remind the project proponent should formulate appropriate measures against sea level rise due to climate change.	Noted. An additional **Section 2.2** in **Appendix E** has been supplemented to discuss the sea level rise due to climate change.
7.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 5 February 2025**	
	Please find the first batch comment from EPD on AQIA and DSIA :	Noted.
	We would provide further comments on EA wrt noise impact and waste management/land contamination aspect once available.	Noted.
	EPD's comments on AQIA at Appendix G	
	General Comments	
	1. We received supplementary information on air modelling files, files of vehicular emissions/EMFAC and calculation excel spreadsheets of emission inventories from PlanD on 28.1.2025 and we are still reviewing and checking the information. While we	Noted.

No.	Comments	Responses
	provided our comments below and some of these comments will involve adjustment/amendment on the air modelling inputs, please advise the applicant to review and address the comments, and revise the air modelling files accordingly for their next submission.	
	2. Please include the summary of emission factors generated by SAMP as appendices.	Due to the large file size, the summary of emission factors generated by SAMP is included in the modelling zip file for the checking.
	3. Please provide the contour maps at the worst hit levels for all the air pollutants and odour.	Noted, the contour maps at the worst hit levels for all the air pollutants and odour are shown in **Appendix 2.14** and **Appendix 2.18** of **Appendix G**.
	4. Based on the preliminary checking, it was found that the model output files (in .pst format) that contain the predicted hourly concentrations are missing. Please provide the information.	Please note the model output files (in .pst format) are provided for checking.
	Specific comments	
	Main Text	
	1. Section 2.1.2: Please clarify what 126 Approval Scheme is and provide the approved report for reference.	The odour emission information is referenced Approved Planning Application A/K15/126. To avoid confusion, the last two sentences in **Section 2.1.2** of **Appendix G** are removed.
	2. Section 2.2.2: Please note that the AQOs would be updated in year 2025 tentatively and the AQIA needs to follow the new AQOs when they are released.	The new AQOs is included in **Section 2.2.2** and **Table 2.1** of **Appendix G**.
	3. Section 2.2.9: Please specify "ProPECC PN2/96 - Control of Air Pollution in Car Parks" in the text.	**Section 2.2.9** of **Appendix G** is revised.
	4. Section 2.3.2: Please clarify why it only mentions "hourly background concentrations of NO2, RSP and FSP" in the text.	All pollutants in PATH 3.0 have been reviewed. **Section 2.3.2** of **Appendix G** is revised.
	5. Table 2.5: Please review if there is ASR to the northwest of Yau Tong Sewage Pumping Station (e.g. Architectural Salvage Store and	全記五金貿易有限公司 is identified and selected as a representative ASR (i.e. ASR A19).

No.	Comments	Responses
	Real Estate Agency as identified in Google Map).	
	6. Table 2.5: Please include the site to the northwest of A05, Yau Tong Industrial Building, Union Industrial Building and Sam Ka Tsuen Recreation Ground as representative ASRs.	Please note Sam Ka Tsuen Recreation Ground has already selected as a representative ASR (i.e. A17). The site to the northwest of A05 (i.e. Planned Residential Development (Application No. A/K15/122)) (i.e. A20), Yau Tong Industrial Building (i.e. A21) and Union Industrial Building (i.e. A22) are newly added as representative ASRs.
	7. Section 2.5: Please supplement and discuss whether there are any concurrent projects in the surrounding area and if yes, their cumulative air quality impact shall be addressed.	The list of concurrent projects in the vicinity and their cumulative air quality impact are included in **Section 2.5** of **Appendix G**.
	8. Section 2.5.2: Please supplement the amount of excavated materials to be handled and the number of marine vessels/dump trucks to be used per time over the work site; and discuss the measures in reducing the gaseous emissions from the operation of marine vessels/dump trucks.	The tentative excavation area is around 1,800m^2 with a depth of about 12m. As this planning application stage, there is no detailed information on the construction program; however, with reference to other similar scale projects, there is likely to be around 2 dump trucks per hour during the site formation stage of the Proposed Development. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the traveling of the dump trucks within the site. Above statement has been supplemented in **Section 2.5.3** of **Appendix G**.
	9. Section 2.5.6: Please supplement the number of mechanical equipment to be used per time over the work site.	With reference to other similar scale projects, the number of on-site diesel/petroleum fuelled machinery (2-3 machineries) to be used for construction works is limited owing to the small size of the work site with an area of 2,419 m^2. Above statement has been supplemented in **Section 2.5.2** of **Appendix G**.

No.	Comments	Responses
	10. Section 2.7: Please explain why quantitative AQIA is required for the Proposed Development.	As there are numerous industrial emissions (such as concrete batching plant) and marine vessels emissions identified within the 200m assessment area from the site boundary of the Application Site which cannot satisfied the buffer distance as stipulated in Table 3.1 of HKPSG Ch.9, a quantitative air quality impact assessment is therefore conducted to assess and ensure the future air sensitive receivers of the proposed development would not be under adverse air quality impact.
	11. Section 2.7.3: Please supplement if desktop review from relevant approved EIA reports and/or approved planning applications has been carried out to confirm that there are no active industrial chimneys in the assessment area.	As stated in **Section 2.7.4** of **Appendix G** (renumbered), several site visits were conducted to verify the presence of chimneys and other industrial activities. It is confirmed that there is no active chimney within 500m assessment area from the site boundary of the Site upon the visits.
	12. Please move Section 2.7.3 to under (i) Industrial Emissions with a suitable sub-heading. Also, please incorporate Section 2.7.4 into 2.7.29 accordingly. In addition, please revise the wordings in Section 2.7.5 to state that the details of the summary in Table 2.7 are discussed in corresponding sections.	Previous S2.7.3 and S2.7.4 have been moved to **Section 2.7.7** and **2.7.29** of **Appendix G**, respectively. The wordings in **Section 2.7.5** of **Appendix G** are revised.
	13. Section 2.7.8: Please provide the source reference for the identification of the three concrete batching plants. Besides, please incorporate the information in Section 2.7.7 into this section accordingly.	Reference is made to Hong Kong Environmental Database - SP licence search (https://sp-license.odensystems.net/SS), one concrete batching plant, Redland Concrete Limited, is recorded within 500m radius of the Application Site.
	14. Section 2.7.12: Please include the tailpipe emissions from trucks, including their running emissions and start emissions with precious approach, associated with their movement inside the concrete batching plants.	Based on on-site observations, there were no terminating trucks inside the concrete batching plant (CBP) and the peak hourly flow of mixer trucks (Heavy Good Vehicle>24t) within Redland Concrete Ltd Haul Road were 17 trucks. For the concerned emission from mixer trucks inside the CBP, the observed peak hourly flow of mixer trucks (17 trucks) were assumed in each operation hour and adopted in open road assessment (SAMP) during the operation period (From: 07:00 to 19:00) of Redland Concrete Ltd Concrete Batching

No.	Comments	Responses
		Plant as conservative approach in order to avoid underestimation. Please refer to **Appendix 2.11** of **Appendix G**.
	15. Section 2.7.13: Wind erosion should be included as one of the emissions from concrete batching plant. Besides, it is noted from Section 2.7.22, Figure 2.4 and Appendix 2.2 that wind erosion from barges are included. Please revise this section accordingly.	**Section 2.7.13** of **Appendix G** is revised.
	16. Section 2.7.16: The model input of marine vessel emissions is not shown in Appendix 2.1. Please rectify	**Appendix 2.1** of **Appendix G** presents the detailed calculation of marine vessel emissions. Typo in **Section 2.7.16** of **Appendix G** is revised.
	17. Section 2.7.16: Please include the marine vessels to/from Yau Tong Bay (including the Sand Depot as mentioned in Section 2.7.15 and the barging facility connected to Architectural Salvage Store as identified in Google Map).	Barge serving Architectural Salvage Store (全記五金貿易有限公司), Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext) are included in **Section 2.7.16** of **Appendix G**.
	18. Section 2.7.20: Appendix 2.5 should read Appendix 2.4. Please rectify.	Typo is revised.
	19. Section 2.7.26: Please review if the planned marine vessels has commenced operation and revise the discussion accordingly.	Montego Bay circular route (i.e. Sam Ka Tsuen Pier – Tsim Sha Tsui No.4 Pier – Central No.10 Pier) has been commenced operation on 15 December 2024. The emission from this circular route has been included in the assessment.
	20. Section 2.7.29: Please supplement that the major point sources are identified in Figure 2.6.	**Section 2.7.29** of **Appendix G** is revised.
	21. Section 2.7.30: Please update and review the cruise schedule from 2025. Cruise schedule in 2024 is outdated. Please revise the calculations in Appendix 2.7 as well. For conservative assessment, please assume that there are two cruises with the highest emissions hoteling concurrently at the cruise terminal.	The cruise schedule for Year 2025 has been reviewed. According to the latest cruise schedule Year 2025, Costa Serena has the highest engine power among all cruise ships. Given there are two berthing spaces at the Cruise Terminal, another cruise ships with the second-highest engine power have been identified, including Anthem of the Seas, Celebrity Solstice, Ovation of the Seas and Spectrum of the Seas which have the same

No.	Comments	Responses
		engine power. However, in view of the frequency of visit to Hong Kong of these four cruises, Spectrum of the Seas has therefore been selected as the second cruise ship for hoteling at Kai Tak Cruise Terminal at the same time for every hour of a day as Costa Serena for a conservative approach.
	22. Section 2.7.33: This section should be supplemented to discuss the identification and assessment approach of both bus termini, PTIs and on-site street parking spaces. Therefore, please review and supplement the on-site street parking spaces, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road. In addition, please include a Figure to show the locations of the bus termini, PTIs and on-site street parking spaces as identified. Please also explain the methodology of broad-brush approach.	In addition to bus terminuses, on-site street parking spaces were also identified based on the information from SAMP. In general, no starting emission will be applied if the roads with double yellow line and the road classified as District Distributor, Primary Distributor, Trunk Road & Expressway. In view of the on-site street parking spaces within 500m assessment area, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road, all roads are considered as with starting emission. Similar with bus terminus abovementioned, start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the on-site street parking spaces. Please refer to **Section 2.7.34** of **Appendix G**. Location of Bus Termini and on-site Street Parking Spaces from SAMP: 
	23. Section 2.8.6: The relative humidity and temperature are extracted from the meteorological output of the PATH grid in SAMP v2.1 where the road segment locates. The following approaches are used to generate the vehicular emission factors by the tool. Please review and rectify.	Please note the relative humidity and temperature are extracted from SAMP v2.1. As stated in **Section 2.8.6** of **Appendix G**, the monthly minimum temperature and relative humidity (RH) were applied for both short-term and long-term air quality impact of NO2 while annual minimum temperature

No.	Comments	Responses
		and RH were applied for both short-term and long-term air quality impact of RSP and FSP.
	➢ Short-term (i.e. hourly or daily average) or long term (i.e. annual): Use the daily profile of lowest temperature and relative humidity data in each hour for each month (i.e. 24 hours data in each month and for 12 months) to calculate the vehicular emission factors in the corresponding period on an hourly basis.	The revised road index plan is shown in **Appendix 2.11** of **Appendix G**.
	➢ Long-term only: Use the daily profile of averaged temperature and relative humidity data in each hour for each month (i.e. 24 hours data in each month and for 12 months) to calculate the vehicular emission factors in the corresponding period on an hourly basis.	Noted. The proportion of local and rural roads within Hong Kong of 3.615% is also updated based on ATC 2023.
	24. Section 2.8.11: Please provide a road link map which is overlayed with PATH grids and indicate the roads with and without start emissions in different colors.	The unit is provided in **Table 2.9** of **Appendix G**.
	25. Section 2.8.11: ATC 2023 is available. Please update.	Based on the latest discrete results, NO_2 concentrations at all locations of the Proposed Development comply with the relevant AQOs. **Section 2.10.3** of **Appendix G** is revised.
	26. Table 2.9: Please provide the unit of the presented concentrations and AQOs.	According to the reply from EPD's regional office (see **Appendix 2.18** of **Appendix G**), there is no odour complaint in the concerned area such as YTSPS, concrete batching plant & Wholesale Fish Market.
	27. Section 2.10.3: Please explain why there is exceedance of 19th highest 1-hour average at G/F lobby while the modelled concentrations in Table 2.9 does not show any.	Please refer to **Section 2.7.4** of **Appendix G** for the detail of the site visit. Repeated text regarding the site visit is removed accordingly.
	28. Section 2.11; Please check with regional office of EPD to see if there are any complaints for the odour sources identified in this section.	The detail of the site visit is included in **Section 2.7.4** of **Appendix G**. Repeated texts regarding the site visit are removed accordingly.
	29. Section 2.11.3: Please specify the date of the site visits.	The separation distance between the project and the Sam Ka Tsuen Typhoon Shelter in **Section 2.11.7** of **Appendix G** (renumbered) is revised.

No.	Comments	Responses
	30. Section 2.11.5: Please specify the date of the site visits.	Ref-2 in **Section 2.11.7** of **Appendix G** is removed and the link for Ref-8 is supplemented.
	31. Section 2.11.6: The separation distance between the project and the Sam Ka Tsuen Typhoon Shelter is more than 400m. Please review and revise.	The date of the odour patrol is provided.
	32. Section 2.11.7: Please review and revise the reference list (no Ref-2 and the link for Ref-8 is not accessible).	The summary table showing the odour result is presented in **Table 2.10** of **Appendix G**.
	33. Section 2.11.9: Please provide the date of the odour patrol.	The references have been further review. For the marine emission, the information required for air model including release height, exit temperature, exit velocity and internal diameter of its chimney of existing barges, passenger ferries and fishing vessels are referenced from Appendix 3.5 of approved EIA report for Lei Yue Mun Waterfront Enhancement Project (EIA-258/2018) due to lack of information available from the operators. For the planned local vessels (i.e. Route of SKT Ferry to/from LYM New Landing Facility), information required for the assessment is not available such as route, operator, schedule, etc. Therefore, the reference was made to the approved S16 Planning Application (Application No.: A/K15/121) for the information of the planned local vessels. For the schedule of the fishing vessels, reference was made to approved S16 Planning Application (Application No.: A/K15/121) as on-site survey on the frequency of fishing vessels was conducted with the consultation to AFCD on the operating activities at Kwun Tong Whole Sale Fish Market. In view of the operation of the whole sale fish market is similar as before, the assumed frequency of fishing vessels in approved planning application is therefore adopted in the assessment.

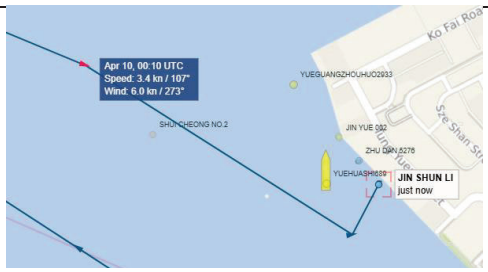
No.	Comments	Responses
	34. Section 2.11.11: Please summarize and present the odour assessment results in a table.	SAMP v2.1 is adopted in the study. Typos are revised.
	35. Please review which reference, whether EIA for Lei Yue Mun Waterfront Enhancement Project (EIA-258/2018) or the approved planning application A/K15/121 or A/K15/126 should be adopted, for the marine vessel emission parameters in different Appendix and ensure the consistency. Please provide justifications if different references are needed for the calculation of different marine vessel emissions from their respective routes.	Typos are revised.
	36. The prevailing version of SAMP is v2.1. Please use the prevailing version and revise SAMP v2.0 to v2.1 across the report.	The detail of the site visit is included in **Section 2.7.4** of **Appendix G**. Repeated texts regarding the site visit are removed accordingly.
	37. Air Pollution Control (Fuel Restriction) Regulation should read Air Pollution Control (Fuel Restriction) Regulations. Please amend the relevant information throughout the report.	The list of concurrent projects in the vicinity and their cumulative air quality impact are included in **Section 2.5** of **Appendix G**.
	38. Please use a single section to present the details of the site visit and quote the section if necessary instead of repeating the site visit throughout the text.	The tentative excavation area is around 1,800m^2 with a depth of about 12m. As this planning application stage, there is no detailed information on the construction program; however, with reference to other similar scale projects, there is likely to be around 2 dump trucks per hour during the site formation stage of the Proposed Development. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the traveling of the dump trucks within the site. Above statement has been supplemented in **Section 2.5.3** of **Appendix G**.
	Figures	
	39. Figure 2.2: The ASRs should be identified as a point of the nearest air sensitive uses from the sites to the proposed development. Please review and revise (e.g. A05 & A06).	Location of A05 and A06 are revised.

No.	Comments	Responses
	40. Figure 2.4: Please include the names of the concrete batching plants.	The names of the concrete batching plants are included in **Figure 2.4** of **Appendix G**.
	41. Figure 2.4: Please delete the marine routes of planned local vessel which are completed outside the assessment area.	The marine routes of planned local vessel which are completed outside the 500m assessment area are removed and excluded in the assessment.
	42. Figure 2.6: Please add the location of Cape Collinson Crematorium.	Location of Cape Collinson Crematorium is included in **Figure 2.6** of **Appendix G**.
	Appendix 2.2	
	43. Please provide a table listing the emission inventory of the marine emissions from barges and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).	Please note the **Appendix 2.2** of **Appendix G** aims to present the calculation of the emissions from concrete batching plant including the barges, paved road and wind erosion. The emission inventory of the emissions from concrete batching plant and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.
	44. Please provide a table listing the emission inventory of emissions from wind erosion and their emission parameters (including each emission source ID and coordinate/dimension, source type, release height, emission hour, emission rate, etc).	Please note the **Appendix 2.2** of **Appendix G** aims to present the calculation of the emissions from concrete batching plant including the barges, paved road and wind erosion. The emission inventory of the emissions from concrete batching plant and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.
	45. Please provide a table listing the emission inventory of paved road emissions and their emission parameters (including each emission source ID and coordinate/dimension, source type, release height, emission hour, emission rate, etc).	Please note the **Appendix 2.2** of **Appendix G** aims to present the calculation of the emissions from concrete batching plant including the barges, paved road and wind erosion. The emission inventory of the emissions from concrete batching plant and their emission parameters (including source ID,

No.	Comments	Responses
		XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.
	46. Please assess and include the tailpipe emissions from trucks, including their running emissions and start emissions with precious approach, associated with their movement inside the concrete batching plants.	Based on on-site observations, there were no terminating trucks inside the concrete batching plant (CBP) and the peak hourly flow of mixer trucks (Heavy Good Vehicle>24t) within Redland Concrete Ltd Haul Road were 17 trucks. For the concerned emission from mixer trucks inside the CBP, the observed peak hourly flow of mixer truck (17 trucks) were assumed in each operation hour and adopted in open road assessment (SAMP) during the operation period (From: 07:00 to 19:00) of Redland Concrete Ltd Concrete Batching Plant as conservative approach in order to avoid underestimation. Please refer to **Appendix 2.11** of **Appendix G**.
	47. Please provide the referenced webpage/report from AIS Marine Traffic website which indicates the assumed averaged speed at about 6 knots.	The travelling speed of barge is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018). (i.e. about 4.5 knots, 2.315m/s) and adopted in this assessment. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.
	48. Please review if there is loading/unloading from the barge SB04 to Redland Concrete Ltd and if yes, please review if the paved road should be extended to the location/unloading point from L21.	Based on the desktop review and site observation, there is no loading/ unloading from the barge SB04, therefore, the extension of paved road from L21 to loading/unloading point is not necessary.
	49. Please provide reference for the assumption of 22 tonnes as the average weight of vehicles in the calculation of emission factor for paved road.	Reference is made to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).
	50. Please review and check the correctness of the calculated values, e.g. wind erosion emission factors and haul road emission rates. The	The calculations have been updated accordingly.

No.	Comments	Responses
	values are slightly different from our checking which may be due to the adoption of different decimal places.	
	51. For the table of "Calculations of Emission Sources within Concrete Batching Plant (CBP)", please provide reference regarding the assumption for the locations of emission sources which are identified in Figure 2.4.	Reference is made to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).
	52. Please provide reference for the maximum emission rate assumed for P313 of HK Concrete Co. Ltd, which is not presented in the SP Licence.	Please note the emission from HK Concrete Co. Ltd is excluded in the assessment.
	53. Please provide reference for the assumption of stack dimension for P230 of Redland Concrete LTD, which is not presented in the SP Licence.	The stack diameter is calculated from the dimensions (i.e. length and width) of the emission source available in the SP Licence (L-3-117 (6)) (e.g. Stack Diameter = 2 x sqrt (Length of Emission Source x Width of Emission Source)/ π).
	Appendix 2.3	
	54. Please explain why only emissions of particulates from berthing activity of the barge/derrick lighter are considered. NO2 and SO2 emissions from the berthing activity and the emissions from the maneuvering activity of barge/derrick lighter should be considered and assessed.	The calculation of sand depot (YTML 25 &Ext) is updated, please refer to Appendix 2.3 for details.
	55. Please note that another updated VEP for the referenced EIA for Fill Bank at TKO137 is available. Please make reference to VEP-641/2024 if deemed appropriate.	The calculation of sand depot (YTML 25 &Ext) is updated, please refer to **Appendix 2.3** of **Appendix G** for details.
	56. Please provide a table listing the emission inventory of the marine emissions from barge/derrick lighter and the emissions from wind erosion at sand dunes and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).	Please note the **Appendix 2.3** of **Appendix G** aims to present the calculation of emissions from sand depot including the berthing emission from barge and derrick lighter, and wind erosion at sand dunes. The emission inventory of the emissions from sand depot and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.

No.	Comments	Responses
	Appendix 2.4	
	57. Please provide a table listing the emission inventory of the marine emissions and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).	Please note the **Appendix 2.4** of **Appendix G** aims to present the calculation of passenger ferry emission. The emission inventory of the passenger ferry emissions and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.
	58. Please explain why the engine powers under GRT 0-499 instead of under GRT>1,000 are adopted.	The engine powers under GRT>1,000 is adopted for the assessment.
	59. Regarding the passenger ferry schedule (Sam Ka Tsuen <-> Sai Wan Ho), the explanation for the assumed number of hoteling/maneuvering for departure/arrival is unclear. Please review and revise Note [2]. Besides, please explain why the assumed total sailing and hoteling time of 13min is referenced to another planning application A/K15/121 instead of the same assumption and reference made under Calculations of Time-In-Mode (TIM) for Marine Vessels (Note [2]) in this Appendix.	It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 6-7 is then adopted as the arrival hour of the ferry as a conservative approach.
	Appendix 2.5	
	60. Please provide a table listing the emission inventory of the marine emissions and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).	Please note the **Appendix 2.5** of **Appendix G** aims to present the calculation of fishing vessel emission. The emission inventory of the fishing vessel emissions and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in Appendix 2.8.
	61. Please provide the referenced webpage/report from AIS Marine Traffic website which indicates the assumed speed from 8.2 to 10.2 knots.	Averaged travelling speed of the fishing vessel was referenced Vessel Finder (https://www.vesselfinder.com/). The speed of the fishing vessels is about 3.4 knots. (1.75m3/h) is adopted as a conservative assumption due to the longest TIM resulted.

No.	Comments	Responses
		
	62. Please explain why the engine powers under GRT 0-499 instead of under GRT>1,000 are adopted.	The engine powers under GRT>1,000 is adopted for the assessment.
	63. Regarding the fishing vessels schedule, please review if the assumed frequency from the referenced report has been outdated as the report was approved few years ago. Please review if an on-site survey should be carried out to obtain the updated data for assessment purpose.	In view of the operation of the whole sale fish market is similar as before, the assumed frequency from the referenced report (i.e. Approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121)) is still valid.
	Appendix 2.6	
	64. The appendix should be revised to evaluate the emissions and present the emission inventory of the planned vessels which are considered in AQIA of the project. The extract of the referenced materials should be presented as a supporting document at the end of the Appendix.	The emission inventory of the planned vessels is presented in **Appendix 2.8** of **Appendix G**. **Appendix 2.6** of **Appendix G** is a supporting document showing the extract of the referenced materials.
	Appendix 2.7	
	65. Please provide a table listing the emission inventory of the marine emissions and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).	Please note the **Appendix 2.7** of **Appendix G** aims to present the calculation of cruise emission. The emission inventory of the marine emissions and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.
	66. Emission rate of SO2 is missing. Please supplement.	Emission rate of SO2 is supplemented.
	67. Note [1] under Emission Rate (Hoteling) is irrelevant. Please remove.	Note [1] under Emission Rate (Hoteling) is removed.

No.	Comments	Responses
	EPD's comments on DSIA report at Appendix F **Specific comments** Section 1	
	Please advise the intake year of the proposed development	Noted. Please refer to **Section 1.3.2** of **Appendix E**.
	Section 3.2.3	
	The UFF for Job Type J11 Community, Social & Personal Services is missing in the Assessment Criteria and Methodology. Please supplement. – Section 3.2.3, Section 3.4.2 Table 3.1 (1), Appendix 3.2 Table 1	Noted and revised in **Section 3.2.3** of **Appendix E**.
	Please review the UFF of residential housing – Section 3.3.1, Section 3.5.3, Section 4.1.2, Appendix 3.1	Noted. UFF- R2 has been adopted as a conservative approach and revised in relevant sections and tables of **Appendix E**.
	Application No. A/K15/119 is superseded. Please propose mitigation measures (if any) under this submission – Section 3.4.2 Table 3.1 (2), Section 3.4.2 Table 3.1 (3), Section 3.4.2 Table 3.1 (4), Appendi.it 3.2 Table 1	Noted and revised in relevant sections of **Appendix E**.
	The UFF for commercial employee for Club House, Swimming Pool and Retail are missing in the calculations. Please revise – Section 3.4.2 Table 3.1 (2), Section 3.4.2 Table 3.1 (4), Appendix 3.2 Table 1	Noted and revised in relevant sections and tables of **Appendix E**.
	Please review the calculation steps on the estimation of employee number of Club House and Retail – Section 3.4.2 Table 3.1 (3), Appendix 3.2 Table 1	Noted and revised in relevant sections and table of **Appendix E**.
	Please advise if the swimming pool is outdoor or indoor; and review the turnover rate	Noted. It should be outdoor swimming pool, an updated calculation is provided in relevant sections and tables of **Appendix E**.

No.	Comments	Responses
	– Section 3.4.2 Table 3.1 (3), Appendix 3.2 Table 1 Please review the swimming pool backwash duration – Section 3.4.2 Table 3.1 Please review the catchment inflow factor of East Kowloon – Section 3.4.2 Table 3.1, Appendix 3.2 Table 1 Please review the calculation steps on peak flow (without swimming pool) Appendix 3.2 Please provide hydraulic calculation on downstream sewers until Yau Tong Sewage Pumping Station and propose mitigation measures for sewer sections with utilization over 90%, to ensure that the proposed development would not cause adverse impact to the public sewerage system Appendix 3.2 Table 3a Please review and provide estimation for the entire Table 3a as Application No. A/K15/119 is superseded; and include a layout plan to indicate the sewage catchments	 Noted and revised and revised in relevant sections and tables of **Appendix E**. Noted and revised in **Section 3.4.2 Table 3.1** of **Appendix E**. Noted and revised in relevant sections and tables of **Appendix E**. The estimated sewage generated including existing development and Proposed Development is about 7166.5m^3/day, which the flow is occupied about 25% of the current capacity of YTSPS. It is unlikely that the YTSPS will be overloaded. Detailed calculation for the capacities of YTSPS is given in **Appendix 3.1** of **Appendix E**. Noted and revised in **Appendix 3.2 Table 3a** of **Appendix E**.

No.	Comments	Responses
	General Comments	
	1. Please re-visit the assessment based on the above comments.	Noted.
	2. Please note that the implementation of sewerage works shall also meet the satisfaction of DSD.	Noted.
	3. Please note that EPD only provides comments on contents related to sewerage planning. For contents related to drainage impact, please seek views from DSD.	Noted.
	4. The consultant is suggested to provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.	Noted.
8.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 24 February 2025**	

Reference	Comment
Section 1	Please advise the intake year of the proposed development
Section 3.2.3	The UFF for Job Type J11 Community, Social & Personal Services is missing in the Assessment Criteria and Methodology. Please supplement.
- Section 3.2.3 - Section 3.4.2 Table 3.1 (1) Appendix 3.2 Table 1	Please review the UFF of residential housing
- Section 3.3.1 Section 3.5.3 - Section 4.1.2 Appendix 3.1	Application No. A/K15/119 is superseded. Please propose mitigation measures (if any) under this submission
- Section 3.4.2 Table 3.1 (2) - Section 3.4.2 Table 3.1 (3) - Section 3.4.2 Table 3.1 (4) Appendix 3.2 Table 1	The UFF for commercial employee for Club House, Swimming Pool and Retail are missing in the calculations. Please revise
- Section 3.4.2 Table 3.1 (2) - Section 3.4.2 Table 3.1 (4) - Appendix 3.2 Table 1	Please review the calculation steps on the estimation of employee number of Club House and Retail
- Section 3.4.2 Table 3.1 (3) - Appendix 3.2 Table 1	Please advise if the swimming pool is outdoor or indoor, and review the turnover rate
- Section 3.4.2 Table 3.1 (3) - Appendix 3.2 Table 1	Please review the swimming pool backwash duration
Section 3.4.2 Table 3.1	Please review the catchment inflow factor of East Kowloon
- Section 3.4.2 Table 3.1 Appendix 3.2 Table 1	Please review the calculation steps on peak flow (without swimming pool)
Appendix 3.2	Please provide hydraulic calculation on downstream sewers until Yau Tong Sewage Pumping Station and propose mitigation measures for sewer sections with utilization over 90%, to ensure that the proposed development would not cause adverse impact to the public sewerage system
Appendix 3.2 Table 3a	Please review and provide estimation for the entire Table 3a as Application No. A/K15/119 is superseded; and include a layout plan to indicate the sewage catchments

No.	Comments	Responses
	Further to our earlier email dd 5.2.2025 providing EPD's first batch of comments on AQIA and SIA for the captioned planning application, please find below EPD's further comments on EA. General	Please be advised that the AQIA and SIA have been revised based on the comments.
	Please include a separate section in both EA and AQIA to address Industrial/Residential (I/R) interface issue for the proposed development and discuss what specific design/mitigation measures would be incorporated in the proposed development e.g. setback, building orientation and deposition, height of podium, etc. in order to address the I/R interface issue.	Please be advised that a separate section to address I/R interface issue has been included in both revised EA (**Section 1.5** of **Appendix F**) and AQIA (**Section 2.7.1, 2.7.8 to 2.7.16** of **Appendix G)**.
	Waste management/land contamination (1) Para. 5.1.1	
	Please be advised that waste will also be generated during the project's operation phase. Please update the first sentence for clarity.	Please be advised that the first sentence has been revised to include the operation phase in **para 5.1.1** of **Appendix F (Updated Environmental Assessment (EA))**.
	(2) Para. 5.1.2	
	In view of the different nature and requirements of "Waste Management Implication" and "Land Contamination" aspects, the Consultant is advised to divide them into two standalone chapters. Please review and update as appropriate.	Noted and please be advised that two separate sections (**Section 5** and **6**) have been provided in **Appendix F**.
	(3) Para. 5.1.2	
	(a) Please review and incorporate all relevant Ordinances, Regulations, Guidelines, and Technical Circulars on waste management for this Project. For instance, (i) Public Health and Municipal Services Ordinance (Cap. 132), (ii) Land (Miscellaneous Provisions) Ordinance (Cap. 28) and (iii) Monitoring of Solid Waste in Hong Kong 2023.	Noted and please be advised that relevant ordinances, regulations, guidelines and technical circulars on waste management have been included in **para 5.1.2** of **Appendix F**.
	(b) According to Section 5.9 of this submission, the site was depicted as a sea area back in the 1960s, and the Consultant is advised to review whether the Project Site is situated on reclaimed land. If affirmative, please examine relevant information and confirm if	Noted and updated in **Section 5.9** of **Appendix F**.

No.	Comments	Responses
	land-based sediment is anticipated in this Study. Should land-based sediment be anticipated from this Project, the Consultant shall adequately address the potential environmental impacts and the handling and disposal of these excavated materials in accordance with "Guidance Note. No. 1/2024" under Dumping at Sea Ordinance, Cap. 466" and "Dumping at Sea Ordinance (Cap.466)".	
	(c) Please review the relevance of the "Project Administrative Handbook" to this private project.	Noted and included in the **Appendix F**.
	(4) Para. 5.2.2	
	(a) Per the quantity estimation of C&D materials in this Project, the Consultant shall review the relevance of DEVB TCW No. 9/2011 Enhanced Control Measures for Management of Public Fill. If it is deemed not applicable, the Consultant shall remove it accordingly to avoid confusion.	Please be advised that the quantity of C&D materials has been estimated, and stated in **para 5.4.5** of **Appendix F**.
	(b) CEDD TC No.03/2015 is outdated. Please refer to the latest edition of the CEDD Technical Circular for Management of Construction and Demolition Materials (i.e., Technical Circular No. 11/2019).	Noted and please be advised that the latest edition of the CEDD Technical Circular for Management of Construction and Demolition Materials (CEDD TC No. 11/2019) has been updated in **para 5.2.2** of **Appendix F**.
	(5) Para. 5.3.1	
	Please consistently use "operational phase" or "operation phase" throughout the report to avoid confusion.	Noted and revised in **para 5.3.1** of **Appendix F**.
	(6) Para. 5.4.1	
	The Consultant is advised to incorporate all major construction activities that would be considered in the quantity estimation and evaluation of waste impacts during the construction phase.	Noted and please be advised that key sources of C&D materials and construction activities have been included in **para 5.4.1** of **Appendix F**.
	(7) Para. 5.4.4	
	(a) Given that public filling areas are part of the CEDD-designated public fill reception	Noted. Original para 5.4.4 has been deleted. Please refer the updated **para 5.4.2** of **Appendix F** for details.

No.	Comments	Responses
	facilities; the Consultant is advised to update the first sentence to avoid confusion.	
	(b) The second part of Para. 5.4.4 duplicates the content of the last bullet in Para. 5.4.2. The Consultant is advised to review and update as appropriate.	Noted. Original para 5.4.4 has been deleted. Please refer the updated **para 5.4.2** of **Appendix F** for details.
	(8) Para. 5.4.5	
	Since surplus inert C&D materials will be delivered to Public Fill Reception Facilities for beneficial reuse in other projects, please avoid using the terms "dispose" and "disposal" in this connection. Please thoroughly review and update the entire submission.	Noted and revised in **para 5.4.5** of **Appendix F**.
	(9) Para. 5.4.8	
	According to the schematic layout and section drawing, two levels of basement floors are anticipated in the proposed development. The Consultant shall review and elaborate further on the fill demand of this Project and the estimated quantity for on-site reuse of inert C&D materials.	Noted. Please note that the current project is a planning application with preliminary information only. Nevertheless, the estimation under **Table 5.1** is included in **Appendix F**.
	(10) Para. 5.4.9	
	Since this is a private project, the Consultant shall review the relevance of the "Project Administrative Handbook" and the requirement of submitting C&DMMP in this Project, with reference to the estimated quantity in Table 5.1.	Noted and updated in **para 5.4.9** of **Appendix F**.
	(11) Para. 5.4.13, Para. 5.4.18 and Para. 5.5.11	
	Please revise “licensed collectors” to “licensed chemical waste collectors”.	Noted and relevant paragraphs have been revised in **Appendix F**.
	(12) Para. 5.4.13	
	The amount of chemical waste to be generated shall be quantified in the Waste Management Plan (WMP) as part of the Environmental Management Plan (EMP) to be prepared by the Contractor.	Noted and revised in **para 5.4.13** of **Appendix F**.
	(13) Para. 5.4.14	
	Please clarify the meaning of “general site wastes”.	Noted and revised in **para 5.4.14** of **Appendix F**.

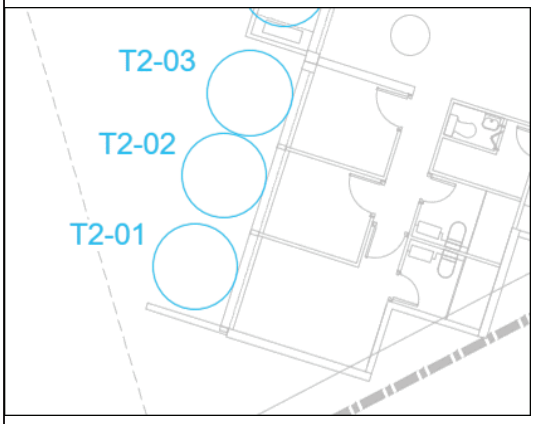
No.	Comments	Responses
	(14) Para. 5.4.18 The Consultant is advised to update the disposal arrangement for ACM. Please be advised that the legislation requires that all asbestos wastes must be disposed of at designated or licensed facilities. In Hong Kong, the only proven method of disposing of asbestos is by secure burial in a landfill site. Please specify such outlet to avoid confusion.	Noted and updated in **para 5.4.19** of **Appendix F**.
	(15) Table 5.1 (a) The Consultant is advised to elaborate further on the excavation extent (i.e., area and depth) of the basement of the proposed development site to facilitate the vetting of the quantity estimation for inert C&D materials. Please carefully review the accuracy of the current estimation with reference to the schematic layout and section drawing enclosed in Appendix 1.1.	Noted. **Table 5.1** of **Appendix F** has been updated.
	(b) As presented in Para. 6.4.8, excavated materials will be refilled on-site, the Consultant shall elaborate further on the fill demand for this Project.	Noted. **Table 5.1** of **Appendix F** has been updated.
	(c) Please specify that the destination of inert C&D materials is subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010.	Noted. **Table 5.1** of **Appendix F** has been updated.
	(d) Please specify that the disposal of non-inert C&D materials at designated landfill shall be subject to agreement with the relevant section of the EPD.	Noted. **Table 5.1** of **Appendix F** has been updated.
	(e) To tally the presentation between inert and non-inert C&D materials, the Consultant shall individually assess and estimate the waste quantity for (i) demolition of the existing building and (ii) excavation of basements.	Noted. **Table 5.1** of **Appendix F** has been updated.
	(f) Although no information is currently available for the quantity estimation for ACM, the Consultant shall specify the nature of the concerned construction activity as well as the recommended disposal outlet.	Noted. **Table 5.1** of **Appendix F** has been updated.

No.	Comments	Responses
	(16) Para. 5.5.7 Food waste is the main source of unpleasant odour and environmental hygiene concerns. Please consider separating food waste from other waste to facilitate the recycling of food waste on-site or off-site. Recycling bins should be placed in prominent places to promote waste separation at the source.	Noted. Please refer to **para 5.5.8** of **Appendix F**.
	(17) Para. 5.5.9 The Consultant shall review whether it is appropriate to incorporate the recommendations below	
	"All dump trucks engaged on-site for delivery of inert and non-inert C&D material from the site to the designated disposal location, including PFRFs, landfill etc., should be equipped with GPS or equivalent system for tracking and monitoring of their travel routings and parking locations by the Contractor to prohibit illegal dumping and landfilling of materials; and	Noted and updated in **para 5.5.10** of **Appendix F**.
	"The data collected by GPS or equivalent system should be recorded properly for checking and analysis the travel routing and parking locations of dump truck engaged on site."	Noted and updated in **para 5.5.10** of **Appendix F**.
	(18) Para. 5.5.14 In addition to ProPECC PN2/97, Handling of Asbestos Containing Materials in Buildings, the Consultant is advised to review whether other Code of Practice related to the handling and disposal of Asbestos Containing Materials shall be referred to.	Noted and updated in **para 5.5.15** of **Appendix F**.
	(19) Para. 5.6.1 (a) The Monitoring of Solid Waste in Hong Kong 2023 has been published in December 2024. The Consultant is advised to refer to the latest information on quantity estimation. Please share the calculation for further vetting and review.	Noted and updated in **para 5.6.1** of **Appendix F**.
	(b) To avoid confusion, The Consultant is advised to separately assess and estimate the	Noted and updated in **para 5.6.1** of **Appendix F**.

No.	Comments	Responses
	quantity of general refuse from the domestic and C&I sectors. (20) Section 5.5 Please clarify whether land-based sediment is anticipated during the construction phase. The Consultant shall review the geological profile within or close to the Project Site and the excavation requirements of this Project to determine the necessity of assessing the waste management implications arising from land-based sediment in this Study. If affirmative, please briefly elaborate on the quantity estimation, handling arrangement, disposal options, and mitigation measures to be incorporated. (21) Section 5.6 Please clarify whether chemical waste is anticipated during the operational phase. If affirmative, please briefly elaborate on the quantity estimation and the mitigation measures to be incorporated to minimize the waste management implications arising from chemical waste. (22) Table 5.2 The Consultant is advised to incorporate an additional column showing the off-site properties immediately adjacent to the Project Site. (23) Appendix 5.1 To facilitate vetting and evaluate the land contamination potential, the Consultant is	Noted. Please refer to **para 5.5.17** of **Appendix F**. Please note that at this planning stage, there is no detailed information about the land-based sediment. As shown in the MLP, the concrete structure of the proposed basement carpark reaches -4.65mPD. With reference to the surrounding Drillhole Record of project "East Kowloon Sewerage Improvements and Pollution Control, Stage I", there is no marine deposits were observed above -2.18mPD. However, once the relevant information is available and land-based sediment is confirmed, the Consultant shall adequately address the potential environmental impacts. Meanwhile, it is recommended that the marine sediment would be reused onsite as much as possible; otherwise, the handling and disposal of these excavated materials in accordance with "Guidance Note. No. 1/2024" under the Dumping at Sea Ordinance, Cap. 466" and "Dumping at Sea Ordinance (Cap.466)". Noted. Please refer updated **para 5.6.4-5.6.6** of **Appendix F**. Noted. **Table 5.1** of **Appendix F** has been updated. Noted. **Appendix 6.1** of **Appendix F** has been updated.

No.	Comments	Responses
	advised to incorporate the site boundary onto each aerial photograph. (24) Appendix 5.2	
	(a) To facilitate vetting and evaluate the potential for land contamination, the Consultant is advised to incorporate the site boundary into the locational plan.	Noted. **Appendix 6.2** of **Appendix F** has been updated.
	(b) The photographic records could not sufficiently show the condition of the site on the industrial buildings' ground floor. The Consultant shall carefully review the content as appropriate.	Noted. **Appendix 6.2** of **Appendix F** has been updated.
	(c) The Consultant is advised to supplement the site walkover checklist for further vetting.	Noted. **Appendix 6.2** of **Appendix F** has been updated.
	(d) Please clarify whether a site interview with the current or previous occupier was conducted.	Noted. **Appendix 6.2** of **Appendix F** has been updated.
	(25) Para. 5.9.7 Please elaborate on the content, particularly on how the Consultant could ascertain the potential land contamination issues.	Noted. Please refer to the **para 6.2.5-6.2.7** of **Appendix F**.
	(26) Para. 5.9.8 The Consultant is advised to elaborate further on the information on the building plan of the Application Site acquired from the BRAVO.	Noted. **Appendix 6.3** of **Appendix F** has been updated.
	(27) Appendix 5.3 The capture screen from BRAVO shows only the content page of the approved plan; please extract and supplement the relevant information from the plan to facilitate further vetting.	Noted. **Appendix 6.3** of **Appendix F** has been updated.
	(28) Appendix 5.4	
	(a) It is spotted that the site boundary does not tally between the enquiry letter (covering the temporary structures at the south of the Godown and Figure 1.1 of this submission. The Consultant is advised to provide	Noted. **Appendix 6.4** of **Appendix F** has been updated.

No.	Comments	Responses
	clarification and update the content as appropriate to avoid confusion.	
	(b) Only an interim reply from FSD dated 11 March 2024 was attached. The Consultant shall supplement the finalized response from FSD dated 25 March 2024 for further vetting.	Noted. **Appendix 6.4** of **Appendix F** has been updated.
	(29) Para. 5.9.10	
	Please elaborate on the CWP registration within the Project Site. The Consultant is advised to compile a summary table with information including but not limited to (i) identity of the CWP, (ii) nature of business, (iii) chemical type, (iv) address, and (v) activeness/validity. For clarity, please also specify the date of inspection of the registry of chemical waste producers.	Noted. The information would be supplemented once available.
	(30) Table 5.3	
	According to the response from EPD enclosed in Appendix 5.4, information related to CWP is also provided, please incorporate them into the last column for clarity.	Noted. **Table 6.2** of **Appendix F** has been updated.
	(31) Para. 5.9.15	
	Please revise "historic land use" to "historical land use" in the first sentence to avoid confusion.	Noted and updated in **para 6.2.15** of **Appendix F**.
	(32) Para. 5.10.1 and Para. 5.10.2	
	The two paragraphs are confusing and incomplete; please carefully review and update them as appropriate.	Noted and updated in **para 6.3.1-6.3.3** of **Appendix F**.
	(33) Para. 5.10.3	
	Please be advised that the Consultant shall agree with EPD on the Contamination Assessment Plan before undergoing site investigation works.	Noted and updated in **para 6.3.1-6.3.3** of **Appendix F**.
	Noise planning perspective:	
	(1) S.3.3.1	
	– Written proof of TD's endorsement on the traffic forecast data in Year 2047 should be provided.	Noted and please be advised that TD's endorsement on the traffic forecast data in year 2047 would be provided once available.

No.	Comments	Responses
	(2) Figure 3.1 – Please advise if it is an architectural fin next to T2-01, and indicate if there is noise reduction effect to the traffic noise impact in the main text.  	Please be advised that the architectural fin next to T2-01 is the noise mitigation measures to mitigate the industrial noise impact. Hence, there would be not fin case indicate in the traffic noise impact.
	(3) Figure 3.2 – Please indicate the NSR ID and the floor no. of mitigation measures applied in the Figure.	Noted and updated in **Figure 3.1** of **Appendix F**.
	(4) Figure 4.2 – Please show the 300m assessment area in the Figure. – Fixed noise source CCC_7 is missing in the Figure.	Noted and updated in **Figure 4.2a** and **4.2b** of **Appendix F**. Please be advised that further review revealed that fixed noise sources CCC_7, AGT_1, AGT_2, AGT_3, and RCI_1 are out of the 300m assessment area. Hence, these sources have been removed in **Figure 4.2a** and **4.2b** of **Appendix F**.
	(5) Table 4.2 – For QJ-1, please review the measured noise levels in the table. – According to Appendix 4.3, AGT_3 was identified, but it is missing in Table 4.2 and Figure 4.2. Please clarify.	Noted and revised in **Table 4.2** of **Appendix F**. Please be advised that further review revealed that fixed noise sources CCC_7, AGT_1, AGT_2, AGT_3, and RCI_1 are out of the 300m assessment area. Hence, these sources have been removed in **Table 4.2** of **Appendix F**.

No.	Comments	Responses
	(6) Appendix 4.3	
	– The source name of RCI-1 is not the same in Appendix 4.2 and Table 4.2. Please review.	Noted and revised in **Appendix 4.3** of **Appendix F**.
	– Redland Concrete Limited is duplicated.	Noted and removed in **Appendix 4.3** of **Appendix F**.
	– Please review the SWL calculation, such as CCC_3, CCC_4 and WFM1.	Noted and please be advised that the SWLs of CCC_3, CCC_4, and WFM1 are referenced to the Approved Planning Application No. A/K15/126.
	– The SPL of QJ_1 in Appendix 4.3 did not alight with Appendix 4.2. Please review.	Noted and revised in **Appendix 4.3** of **Appendix F**.
	(7) S.4.7.2	
	– Please justify the noise reduction by the vertical fin for fixed noise source, such as providing drawings/diagrams on the reduced line-of-sight.	Noted. Line of sight drawing have been supplemented in **Figure 4.5a-4.5g** of **Appendix F**.
	(8) Table 4.4	
	– Please review the no. of floors for NSR F2-01 and F2-03.	Noted and revised in **Table 4.4** of **Appendix F**.
	(9) Table 4.5	
	– Please review the predicted noise level for F2-02 & F2-03 during day & evening time as they did not align with the calculation from Appendix 4.6.	Noted and revised **Table 4.5** of **Appendix F**.
	(10) Appendix 4.4	
	– Please review the barrier correction for NSR F1-03, such as TLM_1 and etc.	Noted and revised **Appendix 4.4** of **Appendix F**.
	Textual Comment	
	(11) S.3.7.6, S.3.7.7	
	– Please delete “Error! Reference source not found”.	Noted and relevant typos have been removed **para 3.7.6-3.7.7** of **Appendix F**.
	(12) S.4.8.1	

No.	Comments	Responses
	– Detail calculations for the fixed noise mitigation scenario are shown in Appendix 4.6 instead of Appendix 4.7. Please review.	Noted and revised in **para 4.8.1** of **Appendix F**.
9.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 26 February 2025**	
	Further to our earlier email dd 5.2.2025 providing EPD's first batch of comments on AQIA for the captioned planning application, please find below EPD's further comments in relation to vehicular emissions.	Noted.
	1. Section 2.7 (iv) Vehicular Emission: Please review if there are HGV car parks within the 500m assessment area, such as Yau Tong Industrial City and Yau Tong Industrial Building; and review if they should be considered and evaluated in the assessment.	On-site street parking spaces were identified based on the information from SAMP. In general, no starting emission will be applied if the roads with double yellow line and the road classified as District Distributor, Primary Distributor, Trunk Road & Expressway. In view of the on-site street parking spaces within 500m assessment area, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road, all roads are considered as with starting emission. The start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the on-site street parking spaces.
	2. Section 2.8.11: Please update the minor road ratio according to the latest ATC 2023. Besides, pleas revise "the proportion of local and rural roads within Hong Kong" to "the proportion of minor roads within Hong Kong".	The estimated percentage of VKT for local and rural roads with possible starting emission is ~21.7988% of total VKT, which is calculated by raw data of 2023 provided by TD. The calculation has been checked and agreed by TD and the estimated % of VKT for local and rural roads is agreed with EPD (see **Appendix 2.19** of **Appendix G**).
	3. Please supplement a road map and SAMP results for open road in Appendix.	The road index plan and summary of open road emission factors generated by SAMP v2.1 are shown in **Appendix 2.11** of **Appendix G**.
	We understand that the consultant had not provided any update/feedback on the missing model output files, as requested in our earlier email dated 4 Feb 2025. Please request the	Revised modelling files will be provided for further checking.

No.	Comments	Responses
	applicant/consultant to follow up closely so that our air modeller can continue the air modelling review.	
10.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 7 March 2025** Please find below EPD's further comments from our air modeller **Marine emission source** 1. The base elevation should be set at the mean sea level which according to the LandsD is 1.3mPD. Please rectify. 2. The diameter and release height of the emission source "FVH01" could not tally between model file and the report, please rectify. Please note that the discrete result checking is pending due to missing model output files as raised in our earlier comments.	 1.3mPD mean sea level is included in the assessment. Model file is updated accordingly. Revised modelling files will be provided for further checking.
11.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 21 March 2025** For the AQIA submitted under the captioned planning application, please be advised that our air modelling team has no comment on the discrete results of the current submission while they understand that the consultant will update the model runs (and hence the results) based on the previously provided comments.	 Noted.
12.	**Fire Services Department, Corporate Strategy Command, Planning and Development Division, dated 24 February 2024** Please be informed that I have no specific comment on the captioned proposal. Advisory clauses: Detailed fire services requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of	 Noted. Noted.

No.	Comments	Responses
	application via relevant licensing authority. Furthermore, the EVA provision in the captioned work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority.	
13.	**Highways Department, Urban Region, District and Maintenance Section, Special Maintenance Section, Tunnels Section (Kowloon), District Section, dated 27 January 2025** Regarding the proposal of setting back and surrender of land for widening of footpath by the subject development, this Office have no objection to take up the maintenance responsibility of the surrender area upon completion of the road formation works by the lot owner and subject to the following conditions are met:-	
	1. TD agrees to take up the management responsibility of the proposed surrender area;	Noted.
	2. The surrender area should be designed and constructed to HyD Standard and TPDM requirements;	Noted.
	3. The surrender area shall be in general free of structures and private facilities;	Noted.
	4. TD shall be consulted of the details of all street furniture, traffic signs and road markings on the proposed surrender area;	Noted.
	5. Please seek comment from Lighting Division, HyD whether relocation and/or additional provision of street lighting is required for the proposed surrender area;	Please be advised that this Application has been circulated to the Lighting Division of Highways Department (HyD) for comment.
	6. Please advise the lot owner to carry out utility circulation and allow all utility works to be carried out in conjunction with his works in the proposed surrender area;	Please be advised that the Applicants would carry out utility circulation and allow all utility works to be carried out in conjunction with his works in the Application Site.
	7. A clear physical demarcation between public road and the private lot shall be provided on the pavement to delineate the lot boundary and hence the maintenance responsibility of the lot owner. It shall be	Noted and please refer to **Figure A-01** of **Appendix A (Updated Architectural Layout of the Proposed Scheme)** for the updated Master Layout Plan (MLP). Please be advised that the construction of the full

No.	Comments	Responses
	constructed at the cost of the lot owner and to the satisfaction of this Office.	height setback along Tung Yuen Street would be at the Applicants' own cost and to the satisfaction of HyD in detailed design stage.
14.	**Lands Department, Lands Administration Office, District Lands Office, Kowloon East, dated 27 January 2025**	
	1. The application site is located at Yau Tong Marine Lot No. 70 ("the Lot") which is restricted for industrial purposes requiring direct access to the sea as may be approved by the then Director of Commence and Industry, or godown purposes or both excluding the storage of bulk oil and petroleum products and offensive trade with a building height restriction of not exceeding 100 feet above HKPD. The proposed redevelopment which consists of one 22 to 28-storey residential block (excluding basement carparks), providing 342 units, atop a 3-storey for shops and services, eating place and clubhouse with two basement levels for car parking and loading/unloading spaces is in conflict with the existing lease conditions.	Noted.
	2. If the planning application is approved by the Town Planning Board (TPB), the owner(s) of the Lot shall apply to the Lands Department (LandsD) for a lease modification to implement the proposal. However, there is no guarantee that the lease modification application will be approved. Such application, if received by LandsD, will be considered by LandsD acting in the capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fee as may be imposed by LandsD.	Noted.
15.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 27 January 2025**	
	1. The applicant seeks planning permission for proposed residential development with	Noted.

No.	Comments	Responses
	commercial at the application site (the Site) which is occupied by Wah Tung Godown at No. 4 Tung Yuen Street, Yau Tong (YTML 70). The Site, of about 2,419m2, falls within an area zoned "Residential (Group E)" ("R(E)") on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27. This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use. According to Schedule I (for nonindustrial buildings) of the Notes of the OZP for "R(E)" zone, the proposed 'Flat' is a Column 2 use requiring planning permission from the Town Planning Board, while 'Shop and Services' and 'Eating Place' are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. The subject "R(E)" zone is restricted to a maximum domestic plot ratio (PR) of 5.0, a maximum nondomestic PR of 1.0, and a maximum building height (BH) of 80mPD.	
	2. According to the Planning Statement (PS) (Para. 4.3 refers), the proposed development will be comprised of one 22 to 28 storeys residential block, providing 342 units, atop a 3-storey for shops and services, eating place and clubhouse with two basement levels for car parking and loading/unloading spaces. In order to pursue the proposed development, the applicant also seeks planning permission for proposed minor relaxation of (i) maximum domestic PR from 5.0 to 6.0 (+1.0; +20%) and (ii) BH restriction from 80mPD to 100mPD (20mPD; +25%).	Noted.
	General Comment:	
	3. To the immediate north and south of the Site is occupied by Yau Tong Sewage Pumping Station at GLA-NK 533 and a concrete batching plant at YTML 68 respectively, it is noted that the deposition of some parts of	Findings from our submitted EA and AQIA have confirmed that the Proposed Scheme is environmentally acceptable in technical terms and the Proposed Development shall not be subject to adverse or insurmountable

No.	Comments	Responses
	residential towers is close to the lot boundary. The applicant is required to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential (I/R) interface problems.	impacts from the adjacent Yau Tong Sewage Pumping Station and concrete batching plant.
	4. According to Para. 7.5.6 of the ES of the OZP, BHRs from 140mPD to 80mPD are stipulated for the "R(E)" zones in the Yau Tong Industrial Area for "a distinct gradation of height profile with descending building height towards the harbourfront" to "improve visual permeability". The applicant is advised to provide strong justifications and planning merits for minor relaxation of BHR and PR for consideration by TPB.	The proposed minor relaxation of plot ratio (PR) from 5 to 6 would optimise the potential of the Application Site to provide additional 60 housing units (total 342 flats) in the YTIA. A PR0.9 for non-domestic use (retail) will be retained on the lower floors of the Proposed Scheme to improve street-level vibrancy in YTIA, respecting the planning intention of the "R(E)" zones. In view of the waterfront location of the Application Site, despite not a requirement on "R(E)" zones, the Applicants intend to provide a waterfront promenade with not less than 15m, open for public enjoyment on a 24/7 basis. This result in ¼ of the Application Site (i.e. 608m^2) being used for the promenade for public enjoyment and not usable for proposed housing/ retail use. Together with the minor relaxation of domestic PR mentioned above, a minor relaxation of BH from 80mPD to 100mPD (inland portion only) will be required to realise the Proposed Scheme. It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be at 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and indeed creating a more dynamic BH profile within the Application Site. Findings in our submitted VIA also confirmed that the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points.

No.	Comments	Responses
	Key Development Parameters	
	Open Space (Voluntary Waterfront Promenade (VWP) for public use)	
	5. According to para. 4.2.2 of the PS, I noted the applicant will take up the maintenance and management (M&M) of the VWP, please clarify whether you will intend to surrender the VWP to government upon request and confirm the M&M obligations of the VWP will not transfer to the individual flat owners of the proposed development.	Please be advised that the Applicants intend to own the voluntary waterfront promenade (VWP) and would take up the responsibility for the construction, maintenance and management of the VWP which would not be transferred to the individual flat owners of the Proposed Scheme.
	6. Please confirm the VWP will be opened 24hrs for public use.	Please be confirmed that the VWP would be opened for public enjoyment on a 24/7 basis.
	7. Please clarify the connection of the PWP to the adjacent sites.	Please be advised that the Applicants have proposed a 5m-wide covered public passageway at G/F of the Proposed Scheme to welcome members of the public from Tung Yuen Street. The design of the VMP will also allow for future connection with the wider PWP network for Kowloon East.
	8. Please include Landscape Master Plan (LMP) into Appendix A and indicate the area of not less than 608m^2 for the VWP into the Master layout Plan and LMP.	Noted and please refer to **Appendix A** for the updated MLP and Landscape Master Plan (LMP).
	Covered Public Passage to Promenade (CPPP)	
	9. Please confirm the 5m wide CPPP will be opened 24hrs for public use and indicate the headroom of the CPPP.	Please be advised that the 5m-wide CPPP would be opened for public use on a 24/7 basis and its floor-to-floor height would be about 5.5m.
	Flat no.	
	10. Please provide the estimated flat no. in compliance with the OZP restriction for domestic GFA (i.e. 5.0)	Please be advised that about 285 flats are estimated in compliance with the OZP restriction under domestic PR 5.0. With the Proposed Scheme (i.e. Proposed Minor Relaxation of PR), the Application Site will be able to provide an additional about 60 units, with a total of 342 flats by 2032.

No.	Comments	Responses
	Bonus Site Coverage (SC) and Plot Ratio (PR)	
	Footnote (3) of Table 4-1:	
	a) Please note the bonus PR should be about 0.081 instead of 0.082 (**rounded down**, equivalent to a GFA of not more than 197.93m^2 instead of 198m^2 will be claimed for the 39.586 m^2 of the ODP, please review and rectify the figures.	Noted and relevant parts of **Appendix B (Replacement Pages of Updated Supporting Planning Statement)** have been revised.
	b) Please review and amend the wording of the footnote (3) as "*On top of the PR/GFA set out above, the applicant has indicated that bonus PR of about0.081 (rounded down, equivalent to a GFA of about 197.93m^2) will be claimed for the 39.586m^2 of ODP-required setback areas to be surrendered to the Government. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2), nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.* ***Inclusive of bonus SC of XX% in pursuant of above****."*	Noted and revised in **footnote [3]** of **Table 4-1** in **Appendix B**.
	11. Please clarify the bonus SC will be claimed with demonstration of the calculation by formula under B(P)R22(2).	Please be clarified that the bonus site coverage (SC) shall be 0.257% according to the B(P)R 22(2) (a). Please find the calculation below: 1500 x surrendered area / original site area x building height = (1500 x 39.586m^2) / (2419m^2 x 95.6m) = 0.257%
	12. Please indicate the full height setback area to be surrender to the government which will be claimed for bonus PR and voluntary full height setback without claiming bonus PR with legend in MLP and all relevant floor plans.	Noted and please refer to **Appendix A** for details.
	Building Height	
	13. Please indicate the building height demarcation of 80mPD and 100mPD clearly of the portion of Tower in the MLP /	Noted and please refer to **Figure A-01** of **Appendix A** for the updated MLP.

No.	Comments	Responses
	addition of a Building Height Demarcation Plan	
	14. Please indicate the spot height/height of the roof top structures of the tower in the MLP and relevant Sections.	Noted and please refer to **Figures A-01, A-07 and A-08** of **Appendix A** for the updated MLP, Sections A-A' and B-B'. Please be advised that the spot levels of the proposed rooftop structures are indicative only and subject to detailed design at later stage.
	Master Layout Plan	
	15. Please indicate clearly and naming of the streets and the surrounding buildings/ adjacent to the Site.	Noted and please refer to **Figure A-01** of **Appendix A** for the updated MLP.
	16. Please indicate the width of Tung Yuen Street.	Noted and please refer to **Figure A-01** of **Appendix A** for the updated MLP.
	17. Please clarify the function/use of the area of 3/F (spot height of +21.1) of the Tower to the adjacent Concrete Batching Plant.	Please be clarified that the use of the area of spot height of +20.15mPD shall be the top level of the transfer plate of the Proposed Development.
	Sections	
	18. Please indicate the Floor to Floor height of each floor and the height of the proposed transfer plate.	Noted and please refer to **Figures A-07 and A-08** of **Appendix A** for the updated Sections A-A' and B-B'.
	19. Please rectify the discrepancy of the cutting line of the section A-A' in the key plan and the corresponding section A-A'.	Noted and please refer to **Figure A-07** of **Appendix A** for the updated Section A-A'.
	Open Space demarcation Plan	
	20. Please indicate the area of VWP and the private open space at floor L2.	Noted and please refer to **Appendix C (Replacement Pages of Updated LMP Report)** for the updated Open Space Demarcation Plan.
	21. Please indicate the area of the VWP (not less than xxxm^2) in the relevant plans, sections and the eventual LMP;	Noted and please refer to **Appendix C** for the updated LMP, Open Space Demarcation Plan and relevant section plans.
	Greenery Provision	
	22. Please clarify the percentage of greenery provision to be provided in total and at primary zone and state it in the table of key development parameters.	Please be clarified that all countable greenery is located at Primary Zone, i.e. 15m vertical zone of the Application Site, in accordance with PNAP APP-152 (Sustainable Building Design Guidelines). The percentage of greenery provision in total

No.	Comments	Responses
		and at primary zone are 20% which comply with the minimum SC of greenery as stipulated in the PNAP APP-152. **Table 4-1** of **Appendix B** has been revised.
	Planning and Design Merits	
	23. Please include a separate plan illustrating all relevant planning and design merits (with dimensions) including but not limited to the below:	Noted and please refer to **Figure E-03** of **Appendix A** for the illustration of Planning and Design Merits.
	(i) Full height setback from the northeastern boundary along Tung Yuen Street for provision of a 3.5m-wide footpath	Please refer to the response to comment item no. 23.
	(ii) The voluntary 1.5m-wide full height setback abutting the building façade within the Application Site;	Please refer to the response to comment item no. 23.
	(iii) 5m-wide CPPP at from Tung Yuen Street to the waterfront promenade through the G/F of the proposed building;	Please refer to the response to comment item no. 23.
	(iv) 15m-wide waterfront promenade (Not less than 608m^2) would be accessible by the public and its opening hours,	Please refer to the response to comment item no. 23.
	(v) Greenery provision, e.t.c.	Please refer to the response to comment item no. 23.
	24. Para. 2.4.5: Please amend as "…Canaryside (~~120~~ 140mPD)…"	Noted and **para 2.4.5** of **Appendix B** has been updated.
	ODP	
	Figure No. 3-3 and relevant section –As the ODP shown in the Figure 3-3 is not the latest one, please update the latest ODP "the draft Cha Kwo Ling, Yau Tong and Lei Yue Mun Outline Development Plan (ODP) **No. D/K15C/1B-A**"	Noted and **Section 3.2.1** and **Figure 3-3** of **Appendix B** have been revised.
	Technical Assessments	
	Traffic Impact Assessment	
	25. **Table 4.4: The Planned and committed development in Yau Tong area**	
	a) Please note the comprehensive residential development at Yau Tong Inland Lot No. 44 is a completed development. The	Noted and updated in the **Table 4.4** of **Appendix H** (**Replacement Pages of Updated Traffic Impact Assessment**).

No.	Comments	Responses
	development comprises shop and service/eating place and public vehicle park.	
	b) Private development at NKIL No. 6593 at Ko Chiu Road - Flat No. should be 634 instead of 500	Noted and updated in the **Table 4.4** of **Appendix H**.
	c) Please clarify the source for the retail GFA for Public Housing development at Pik Wan Road	Noted and updated in the **Table 4.4** of **Appendix H**.
	d) Please rectify the flat no. of Ex-Cha Kwo Ling Kaolin Mine Site: Private Housing: 1331 flats (source: from public domain).	Noted and updated in the **Table 4.4** of **Appendix H**.
	e) Please rectify the flat no. of Transitional Housing: 224 units (source: from public domain)	Noted and updated in the **Table 4.4** of **Appendix H**.
	f) Please take into account the commercial GFA of the proposed residential development under approved planning application no. A/K15/127 and A/K15/129 as appropriate.	Noted and updated in the **Table 4.4** of **Appendix H**.
	g) Please review and amend Kwun Tong Action Area: Office: Approx. 62,600m^2 GFA, Retail/R&B: Approx. 17,000m^2 GFA, Arts, cultural/institutional uses: 1,700m^2 GFA, PTI: Approx. 7,050 m^2 GFA	Noted and updated in the **Table 4.4** of **Appendix H**.
	Visual Impact Assessment	
	26. Para. 2.2.5: Please amend as "…Canaryside (~~120~~ 140mPD)…"	Noted and para 2.2.5 of **Appendix D (Replacement Pages of Updated Visual Impact Assessment)** has been updated.
	27. Photomontage	
	a) Please refer to my comment marked in the **Appendix I**  Appendix I_photomontage.pd	Noted and relevant Figures in **Appendix D** have been revised.
	Public comments	
	28. During the publication period from 14.1.2025 to 26.1.2025, there is six public	Please refer to the responses to comments in below section of public comments.

No.	Comments	Responses
	comments, please response to the public comments as appropriate.	
16.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 24 February 2025** Please provide justification(s) for the proposed 5m wide (including any guideline or practice notes refer to) for the covered public passageway at G/F	Please be advised that the Applicants proposed 5m-wide covered public passageway at G/F of the Proposed Scheme to welcome members of the public from Tung Yuen Street and improve street-level vibrancy in YTIA, respecting the planning intention of the "R(E)" zones.
17.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 10 March 2025** According to the Environmental Assessment, it is noted that a number of mitigation measures (including (i) a podium of 14.4mPD with elevated residential floors, (ii) precautionary building layout design for disposition and orientation and (iii) provision of enhanced acoustic balcony with sidewall for living rooms) are proposed to mitigate the road traffic noise impact towards the development site. As Yau Tong Sewage Pumping Station (YTSPS) and a concrete batching plant (CBP) are situated at the site immediate north and south respectively, please clarify what mitigation measures are proposed to handle the odour and air quality impacts towards the site.	According to **Section 2.11.4** of **Appendix G**, no identifiable odour was detected at the site boundary of YTSPS and at the junction of Shung Tai Wai and Tung Yuen Street upon the site visits. Furthermore, according to the reply from EPD's region office as presented in AQIA Appendix 2.18, there is no odour complaint on YTSPS. With the consideration of the above findings, odour impact from YTSPS is not anticipated and no mitigation measures is proposed. According to **Section 2.7.9** to **Section 2.7.15** of **Appendix G**, for the potential air quality impact of CBP (i.e. Redland Concrete Ltd.), a quantitative air quality impact assessment has been conducted and the results have indicated that all locations of the Proposed Development would comply with the relevant criteria of new AQOs except ASR D06 at 4/F and 5/F (i.e. 27.5m and 30.6m above ground). However, as no fresh air intake, openable window and air sensitive uses would be located within the exceedance zone. Thus, it is anticipated that the Proposed Development will not be subject to any adverse air quality impact.

No.	Comments	Responses
	Please mention all mitigation measures clearly in both environmental assessment and air quality impact assessment	Please refer to **Sections 3.7, 4.7** and **5.5** of **Appendix F** for details.
18.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 21 March 2025** **Air Ventilation** Given the site is relatively small in scale and the frontage to the sea is only about 40m, there will be no significant adverse air ventilation impact.	Noted.
19.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 17 April 2025** Please find the attached Gist of Major Comments following the 49th KTF meeting on 14 March 2025 regarding the captioned application for your follow-up action. Many thanks. Gist of Major Comments ***Overall*** 1. Although the meeting expressed appreciation to the Proponent for its proposal to provide a harbourfront promenade and some retail activities in the redeveloping the subject site at 4 Tung Yuen Street, Yau Tong (hereafter 'the Site'), it opined that the justifications given were not convincing enough for the rather substantial increase in domestic plot ratio (PR) and building height (both about 20%) under the Proponent's proposal.	Noted. The proposed minor relaxation of plot ratio (PR) from 5 to 6 would optimise the potential of the Application Site to provide additional 60 housing units (total 342 flats) in the YTIA. A PR0.9 for non-domestic use (retail) will be retained on the lower floors of the Proposed Scheme to improve street-level vibrancy in YTIA, respecting the planning intention of the "R(E)" zones. In view of the waterfront location of the Application Site, despite not a requirement on "R(E)" zones, the Applicants intend to provide a waterfront promenade with not less than 15m, open for public enjoyment on a 24/7 basis. This result in ¼ of the Application Site (i.e. 608m^2) being used for the promenade for public enjoyment and not usable for proposed housing/ retail use. Together with the minor relaxation of domestic PR mentioned above, a minor relaxation of BH from 80mPD to 100mPD

No.	Comments	Responses
		(inland portion only) will be required to realise the Proposed Scheme. It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be at 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and indeed creating a more dynamic BH profile within the Application Site. Findings in our submitted VIA also confirmed the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points.
	Proposed harbourfront promenade within the Site	
	2. The meeting appreciated that the Proponent was willing to provide a promenade and open it for use by the general public round the clock, and to take up management and maintenance responsibilities of the proposed promenade.	Noted.
	3. The meeting noted the provision of retail activities at the lower floors and suggested that this could increase harbourfront vitality.	Noted.
	Harbourfront connectivity	
	4. Stressing the importance of connectivity along the harbourfront, the meeting expressed reservations about the Proponent's proposal since it did not offer any public gains in favour of improving the harbourfront connectivity at a critical location in the region.	Please be advised that the proposed 15m-wide waterfront promenade is not required under "R(E)" zone. The Applicants proposed 15m-wide waterfront promenade with seating benches, wooden deck and ornamental planting for public leisure activities. Future users, including residents of the Proposed Scheme as well as visitors from other parts of Hong Kong, can reach the waterfront of YTIA directly from Tung Yuen Steet via the proposed 5m-wide covered public passageway on a 24/7 basis. Along the Tung Yuen Street frontage, a full-height setback of about 5m-wide is proposed adjoining the planned footpath. It is

No.	Comments	Responses
		anticipated that the provision of retail shop frontage at street level with widened footpath and tree plantings along Tung Yuen Street would not only enhance the current street environment, but also activate the street life and support the need of local neighbourhood. The design of the VMP will also allow for future connection with the wider public waterfront promenade network for Kowloon East. Please refer to **Figure E-03 (Illustration of Planning and Design Merits)** of **Appendix A** for details.
	5. The Site currently lacks connection with the adjoining lots on both sides, and the only access route leading to the said promenade was via the proposed 5-metre-wide public passageway within the Site. The meeting raised concerns that this proposed arrangement might make the promenade a 'private garden' for the future residents of the Site and customers of the lower-floor retailers only rather than a leisure open space opened for the general public.	Please be confirmed that the Applicants are committed to open the 15m voluntary waterfront promenade and the 5m public passageway for public use/enjoyment on a 24/7 basis.
	6. The meeting noted the status of the adjoining lots of the Site – while the future redevelopment plan of 6 Tung Yuen Street (located to the south of the Site) is subject to the initiative of the lot owner, the Drainage Services Department (DSD) has agreed set back about 4m from the sea frontage (hereafter 'the setback area') within the existing Yau Tong Sewage Pumping Station (YTSPS) (located to the north of the Site) to facilitate the connection of the proposed harbourfront promenade and Ko Fai Road. The meeting strongly suggested that the Government, the private developer or the two parties working together to undertake the design and construction of the setback area so that a continuous promenade to the north of the Site can be provided. The meeting also noted that given the recent financial conditions of the Government, it appears difficult for the Government to enhance harbourfront connectivity on its	Noted. After reviewing the implementation programme and financial implications, the Applicants are unable to commit to taking up the design and construction work for the portion of promenade at the YTSPS site. Nonetheless, the Applicants welcome a future connection of the waterfront promenade at the YTSPS site with the voluntary waterfront promenade provided at the Application Site. The Applicants are committed to coordinating on the design to ensure a coherent and seamless public experience.

No.	Comments	Responses
	own at this stage without private participation.	
	7. The Proponent was also suggested to explore developing the setback area of YTSPS so as to provide a seamless connection with the proposed promenade within the Site. The Proponent raised two concerns during the meeting, namely: (a) the uncertain timeline of construction work within YTSPS and releasing the setback area for promenade development; and (b) the uncertainty of future management and maintenance responsibilities of the setback area of YTSPS upon completion of the promenade construction. For Concern (a), the meeting noted that the setback area could be released by end 2026.	Noted.
	[Post meeting note: For Concern (b), as the setback area falls within Government land, the Government will undertake the future management and maintenance responsibilities. In other words, the Government will arrange the site handover with the concerned construction agent, assuming it to be a private developer, so long as the promenade of the setback area has been so constructed to the satisfaction of the concerned B/D.]	Noted.
	8. With the above, the Proponent was suggested to review the possibility of developing the setback area of YTSPS for connecting with the proposed promenade within the Site, and to further discuss with the Government in detail. Full support to the proposal would be given, subject to that the Proponent could improve the harbourfront connectivity in the aforesaid aspects as public gains.	Please refer to our response to (6) above.
	Other comments	
	9. The Proponent was suggested to revisit the design of the proposed 5-m passageway so as to make it more integrated with the design of the proposed promenade and welcoming for use by the general public.	Please be confirmed that the Applicants are committed to open the 15m voluntary waterfront promenade and the 5m public passageway for public use/enjoyment on a 24/7 basis.

No.	Comments	Responses
	10. The Proponent was requested to provide a rationale for the proposed relaxation in domestic PR and building height restriction, as well as to conduct a comprehensive assessment (e.g. wind and air ventilation, reception of sunlight) on the impacts of such proposed relaxation to the surrounding environment.	Please refer to our response to comment (1) above on the rationale for the proposed PR and BH relaxation. Please note that findings from our submitted technical assessments, including but not limited to TIA, EA, DSIA, AQIA, AVA, VIA confirmed that the Proposed Scheme would not generate adverse impact to the surrounding environment.
	11. The Proponent was requested to review the width of the promenade actually usable by users and to ensure that the effective width (after landscaping) is comparable to the nearby promenade.	Please be advised that the width of the voluntary waterfront promenade will not be less than 15m, which is comparable to the nearby promenade in adjoining Yau Tong Bay and YTIA area. The design of the promenade is also intended to encourage social interaction and harbour-viewing with the provision of seating benches, wooden deck and ornamental planting which would be compatible to the adjacent waterfront promenades. The Applicants are also committed to coordinating on design with adjoining promenade in detailed design stage to ensure a coherent and seamless public experience.
	12. The meeting suggested the Proponent to consider providing landing steps within the Site.	Please be advised a total of 7 landing steps existed/planned along the Yau Tong waterfront. 3 of them are located within 500m of the Application Site and the remaining 4 are planned under the Approved Applications No. A/K15/121 and A/K15/130. It is considered that the available landing steps along the Yau Tong waterfront are sufficient for public use.
	13. The meeting suggested the Proponent to ensure that potential odour issue from the nearby YTSPS would be addressed.	Please note that findings from our submitted AQIA confirmed that the Proposed Scheme would not generate or susceptible to adverse odour impact.
20.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 27 January 2025** **<u>Supporting Planning Statement</u>**	
	1. It is noted that the requirement on building separation is not applicable and no further	Noted.

No.	Comments	Responses
	setback from the street is required regarding the requirement on building setback under Sustainable Building Design Guidelines (Paras. 4.4.4 and 4.4.5 of the SPS refers).	
	2. The opening hours of the (i) proposed 15m-wide PWP and (ii) the 5m-wide covered public passage should be supplemented.	Please be advised that the 15m-wide VWP and 5m-wide covered public passageway would be opened for public use on a 24/7 basis.
	3. **Table 4.1** – A supplementary note for the proposed floor-to-floor height of residential floors of about 3.15m should be added as per Para. 5.7.2 of the SPS.	Noted and **Table 4-1** of **Appendix B** has been supplemented.
	Visual Impact Assessment	
	4. **Table 3.1** – A supplementary note for the proposed floor-to-floor height of residential floors of about 3.15m should be added as per Para. 5.7.2 of the SPS.	Noted and **Table 3-1** of **Appendix D** has been supplemented.
	5. **Para. 4.2.2** – As TPB PG-No. 41 focuses on the protection of public views, mention of occupational receivers is not necessary and should be removed.	Noted and relevant row has been removed.
	6. **Para. 5.1.1** – It is noted that the VIA assesses the visual impact of the Proposed Scheme by comparing it with the Baseline Scheme taking into account planned/approved developments in the surroundings, with the Baseline Scheme being an OZP Scenario Scheme (i.e. a residential development with domestic PR of 5, nondomestic PR of 1 and BH of 80mPD without waterfront promenade).	Noted.
	VP1	
	7. **Para. 4.2.3 and all relevant text/figures** – The Consultant should confirm whether **all** the selected VP is publicly accessible, especially VP1. If negative, please revise the name of the VP as appropriate.	Noted and text in **Appendix D** has been reviewed.
	8. **Figure 3, photomontages (Baseline Scheme and Proposed Scheme)** – As per our internal checking, it seems the BH and bulk of the approved Application No. A/K15/130 is underestimated, in that majority of the sky view should be	Noted and please refer to **Figure 3** of **Appendix D** for the updated VP1.

No.	Comments	Responses
	obstructed and both the Baseline and Proposed Schemes would be completely screened off.	
	9. **Para. 5.1.5** – It should be supplemented that the sky view forms part of the visual composition at the background.	Noted and **para 5.1.5** of **Appendix D** has been supplemented.
	10. **Paras. 5.1.5 to 5.1.9** – Subject to the revision of the photomontages at Figure 3, all paragraphs should be suitably revised that both the Baseline and Proposed Schemes would be completely screened off and would not be visible.	Noted and relevant paras of **Appendix D** have been revised.
	VP2	
	11. **Para. 5.1.11** – Other than views to the waterfront, it should be supplemented that the sky view forms part of the visual composition and a very minor portion of the open sky view would be obstructed by the Proposed Scheme compared with the Baseline Condition.	Noted and **para 5.1.11** of **Appendix D** has been revised.
	12. **Para. 5.1.12** – The sentence should be revised to read as "…slight additional visual obstruction created by the Proposed Scheme **to the open sky view** is considered minimal…"	Noted and **para 5.1.12** of **Appendix D** has been revised.
	13. **Para. 5.1.14** – While there may be no significant changes on the key visual elements, it should be supplemented that a very minor portion of the open sky view would be obstructed by the Proposed Scheme compared with the Baseline Condition.	Noted and **para 5.1.14** of **Appendix D** has been revised.
	14. **Paras. 5.1.11 to 5.1.15** – As there is very minor additional visual obstruction to the sky view compared with the Baseline Scheme, please review if the ratings from each aspect and the overall rating would be **negligible to slightly adverse** instead of "negligible".	Noted and relevant sentences in **para 5.1.11** to **5.1.14** of **Appendix D** have been revised. Please be advised that the overall rating for VP 2 shall remain as negligible as the Proposed Scheme would bring no significant changes on the key visual elements/ resources from this VP.
	VP3	
	15. **Figure 5, photomontages (Baseline Scheme and Proposed Scheme)** – As per our internal checking, it seems the position	Noted and please refer to **Figure 5** of **Appendix D** for the updated VP 3.

No.	Comments	Responses
	of the Baseline and Proposed Schemes should shift slightly to the left such that both the Baseline and Proposed Schemes would be completely screened off by the Spectacle.	
	16. **Paras. 5.1.17 to 5.1.21** - Subject to the revision of the photomontages at Figure 5, all paragraphs should be suitably revised that both the Baseline and Proposed Schemes would be completely screened off and would not be visible.	Noted and relevant paras of **Appendix D** have been revised.
	VP4	
	17. **Figure 6, photomontages (Baseline Scheme and Proposed Scheme)** – As per our internal checking, it seems the BH of the Proposed Scheme is slightly overestimated such that both the Baseline and Proposed Schemes would be nearly completely screened off by Coast Line I (i.e. approved Application No. A/K15/122) under construction and only a very tiny minor portion would be visible.	Please be confirmed that the Baseline Scheme would be completely screened off by Coast Line I which is at 80mPD and the Proposed Scheme, at 100mPD, would still be partially visible from this VP4.
	18. **Para. 5.1.23** – It should be supplemented that the open sky view forms part of the visual composition in the background.	Noted and **para 5.1.23** of **Appendix D** has been supplemented.
	19. **Para. 5.1.24 –**	
	a. As per the submitted photomontages, it seems the waterfront promenade under the Proposed Scheme cannot be seen from this VP. The sentence "Besides, as compared with the Baseline Scheme…along the waterfront" should be removed.	Noted and relevant sentence in **para 5.1.24** of **Appendix D** has been removed.
	b. As per the above comment, it is not obvious from the submitted photomontages that the Proposed Scheme would partly enhance the view compared to the Baseline Scheme. It should be reviewed whether the rating would be negligible instead.	Noted and relevant sentence in **para 5.1.24** of **Appendix D** has been revised.
	20. **Paras. 5.1.23 to 5.1.27** - Subject to the revision of the photomontages at Figure 6, the paragraphs should be suitably revised that both the Baseline and Proposed Schemes would be nearly completely screened off.	Please be clarified that the Baseline Scheme would be completely screened off by Coast Line I which is at 80mPD and the Proposed Scheme, at 100mPD, would still be partially visible from this VP4. Relevant paras of **Appendix D** have been revised.

No.	Comments	Responses
	VP5	
	21. **Paras. 5.1.29 to 5.1.32** – As per the submitted photomontages, while the ridgeline may not be affected by the Proposed Scheme, it should be supplemented that a very minor portion of the mountain backdrop would be obstructed by the Proposed Scheme compared with the Baseline Scheme.	Noted and relevant paras of **Appendix D** have been revised.
	22. **Paras. 5.1.29 to 5.1.33** - As there is very minor additional visual obstruction to the mountain backdrop compared with the Baseline Scheme, please review if the ratings from each aspect and the overall rating would be **negligible to slightly adverse** instead of "negligible".	Noted and relevant sentences in **para 5.1.29** to **5.1.30** of **Appendix D** have been revised. Please be advised that the overall rating for VP5 shall remain as negligible as the Proposed Scheme would bring no significant changes on the key visual elements/ resources from this VP.
	Summary of Visual Impact and Conclusion	
	23. **Table 5-3** – The ratings in the table should be revised as per the comments above.	Noted and please be advised that relevant parts in **Table 5-3** of **Appendix D** have been revised.
	24. **Para. 6.1.3** – As per the above comments, it should be revised to read as "…the Proposed Scheme will result with **negligible to negligible to slightly adverse** visual impact…"	Please be advised that the Proposed Scheme will result with negligible impact as compared with the Baseline Scheme with 6 selected VPs.
21.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 10 February 2025**	
	General Comments	
	2. With reference to the image of Geographical Information Hub (GIH) in 2023, the site is situated in the southwestern fringe of Yau Tong Industrial Area. An existing manufacturing plant is located to its southeast and Victoria Harbour to its southwest. The proposed residential redevelopment in "R(E)" zone and landscaping and tree planting works are not incompatible with the surrounding landscape environment.	Noted.
	3. According to the submission, a total of 7 existing trees are identified within the application boundary and all the existing trees	Noted.

No.	Comments	Responses
	are proposed to be removed. 7 new trees are proposed to be planted in the proposed promenade within the application site. Also, the proposed promenade is intended for public entry from Tung Yuen Street via the public passage within the site. In this regard, significant adverse landscape impact is not anticipated.	
	Detail Comments	
	4. Please clarify if the *Barrier Free Access 2019* is referred to *Design Manual – Barrier Free Access 2008 (2024 Edition)* and revise as appropriate.	Noted and please be confirmed that the *Barrier Free Access 2008 (2024 Edition)* be referred. Please refer to revised **5.3.4** under **Section 5** of **Appendix C**.
	5. According to Landscape Plan – Composite Plan, there are tree planting opportunities in the planters on the podium along the northern site boundary. Please review.	Please be advised that tall hedge buffer planting will be added along the northern boundary to soften the building facade and enhance overall landscape quality. These tall hedges provide a strong visual mitigative buffer to the adjacent sewage pumping station. The podium landscape is further enhanced by planting a variety of large and flowering shrubs. Please refer to updated **LMP** and **Landscape Section B** of **Appendix C** for illustration. Tall hedge planting species have been incorporated into the revised **Table 1B** under **Section 6** of **Appendix C**.
	6. Please clarify if the proposed promenade and passage from Tung Yuen Street within the site will be opened to the public for 24 hours	Please be advised that the proposed 15m-wide waterfront promenade and 5m-wide covered public passageway from Tung Yuen Street would be opened for public use on a 24/7 basis.
	7. Based on para. 6.6 of Appendix C, it is mentioned that the softworks contactor would undertake the establishment of soft landscape works of a period of minimum 12 months following Practical Completion of the proposed development. Please confirm if the Applicant would undertake the future maintenance of the hard and soft landscape works in the proposed promenade.	Please be advised that the Applicants would undertake the future maintenance of the hard and soft landscape works in the proposed voluntary promenade.
	Background	
	8. The Site (about 2419 sq.m.) falls within an area zoned "Residential (Group E)" ("R(E)") on the approved Cha Kwo Ling, Yau Tong, Li	Noted.

No.	Comments	Responses
	Yue Mun Outline Zoning Plan No. S/K15/27. The Applicant proposed for minor relaxation of maximum domestic PR from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD. Advisory Remarks to the Applicant	
	9. The Applicant is reminded that the approval of the application under Town Planning Ordinance does not imply the approval of the site coverage of greenery, requirements under APP PNAP-152 and/ or under the lease. The site coverage of greenery calculation should be submitted separately to BD/relevant authority for approval.	Noted.
22.	**Transport Department, Urban Regional Office, Traffic Engineering (Kln.) Division, Kln. District East (South) Section, dated 27 January 2025** Please note our comments from a district traffic engineering viewpoint:- Traffic Impact Assessment (TIA) Report	
	Table 2.1 - Please include the following junctions in the assessment : • J/O Lei Yue Mun Road / Slip Road to EHC • J/O Cha Kwo Ling Road / Shung Shun Street • J/O Shung Shun Street / Yan Yue Wai • J/O Ko Fai Road / Tung Yuen Street • J/O Yan Yue Wai / Tung Yuen Street	Noted and included the 5 junctions below in **Table 2.1** of **Appendix H**.
	Drawing no. 2.2 - Please indicate the Area of Influence on the drawing and include the junctions as mentioned in the above comment	Noted and updated in **Appendix H**.
	Drawing nos. 2.3 to 2.10 - Some the layouts of existing junctions are not updated, please check again the drawings especially for Drawings 2.4 / 2.5 / 2.6.	Noted and updated in **Appendix H**.
	Section 2.3.3 - Please specify the date(s) of traffic surveys conducted.	Noted. The traffic surveys were arranged and conducted during morning peak hours between 07:30 – 09:30 and the evening peak

No.	Comments	Responses
		hours between 17:00 – 19:00 on 9th and 10th of September 2024.
	Table 2.2 - It seems that the values of RC for J/O Wai Yip Street / Wai Fat Road are on a low side when compared to recent TIA reports submitted for other developments. Please review if any specific event resulting in such difference and, if necessary, conduct another surveys to collect data to reflect the existing traffic conditions. Should such low RC values remain after reviews, please supplement observed queue lengths for further review.	Noted and reviewed this junction accordingly in **Table 2.2** of **Appendix H**.
	Drawing no. 3.1- Please indicate the width of vehicular access.	Noted and updated in **Appendix H**.
	Drawing nos. 3.2 & 3.3 - Please indicate the directional splits of various ingress / egress routes.	Noted and updated in **Appendix H**.
	Section 3.2.3 - Please include schematic layout plans for the internal transport facilities (including parking spaces, loading/unloading bays and internal driveway) in this report.	Noted and added the plans in **Appendix H**. The loading/unloading bays are on the GF. There are 2 storeys of basement to provide 63 parking spaces.
	Table 3.2 - Please adopt the upper end values of provision range for the proposed provision of parking spaces and loading/unloading bays, and update the total numbers of parking provision in Section 3.3.3.	Please refer to **Appendix I** (**Justifications for Parking Provisions**) for further review.
	Section 4.1.6 - Traffic forecast by growth factor is considered inappropriate as Trunk Road T2 would be in place in the design year. Please consider to adopt traffic models. Otherwise, please demonstrate adoption of growth factor is on conservative side.	The opening of Trunk Road T2 in 2026 will reduce the through traffic in the area which helps to relieve the traffic situations of the junctions in the area. In this case when the growth factor is adopted, it is on conservative side for the traffic volume.
	Section 4.1.8 - Please explain why the ATC data of year 2023 has not been taken into account.	The ATC data of year 2023 was released in Nov. 2024. The new ATC data of year 2023 has been included and assessed in **Section 4.1.8** of **Appendix H**.
	Table 4.2 - Road section of Station No. 4651 is incorrect, please check again. Also, please add Station 3237 and Station 4074.	Noted, updated Road section of Station No. 4651 and added 3237 in **Table 4.2** of **Appendix H**. As for the ATC Station No. 4074, it is on Cha Kwo Ling Road, the annual traffic growth rate (2019-2023) is about 14%, reflecting the opening of Tseung Kwan O - Lam Tin Tunnel, but not the changes in local traffic volume. Therefore,

No.	Comments	Responses
		the ATC Station No. 4074 is not taken into the calculations of growth factor.
	Table 4.4 - Please seek PlanD's agreement on the planned / committed developments.	Noted.
	Section 5.1 - Please advise the proponent and commissioning years of the improvement works. Junction performance assessment of the modified signalised junctions at Lei Yue Mun Rd should be included. Also, please also include the proposed improvement works at J/O Cha Kwo Ling Road / Ko Chiu Road under the PWP Item No. B812CL Site Formation and Infrastructure Works for Public Housing Developments at Pik Wan Road, Yau Tong. *(See attached file: B812CL-GZ01.pdf)*  B812CL-GZ01.pdf	Noted and included the proposed improvement works in the assessment of junction D in **Section 5.1** of **Appendix H**.
	Section 5.1.3 & Drawing no. 5.1 - Please remove this improvement scheme at J/O Cha Kwo Ling Road / Yau Tong Road from the report as it is unlikely to be completed by the design year of 2035.	This improvement scheme is from A/K15/130 Section 16 application of the Yau Tong Bay Comprehensive Development. This improvement scheme is needed to cater all the traffic volume to be generated by Yau Tong Bay Comprehensive Development. The phasing of Yau Tong Bay Comprehensive Development is still unknown to public. As the traffic volume to be generated by Yau Tong Bay Comprehensive Development is included in our analysis, in order to better analysis the traffic situation in this area, we think this junction improvement scheme should be included in our analysis as well.
	Section 5.1.6 & Appendix B. The right-turning movements at J/O Wai Yip Street / Wai Fat Rd would be retained to avoid excessive traffic and public transport diversions. Please update the traffic assessment accordingly.	Noted and added in **Section 5.1.6** and **Appendix B** of **Appendix H**.
	Other - Assessment on public transport services to cater the proposed development should be included.	Noted and added in **Appendix H**.

No.	Comments	Responses
	Other - Please include pedestrian routes for further review.	Noted and added in **Appendix H**.
	Planning Statement	
	1. Section 3.4.2 and footnote [3] of Table 4.1 - In general, full-height building setback is not necessary from traffic viewpoints.	Noted and please be advised that **Section 3.4.2** of **Appendix B** has been updated.
	2. Section 3.4.2 - As there is no pedestrian assessment in the TIA report, the 3.5m footpath ODP setback areas and voluntary full-height building are not essential nor necessary from traffic perspectives. Please revise this section to incorporate this. In particular, please delete "improve pedestrian safety", "reducing congestion" and "safer" unless demonstrated by traffic assessments.	Noted and please be advised that Section 3.4.2 of **Appendix B** has been updated.
	3. Section 4.2.3 - Please delete "safety" unless demonstrated by traffic assessments.	Noted and relevant word has been deleted.
	4. Table 4-1 - The numbers of parking provision should be updated as per our comments in the TIA report.	Please be advised that the number of parking provision remain unchanged. Please refer to **Table 4-1** of **Appendix B** for details.

(Last Updated: 24 Apr 2025)

PUBLIC COMMENTS

Summary of Public Comments Nos. 1 – 17

No.	Summary of Comments	Responses
1.	**Comments on Environmental Impacts**	
	(a) The concrete batching plant adjacent to the Application Site will induce adverse environmental impacts, including air quality and noise impacts to the living quality of the Proposed Development.	Findings from our submitted EA and AQIA have confirmed that the Proposed Scheme is environmentally acceptable in technical terms and the Proposed Development shall not be subject to environmental impacts.
	(b) There are opposing views on the air ventilation and the building height profile of surrounding developments in coastal areas of Yau Tong.	Please note that findings from our submitted technical assessments, including but not limited to TIA, EA, DSIA, AQIA, AVA, VIA confirmed that the Proposed Scheme would not generate adverse impact to the surrounding environment.
2.	**Comments on Planning Considerations**	
	(a) The proposed development should develop together with the adjacent concrete batching plant.	Noted. The Applicants support the redevelopment of the adjacent by their landowners in align with the planning intention of the "R(E)" zone.
	(b) The proposed development should adopt a stepped building height profile.	Please be advised that the Proposed Scheme has adopted a stepped BH profile descending from 100mPD (fronting Tung Yuen Street) to 80mPD (fronting the waterfront). This helps to create an interesting skyline with the Application Site while not compromising the stepped BH profile planned for the YTIA.
	(c) There are concerns on the minor relaxation of building height restriction and the proposed development may obstruct the harbour view and overall skyline from the surrounding developments in the inland areas.	Findings in our submitted VIA confirmed that the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points.
	(d) There are concerns on the proposed development partially exceeds the building height restriction of the nearby developments.	It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be relaxed to 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and indeed creating a more dynamic BH profile within the Application Site.

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No.70, No.4 Tung Yuen Street, Yau Tong, Kowloon
Responses to Comments

No.	Summary of Comments	Responses
3.	**Comments on Impacts to Surrounding Developments** (a) The stepped building profile will be affected as the building height of the inland portion of the proposed development is the same as the nearby buildings.	Please refer to response to public comment item no. 2(c).

(Last Updated: 24 Apr 2025)

ARUP

Attachment D

Further Information (3) – Response-to-Comments Table

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By Fax (2877 0245) and Email (tpbpd@pland.gov.hk)

24 June 2025

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

Your ref TPB/A/K15/132
Our ref 298523/00/MYNL/LYRC/05565

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon (Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments received from various Government departments from 30 May 2025 to 5 June 2025 on the captioned Planning Application.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) together with Updated Architectural Layout of the Proposed Scheme (**Appendix A**), Replacement Pages of Updated Supporting Planning Statement (**Appendix B**), Replacement Pages of Updated LMP Report (**Appendix C**), Replacement Pages of Updated Visual Impact Assessment (**Appendix D**), Updated Drainage & Sewerage Impact Assessment (**Appendix E**), Replacement Pages of Updated Environmental Assessment (**Appendix F**), Replacement Pages of Updated Air Quality Impact Assessment (**Appendix G**), Updated Traffic Impact Assessment (**Appendix H**) and Updated Justifications for Parking Provisions (**Appendix I**) in support of the Planning Application for your consideration.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Mr. Ryan CHAN at [redacted].

Yours faithfully,

Natalie Leung
Associate Town Planner

d [redacted]
e [redacted]

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ARUP

Our ref	298523/00/MYNL/LYRC/05565
Date	24 June 2025

Encl. - 4 copies of the Responses-to-Comments Table (**Attachment A**) and **Appendices A** to **I**

cc - DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
- DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
- Client

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No.70, No.4 Tung Yuen Street, Yau Tong, Kowloon
Responses to Comments

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2. Civil Engineering and Development Department, Civil Engineering Office, Port Works Division, District Section, dated 30 May 2025 2
3. Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 4 June 2025 2
4. Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 2 June 2025 4
5. Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 2 June 2025 5
6. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 2 June 2025 6
7. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 3 June 2025 17
8. Fire Services Department, Corporate Strategy Command, Planning and Development Division, dated 2 June 2025 25
9. Highways Department, Lighting Division, Section 2 (Kowloon, Shatin, Sai Kung, Tai Po Districts Road Lighting), dated 5 June 2025 25
10. Highways Department, Urban Region, District and Maintenance Section, Special Maintenance Section, Tunnels Section (Kowloon), District Section, dated 5 June 2025 26
11. Marine Department, Planning & Services Division, Planning, Development and Port Security Branch, Planning and Development Section (1), dated 2 June 2025 26
12. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 30 May 2025 26
13. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 5 June 2025 27
14. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 30 May 2025 28
15. Transport Department, Urban Regional Office, Traffic Engineering (Kln.) Division, Kln. District East (South) Section, dated 30 May 2025 30
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COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Buildings Department, New Buildings Division 1, Kowloon Section, dated 12 June 2025** Further Information (No. 2) submitted on 25.4.2025 Application for bonus site coverage (SC) in return for surrender of land for street widening under regulation 22(2) of the Building (Planning) Regulations (B(P)R) will be dealt with individually according to the special circumstances of each case subject to that the surrender is considered essential and acceptable to relevant government departments and the relevant criteria under PNAP APP-20 be complied with. Such application will be processed under the BO in the building plans submission stage.	Noted.
2.	**Civil Engineering and Development Department, Civil Engineering Office, Port Works Division, District Section, dated 30 May 2025** We have no objection to the planning application from marine works point of view, please remind the applicant that the proposed design and facilities should be adaptive and could be enhanced progressively to cater for the threat of coastal risk, e.g. sea level rise, the threat of storm surges associated with tropical cyclones, wave overtopping, etc. in the future.	Noted.
3.	**Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 4 June 2025** Regarding Planning Application No. A/K15/132 for Proposed Flat, Shop and Services and Eating Place Uses with Minor Relaxation of Plot Ratio and Building Height Restrictions at 4 Tung Yuen Street, Yau Tong, Kowloon. The Further Information (No. 2), including the applicant's responses to the major comments raised by Members of Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF) during the 49th KTF meeting on 14 March 2025, has been circulated to KTF	Noted.

No.	Comments	Responses
	Members for their information and submit their comments, if any, to the Town Planning Board by 30 May 2025. We have received one comment from one KTF Member, which is extracted below, which is generally in line with the discussion at the relevant KTF meeting. *"I believe that the KTF meeting reached a clear consensus that if the proposed promenade can't connect the proposed harbourfront promenade and Ko Fai Road through the DSD site, HC would not support the captioned application."*	Noted and please be advised that the Applicants would take up the construction works of the setback area fronting the Drainage Services Department (DSD)'s YTSPS (about 4.3m in width) (referred as "the Government Land" below) subject to the relevant Government departments' agreement on the draft basic terms below: 1. The Government Land shall be handed over to the Applicants free of structure, drainage system, fence wall, and any other associated facilities for the Applicants to carry out the construction works. 2. The handover of the Government Land to the Applicants shall occur on or before 18 months from the proposed date of Building Covenant to facilitate carrying out the construction works. 3. The Government Land shall be designated as a Yellow Area under the provision of the Land Grant to allow for the Applicants to carry out the construction works. 4. The Applicants will undertake only for the construction of paving blocks, barrier, handrail and similar structures of the proposed waterfront promenade on the about 4.3m-wide Government Land. 5. Upon the completion of the pavement construction at the Government Land, the area shall be handed over to LCSD upon their request and to their satisfaction. 6. All detailed technical specifications shall be provided by LandsD/ LCSD including type of paving, fence wall, railing, lighting, lux level, drainage, etc. 7. The construction of proposed waterfront promenade at the setback area of the

No.	Comments	Responses
		DSD's YTSPS will only be provided subject to premium deduction. Subject to the above, the Applicants are committed to coordinate on the design of the proposed waterfront promenade at the Application Site and the setback area fronting DSD's YTSPS to ensure a coherent and seamless public experience.
4.	**Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 2 June 2025** Please find the 1st batch of comments from ST2/DSD as follows: - 1. SIA section 3.5: Please critically review the estimated sewage flow for YTSPS. The estimated sewage flow for YTSPS is significantly deviated from the current flow of YTSPS, i.e. the average daily flow at YTSPS in Feb and Mar 2025 are 18,287 and 17,443 m3/day respectively. The 2024 daily flow data is extracted as follows: - Max Average Jan-24 19602 17973.29 Feb-24 22374 17287.45 Mar-24 21582 17264.32 Apr-24 24750 17311.8 May-24 22176 18279.87 Jun-24 21186 18202.8 Jul-24 35046 17692.26 Aug-24 24354 17711.42 Sep-24 29106 19258.8 Oct-24 24948 17596.45 Nov-24 38412 19166.4 Dec-24 23562 19154.9 2. In view of a planned enhancement in YTSPS, there would be fan noise not exceeding 70dBA at the roof level of the pump house of YTSPS. The applicant shall review whether the noise level from	With reference the information from DSD, the average daily flow at YTSPS of March 2025 is 17,443 m^3/day, and the estimated sewage generated Proposed Development is about 352 m^3/day. Therefore, the estimated sewage generated Proposed Development with average daily flow at YTSPS is 17,795 m^3/day, which the flow is occupied about 62% of the current capacity of YTSPS. It is unlikely that the YTSPS will be overloaded. Noted, the comments would be addressed in the detailed assessment through the approval condition to demonstrate that the proposed development could comply with relevant

No.	Comments	Responses
	the fan is acceptable at the noise sensitive receivers, if otherwise, shall adopt noise mitigating designs at the affected receivers.	guidelines issued by government departments.
5.	**Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 2 June 2025**	
	1. RtC Item 2 and Section 3.4.2 Table 3.1 - Please review the design flow under 2. Club House and 4. Retail;	Noted and revised in **Section 3.4.2 Table 3.1** of **Appendix E (Updated Drainage & Sewerage Impact Assessment)**.
	2. RtC Item 3, Section 3.4.2 Table 3.1, Section 3.5.1 and Appendix 3.1 Table 1 - The catchment inflow factor should be 1.1 for East Kowloon, please revise the peak flow accordingly;	Noted and revised in **Section 3.4.2 Table 3.1, Section 3.5.1 and Appendix 3.1 Table 1** of **Appendix E**.
	3. Figures 3.1 & 3.2 and Appendix 3.1 Table 3c - Please check whether "FMD4036721" should be read as "FWD4036721". In accordance with the EPD's Guidelines, the sewage flows should be estimated based on the cumulative average flows/contributing population from all the upstream catchment areas concerned. However, this methodology/approach is not adopted in your sewage flow estimation for pipe segments FWD4036721, FWD4036773 and FWD4125280. This could lead to uncertainty in the subsequent assessment, which may over-estimate or under-estimate the hydraulic impact in checking against the various upper-bound and lower-bound requirements. Please provide justifications and supporting assumptions for not using the EPD's methodology/approach in your sewage flow estimation. Please note that your proposed methodology/approach should be subject to the views and agreement of the SIG/EPD as the planning authority of sewerage infrastructure;	Regarding the pipe segments FWD4036721, FWD4036773 and FWD4125280, we assume the pipes are in full-bore flow (i.e.,100% capacitive). Based on the consultant's experience, this assumption presents the worst-case scenario and would not lead to uncertainty in the subsequent assessment (i.e. over-estimate or under-estimate the hydraulic impact). The assessment is based on the best available information to estimate the hydraulic impact. It would be more realistic and appropriate to address the above comments with latest detailed information through given approval condition in the upcoming detailed design and construction stage to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	4. Appendix 3.1 Table 3b - Please check and revise the Peak Flow (Without Swimming Pool) of Catchment B;	Noted and revised in **Appendix 3.1 Table 3b** of **Appendix E**.
	5. Appendix 3.1 Table 4a - Please verify whether the "Estimated Flow including the	Noted and revised in **Appendix 3.1 Table 4a** of **Appendix E**.

No.	Comments	Responses
	Proposed Development and Catchment Areas (L/s)" has already accounted for the upstream flows from FWD4036773 and FWD4125280; and	
	6. Please supplement your calculations in Excel format for DSD review separately.	Noted.
	Please note this is a coordinated reply of LDD and MSD of DSD. Comments on the DIA report will be provided separately.	Noted.
6.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 2 June 2025**	
	The applicant has to address all of EPD comments and demonstrate the overall environmental acceptability of the proposed development before we could lend support to the captioned application.	Noted
	EPD's comments on revised DSIA report at Appendix E	
	Specific comments	
	Section 3.2.3	
	The previous comment has not been addressed:	
	Please supplement the UFF for Job Type J11 Community, Social & Personal Services in the text for the avoidance of doubt	Noted and revised in **Section 3.2.3** of **Appendix E**.
	Section 3.2.3	
	The previous comment has not been fully addressed:	
	Typo "Private RR" is found in Section 3.2.3, please revise accordingly.	Noted and revised in **Section 3.2.3** of **Appendix E**.
	Appendix 3.1 Table 1	
	For Appendix 3.1 Table 1, please review the UFF of residential housing to be Private R-1 or Private R-2	Noted and revised in **Appendix 3.1 Table 1** of **Appendix E**.
	Section 3.4.1 Table 3.1	
	– **Part 2 Club House**	

No.	Comments	Responses
	– **Part 4 Retail** The previous comment has not been fully addressed:	
	Please supplement the design flow for commercial employee for Club House and Retail in the calculations for the avoidance of doubt.	Noted and revised in **Table 3.1** of **Appendix E**.
	Section 3.4.1 Table 3.1 – **Appendix 3.1 Table 1** – **Appendix 3.1 Table 3a** – **Appendix 3.1 Table 3b** The previous comment has not been fully addressed:	
	Please include the catchment inflow factor of East Kowloon in the calculation of peak flows	Noted and please refer to **Appendix E** for updates.
	Section 4.1.2	
	This section does not tally with Section 3.5.2 Table 3.2, please review and revise the ID of sewer segments to be upgraded.	Noted and revised in **Section 4.1.2** of **Appendix E**.
	Figure 3.1 and Figure 3.2	
	Please review and revise the ID of manhole S4	Noted and revised in **Figures 3.1 and 3.2** of **Appendix E**.
	Appendix 3.1 Table 2a	
	Given some of the invert levels in the hydraulic capacity checking are based on assumption, site surveys at the later stage to verify the invert levels and revised SIA Report should be provided accordingly	Noted and revised in **Appendix 3.1 Table 2a** of **Appendix E**.
	Appendix 3.1 Table 2a and 4	
	Please review and revise the manhole ID of sewer segment S2-S3	Noted and revised in **Appendix 3.1 Table 2a and 4** of **Appendix E**.
	Appendix 3.1 Table 3a – **Part 2 (18 Tung Yuen Street)**	

No.	Comments	Responses
	– **Part 4 (Other Proposed Residential Development ref. YTML No. 69 & YTIL No. 4RP)** – **Part 5 (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market)** – **Part 6 (Peninsula East)** – **Part 7 (Redland Concrete Limited)** The previous comment has not been fully addressed:	
	1. Please provide the breakdown of the estimation of sewage generation from the corresponding catchments.	Noted and please refer to **Appendix E** for updates.
	2. Please also delete "from EPD" for the avoidance of doubt	Noted and please refer to **Appendix E** for updates.
	– **Appendix 3.1 Table 3a, 3b and 3c** The previous comment has not been fully addressed:	
	Please indicate the sub-catchments in the layout plan for clarity	Noted and please refer to **Appendix E** for updates.
	General Comments	
	1. Please re-visit the assessment based on the above comments.	Noted.
	2. Please note that the implementation of sewerage works shall also meet the satisfaction of DSD.	Noted.
	3. Please note that EPD only provides comments on contents related to sewerage planning. For contents related to drainage impact, please seek views from DSD.	Noted.
	4. The consultant is suggested to provide softcopy of the report (in pdf) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review. {Please submit the Calculation spreadsheet (in Excel spreadsheet) to EPD	Noted.

No.	Comments	Responses
	for checking and no need to submit the spreadsheet as part of the SIA report}	
	EPD's comments on revised EA at Appendix F	
	Noise impact	
	It is expected that noise mitigation measures are available for addressing potential noise impacts (including road traffic and fixed noise) associated with the proposed development and thus we have no objection to the proposed development from noise planning point of view. Having said that, should be application be approved, the applicant is required under planning conditions to submit an updated noise impact assessment (NIA) in the detailed design for the latest development scheme to recommend noise mitigation measures to achieve full compliance with the noise criteria/requirement of the HKPSG & NCO. Please also find below our observations on the current NIA :-	Noted.
	1. Noise model : Based on Appendix 1.1, the 1st NAP has changed from 22.3m to 21.35m compared to the previous report. Please check and update noise model.	Noted. The comments would be addressed in the detailed assessment through the approval condition to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	2. s3.3.1: Please supplement TD's endorsement on traffic forecast data in Year 2047.	Noted. TD's endorsement has been attached in **Appendix 3.1** of **Appendix F (Replacement Pages of Updated Environmental Assessment)**.
	3. s4.2.2 & s4.3.1: According to Rtc (4), fixed noise sources of Ajisen Group Tower and Safer Industrial Building are out of the 300m assessment area. The mentioned buildings should be removed from s4.2.2 and s4.3.1.	Noted and updated.
	4. s4.3.1: The Hong Kong Government issued an announcement on 07/04/2025, stating that China Concrete Company Limited was closed due to illegal operations.	Noted and updated in **S4.3.1** of **Appendix F**.
	5. Table 4.2: The information from press releases by the Hong Kong Government dated 07/04/2025 mentioned that China Concrete Company Limited was closed	Noted and updated in **Table 4.2** of **Appendix F**.

No.	Comments	Responses
	down due to illegal operations. Please review if the concrete company's fixed noise sources should be removed from Table 4.2.	
	6. Table 4.5	
	– The nighttime noise criteria for F1-02, F1-03 & F1-04 were incorrectly stated.	Noted and revised in **Table 4.5** of **Appendix F**.
	– The predicted noise level for F2-02 to F2-05 & F2-07 during day & evening time should be 63 dB(A) instead of 62 dB(A). It is inconsistent with the calculation from Appendix 4.6.	Noted and revised in **Table 4.5** of **Appendix F**.
	Table 4.5 Industrial Noise Impact Assessment Results under mitigated Scenario	

NSR ID	ASR	Noise Criteria, dB(A)		Predicted Noise Level, dB(A)	
		Day & Evening, dB(A)	Nighttime, dB(A)	Day & Evening, dB(A)	Nighttime, dB(A)
F1-01	C	70	60	70	46
F1-02	C	70	68	68	41
F1-03	C	70	65	65	55
F1-04	C	70	65	65	52
F2-01	B	65	55	63	40
F2-02	B	65	55	62	40
F2-03	B	65	55	62	40
F2-04	B	65	55	62	40
F2-05	B	65	55	62	40
F2-06	B	65	55	62	40
F2-07	B	65	55	62	40

	7. Rtc (6) : Typing error: The SPL of QJ_1 should be 66.2dB(A) instead of 66.8dB(A) in Appendix 4.3.	Noted and revised in **Appendix 4.3** of **Appendix F**.
	Waste management and land contamination issues	
	(1) **Response to Comment (6) - Para. 5.4.1**	
	In addition to excavation and site formation, please clarify whether C&D materials are anticipated from site clearance, demolition of existing buildings, and superstructure works. The Consultant shall update the information accordingly to tally the content under the sub header "Key source of C&D materials."	Noted and updated in **S5.4.1** of **Appendix F**.
	(2) **Response to Comment (8) and (20)-Para. 5.4.5**	
	(a) Please revise "inert and non-insert materials" to "inert and non-inert C&D materials"	Noted and revised in **S5.4.5** of **Appendix F**.

No.	Comments	Responses
	(b) Please clarify why non-inert C&D materials are anticipated during the basement excavation.	Noted and revised in **S5.4.5** of **Appendix F**.
	(c) Considering the Project Site is situated on reclaimed land, the Consultant shall review whether land-based sediment is present. The Consultant shall review the geological profile within or close to the Project Site and the excavation requirements of this Project to determine the necessity of assessing the waste management implications arising from land-based sediment in this Study. If affirmative, please briefly elaborate on the quantity estimation, handling arrangement, disposal options, and mitigation measures to be incorporated.	Noted and please refer to **Appendix F** for updates.
	(3) **Response to Comment (6)–Para. 5.4.10**	
	Based on the estimation in Para. 5.4.5, the Consultant shall review and clarify the requirement of this Project regarding the disposal of non-inert C&D materials.	Noted and revised in **S5.4.10** of **Appendix F**.
	(4) **Response to Comment (14) – Section 5.4 (Asbestos Containing Materials)**	
	Since ACM is classified as chemical waste, please relocate them to proper locations after Paragraph 5.4.14.	Noted and relocated to **S5.4.15 to 5.4.17** of **Appendix F**.
	(5) **Para. 5.4.15**	
	To evaluate the accuracy of the quantity estimation for general refuse in Table 5.1, the Consultant shall supplement the assumption adopted, including but not limited to (i) the disposal rate and (ii) the number of workers.	Noted and updated in **S5.4.15** of **Appendix F**.
	(6) **Response to Comment (15)-Table 5.1**	
	(a) Regarding the quantity for on-site and off-site reuse of C&D materials, the Consultant is advised to discuss the portion for inert and non-inert C&D materials separately for clarity.	Noted please refer to **Table 5.2** of **Appendix F**.

No.	Comments	Responses
	(b) Please clarify why non-inert C&D materials are anticipated from basement excavation.	Please note that there would be about 1,620m^3 non-inert C&D materials generated during the basement excavation.
	(c) Please review whether land-based sediment is anticipated in the basement excavation.	Please note that there would be about 4,860m^3 land-based sediment generated during the basement excavation.
	(d) The Consultant is advised to elaborate further on the assumption adopted for GFA in the quantity estimation of C&D materials for constructing new buildings/structures.	With reference the MLP and development parameter, the total GFA of the Proposed Development is not more than 16,691.1m^2.
	(e) The previous comment has not been duly addressed. Although no information is currently available for the quantity estimation for ACM, the Consultant shall specify the nature of the concerned construction activity as well as the recommended disposal outlet.	Noted please refer to **Table 5.2** of **Appendix F**.
	(f) Should land-based sediment be anticipated, please incorporate its estimation and recommended outlet for clarity.	Noted please refer to **Table 5.2** of **Appendix F**.
	(g) For consistency, please keep in either "tonnes" or tones" in footnote (c).	Noted and updated in **Table 5.1** of **Appendix F**.
	(h) The Consultant is advised to supplement the conversion factor adopted from volume-based to weight-based units for C&D materials. Please be reminded that different conversion factors shall be adopted for inert and non-inert C&D materials.	Noted and updated in **Table 5.1** of **Appendix F**.
	(i) Please discuss and estimate the number of dump trucks for inert and non-inert C&D materials separately.	Noted and updated in **Table 5.1** of **Appendix F**.
	(7) **Response to Comment (20) - Para. 5.5.17**	
	(a) Considering that Section 5.5 is designated for discussing mitigation measures during the construction phase, the Consultant is advised to relocate the content related to land-based sediment to the proper location in Section 5.4.	Noted and updated. Please refer to **S5.4.21 to S5.4.24** of **Appendix F** for updates.

No.	Comments	Responses
	(b) Please revise "marine sediment" to "land-based sediment" to avoid confusion.	Noted and updated. Please refer to **S5.4.21 to S5.4.24** of **Appendix F** for updates.
	(c) The Consultant is advised to elaborate further on the location of the reference GI records and provide further details to evaluate its relevance.	Noted and updated. Please refer to **S5.4.21 to S5.4.24** of **Appendix F** for updates
	(d) Should relevant GI records be available, the Consultant is advised to supplement such records and provide an estimation of the quantity of land-based sediment.	Noted and updated. Please refer to **Table 5.1** of **Appendix F** for updates**.**
	(e) The Consultant shall elaborate further on the measures to be taken and the corresponding requirement for reusing excavated land-based sediment on-site.	Noted and updated. Please refer to **S5.5.17 to S5.5.26** of **Appendix F** for updates
	(8) **Response to Comment (20)–Appendix 5.1**	
	The Consultant shall supplement the locational plan to show the drillhole location and its distance from the Project Site.	Noted and updated. Please refer to **Appendix 5.1** of **Appendix F** for updates.
	(9) **Response to Comment (19)–Para. 5.6.1**	
	(a) For clarity, please revise "…residential and recreational such as…" to "…residential and recreational uses such as…" in the first sentence.	Noted and revised in **S5.6.1** of **Appendix F**.
	(b) To avoid confusion, please do not quote the disposal rate for MSW in the second sentence.	Noted and revised in **S5.6.1** of **Appendix F**.
	(c) Please revise "general waste" to "general refuse" to avoid confusion.	Noted and revised in **S5.6.1** of **Appendix F**.
	(d) The quantity estimation for the disposal of general refuse is inaccurate. Based on those anticipated from the domestic use alone (i.e., 855 x 0.89 = 761kg/day) would have exceeded the current estimation of 614kg/day. The Consultant shall carefully review and estimate the quantity of general refuse that will be generated, disposed of, and recovered daily.	Noted and revised in **S5.6.1** of **Appendix F**.
	(e) To facilitate vetting, please compile a summary table with separate columns for quantity estimation of general refuse from the domestic and C&I sectors.	Noted please refer to **Table 5.2** of **Appendix F**.

No.	Comments	Responses
	(10) **Response to Comment (21)– Para. 5.6.6**	
	Please specify the personnel responsible for collecting and disposing of chemical waste during this Project's operation phase.	Noted and revised in **S5.6.6** of **Appendix F**..
	(11) **Section 5.7**	
	The Consultant is advised to elaborate further on the type of waste to be generated from the construction and operation of the Project.	Noted and revised in **S5.7** of **Appendix F**.
	(12) **Response to Comment (22)–Table 6.1**	
	(a) Please revise the description for 1972 as follow: "The Application Site was become vacant land".	Noted and revised in **Table 6.1** of **Appendix F**.
	(b) According to the aerial photograph from 1976, there were some activities on the Project Site, with suspected construction sites for the Wah Tung Godown Building. To avoid confusion, please revise the land use and description.	Noted and revised in **Table 6.1** of **Appendix F**.
	(c) The Consultant is advised to elaborate further on the land use immediately adjacent to the Wah Tung Godown Building (i.e., the two buildings adjacent to the Project Site).	Noted and updated in **Table 6.1** of **Appendix F**.
	(13) **Response to Comment (23)–Appendix 6.1**	
	The Consultant is advised to graphically indicate the location of the Redland Concrete Batch Plant to facilitate vetting.	Noted and updated in **Appendix 6.1** of **Appendix F**.
	(14) **Response to Comment (24)–Appendix 6.2**	
	(a) The previous comment has not been duly addressed. The Consultant is advised to clarify whether a site interview with the current or previous occupier was conducted.	Questionnaire with existing Site owner is not applicable as the Existing Site owner didn't join the Site walkover.
	(b) Please further elaborate on the nature of the off-site contamination source, "Redland Concrete Ltd. Ldt." as filled in item 9 of the "Observation" table in the site walkover checklist.	The **Table 6.3 (original Table 6.2)** of **Appendix F** has been updated. Irrelated information has been deleted.

No.	Comments	Responses
	(15) **Response to Comment (23)–Para. 6.2.6**	
	(a) The last sentence is confusing. Please review and clarify why potential land contamination issues within the Project Site need to be further ascertained, considering that the ground level of the existing building has been designated as a car park, with no land contamination potential.	The sentence has been deleted.
	(b) According to Photo 6 enclosed in Appendix 6.2, a suspected chemical container is identified. The Consultant shall elaborate further on its nature and clarify whether any chemical is stored at such locations.	It is the water container for planting. No chemical is stored at the locations.
	(16) **Response to Comment (25)–Para. 6.2.7**	
	(a) According to photographic records 7 & 8 in Appendix 6.2, non-road mobile machinery and suspected containers and drums were identified from the peripheral inspection. The Consultant is advised to elaborate further on the land use and potential land contaminative activities from the concrete batching plant (CBP).	Access to the plant was not granted as it is still in operation. However, a peripheral inspection of the site revealed no signs of obvious or suspected contamination, such as oil staining, abnormal odors, or dangerous goods and chemical storage. It can be considered that the potential land contamination problem arising from the CBP is not anticipated. It is recommended that a further detailed site appraisal may be required to determine whether the site is contaminated in later stage.
	(b) Please revise the second sentence as follows: *"As the plant are is still in operation, access was not granted, a site peripheral inspection outside the plant was also conducted instead."*	Noted and updated in **S6.2.7** of **Appendix F**.
	(c) While the site was inaccessible during the site walkover, the Consultant shall clarify whether questionnaire was conducted with the occupier to acquire further information of the adjacent site to evaluate its land contamination potential to the Project Site.	It is observed that the ground floor of the CBP generally consists of the carpark for loading/ unloading activities, and the ground of the plant was fully paved in good condition. No sign of obvious / suspected contamination such as oil staining, abnormal odour, dangerous goods storage and/ or chemical storage within the area during the site inspection. Therefore, it can be considered that the potential land

No.	Comments	Responses
		contamination problem arising from the CBP is not anticipated.
	(17) **Response to Comment (26) and (27) - Appendix 6.3 and Para. 6.2.8**	
	Due to the low resolution of the layout plan extracted from BRAVO, the Consultant shall review and clarify whether there is any transformer room in the building. If affirmative, the Consultant is advised to reach out to CLP for further information on the O&M of the transformer room in question, including but not limited to (i) the nature of chemical or fuel used, (ii) spillage and leakage records, (iii) paving condition, to facilitate the vetting of its land contamination potential.	Further review of the floor plan for the Wah Tung godown confirms that there is no transformer room in the building. Therefore, potential land contamination issues are not anticipated.
	(18) **Response to Comment (29)- Appendix 6.4 and Para 6.2.10**	
	The previous comment has not been duly addressed. While the Consultant specified there are 3 CWP registrations within the Application Site, please elaborate further and compile a summary table with information including but not limited to (i) identity of the CWP, (ii) nature of business, (iii) chemical type, (iv) address, and (v) activeness/validity. For clarity, please also specify the date of inspection of the registry of chemical waste producers. It is understood that information will be supplemented once available. We reserve the right to offer further comment on their land contamination potential.	Noted and updated, the information has been summarized in **Table 6.2** of **Appendix F**.
	(19) **Response to Comment (28) and (30)– Appendix 6.4 and Table 6.2**	
	(a) The reply letter from the PlanD is incomplete. The Consultant shall carefully review and supplement the full set of relevant information to facilitate vetting the summary tabulated in Table 6.2.	Noted and updated in **Table 6.3** of **Appendix F**.
	(b) Please review whether the description of "Not in a position to provide on the land contamination issues" is consistent with the return from PlansD. If not, please update it accordingly to avoid confusion.	Noted and updated in **Table 6.3** of **Appendix F**.
	(20) **Response to Comment (32)–Para. 6.3.2**	

No.	Comments	Responses
	(a) The content in Paragraph 6.3.2 does not tally the information discussed previously in Section 6.2. The Consultant is advised to incorporate an additional sub-section to discuss and evaluate the land contamination potential of the Project Site before determining whether further site investigation will be required. Please be reminded to focus on the land contamination potential (i) at the ground level of the existing industrial building and (ii) at the CBP immediately adjacent to the Project Site.	Noted and revised in **S6.3.1** of **Appendix F**.
	(b) The Consultant shall carefully distinguish the difference between "site investigation" and site appraisal". Please be advised that site investigation covers the soil and groundwater sampling works.	Noted.
	EPD's comments on revised AQIA at Appendix G	
	To be provided.	Noted.
7.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 3 June 2025**	
	Planning Application No. A/K15/132 - Further Information (No. 2)	
	AQIA Comments	
	R-to-C	
	1. R-to-C #24 & Appendix 2.11: The road link map as provided in Appendix 2.11 should be overlayed with PATH grids. Please show the 500m assessment area and remove those catchment areas. Besides, please indicate the road links with start emission; and label Road Link No.74 in the map. Please provide the map with higher resolution.	Appendix 2.11 of **Appendix G (Replacement Pages of Updated Air Quality Impact Assessment)** is updated.
	2. R-to-C #32 & Section 2.11.8: [Ref-2] is inserted in the text but no reference is provided. Please rectify it.	It should be referred to Ref 4. Typo is revised in **S2.11.8** of **Appendix G**.

No.	Comments	Responses
	3. R-to-C #39 & Figure 2.2: The locations of A05 and A06 have not been revised in Figure 2.2.	For the point of the nearest air sensitive sues from the site to the proposed development, contour ASRs have been adopted to assess and the contour map can be referred to **Appendix 2.14** of **Appendix G**.
	4. R-to-C #40 & Figure 2.4: The name of the CBP has not been included in Figure 2.4. Please also include the locations and names of Sand Depot (YTML 25 &Ext), Architectural Salvage Store(YTML 26 &Ext) and 全記五金貿易有限公司 into the figure.	Location and name of "Redland Concrete Ltd." and "YTML 25&Ext" are included in **Figure 2.4** of **Appendix G**.
	5. R-to-C #14, #46 & #48 & Appendix 2.8 & 2.11: Please review and confirm if the trucks only transport inside the CBP at the emission source L21 (i.e. road link #74 in Appendix 2.11). Also, the haul road shown in Appendix 2.11 does not match with the road on Figure 2.4. Please review and check.	Based on on-site observation, the trucks only transport inside the CBP at the emission source L21 (i.e. road link #74 in Appendix 2.11). And road link #74 in **Appendix 2.11** of **Appendix G** has been updated to ensure the presentation consistency.
	6. R-to-C #46 & Appendix 2.11, please review and clarify if the trucks in Road ID 74 include both IN and OUT directions. If yes, the Total Vehicles(Veh/hr) should be doubled to 34 instead of 17. Besides, please provide reference for the assumption of their speed.	The trucks in Road ID 74 does not include IN and OUT directions. The Total Vehicle (Veh/hr) of 17 and average speed (km/hr) of 5 are based on on-site observation. Please refer to updated **Appendix 2.11** of **Appendix G**.
	7. R-to-C #49 & #51: Please provide relevant pages from the referenced report for reference.	Referenced report for the assumption of 22 tonnes as the average weight of vehicles in the calculation of emission factor for paved road and the locations of emission sources which are identified in **Figure 2.4** are presented in **Appendix 2.22** of **Appendix G**.
	Report	
	1. Section 2.2: Please also discuss the requirements in HKPSG and the criteria for the quantitative odour impact assessment.	**Section 2.2** of **Appendix G** is updated.
	2. Table 2.1: The column label should read "Avera**ging** Time" and "No. of exceedances allowed **per calendar year**".	**Table 2.1** of **Appendix G** is revised accordingly.
	3. Table 2.1: Please provide the full name of the pollutants similar to Table 2.3.	**Table 2.1** of **Appendix G** is revised accordingly.

No.	Comments	Responses
	4. Table 2.3: Please repeat the header row if the table splits across two pages.	**Table 2.3** of **Appendix G** is revised accordingly.
	5. Tables 2.3 & 2.4: Please bold all the values which exceed the AQOs.	**Tables 2.3 and 2.4** of **Appendix G** are revised accordingly.
	6. Table 2.5: Please ensure the nearby air sensitive uses have been identified as ASRs e.g. any air sensitive uses such as office at Redland CBP and Kwun Tong Wholesale Fish Market, etc.	Please refer to updated **Table 2.6 and Figure 2.2** of **Appendix G**.
	7. Table 2.5: Please check whether A04 should be named as "The Coast Line I".	Planned Residential Development (Application No. A/K15/122) is divided into two application sites and still under construction stage, namely The Coast Line I and The Coast Line II. For better presentation. name of "The Coast Line I and The Coast Line II" is added in to description of A04 and A20 in **Table 2.6** of **Appendix G**.
	8. Section 2.5.7: Please clarify whether regular site audit would be carried out to monitor the dust mitigation measures.	For example, regular site audit would be carried out to monitor the dust mitigation measures. Please refer to updated **S2.5.7** of **Appendix G**.
	9. Section 2.7.1: Please revise as follows:…which cannot satisfy~~ied~~ the buffer distance…	**S2.7.1** of **Appendix G** is revised accordingly.
	10. Section 2.7.5 and 2.11: Please supplement in Appendix the details of site visits, including the date, time, temperature, relative humidity, patrol route, relevant photos and odour assessment results, etc.	Please refer to updated **S2.7.2, S2.11 and Figure 2.7** of **Appendix G**.
	11. Section 2.7.10: Please specify the year of the cessation of the concrete batching plants.	The year of the cessation of the concrete batching plants is updated in **S2.7.10** of **Appendix G**.
	12. Section 2.7.11: "Annex I" should read "Annex 2" and "Technical, Management and Monitoring Requirements" should read "Best Practicable Means" in the quoted BPM.	**S2.7.11** of **Appendix G** is revised accordingly.

No.	Comments	Responses
	13. Sections 2.7.13 & 23: Please revise the discussion of "three concrete batching plants" as only one CBP is considered now.	**S2.7.13 and 2.7.24 to 2.7.26** of **Appendix G** are revised accordingly.
	14. Section 2.7.14: Please provide the source of information regarding the enclosed operation environment for sand refilling activities and sand storage area of barge.	The information of the enclosed operation environment for sand refilling activities and sand storage area of barge are based on several site visits. **S2.7.14** of **Appendix G** is revised.
	15. Section 2.7.17: Please supplement the discussion on the information and assumption for the barges serving Architectural Salvage Store and Sand Depot.	The discussion on the information and assumption for the barges serving Architectural Salvage Store Architectural Salvage Store (全記五金貿易有限公司), Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext) are included in **S2.7.24, S2.7.25 and S2.7.26** of **Appendix G** respectively.
	16. Section 2.7.17: please check and clarify why there are two sources of barge serving Architectural Salvage Store (also YTML 26 & Ext) but only one such route is presented in Figure 2.5. Besides, please clarify what the marine emission source – Kam Kee Recycle Barge is in Figure 2.5, which is not discussed in this Section.	Please note there are one source of barge serving Sand Depot (YTML 25 &Ext) (i.e. Source ID: SD01 to SD27); one source of barge serving Architectural Salvage Store (YTML 26 & Ext) (i.e. Source ID: YTB01 to YTP25); and one source of barge serving Architectural Salvage Store (全記五金貿易有限公司) (i.e. Source ID: TK01 to TK21). The discussion on the information and assumption for the barges serving Architectural Salvage Store Architectural Salvage Store (全記五金貿易有限公司) is included in **S2.7.24** of **Appendix G**.
	17. Section 2.7.22: Please clarify the number of location/unloading point for the CBP (is it three?) and the maximum number of barges in operation.	In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barge in operation at any time would be one.
	18. Section 2.7.23: Please review if the discussion here is contradicting with Section 2.7.14 regarding the enclosed sand storage area.	It is clarified that the raw materials stored on the barge was not fully enclosed on some occasions, wind erosion of raw materials may impose negative impact on the Proposed Development. Therefore, the wind erosion of raw materials from barge at the concrete batching plant is included in the assessment.

No.	Comments	Responses
		S2.7.14 of **Appendix G** is revised accordingly while the paragraph in **S2.7.23** of **Appendix G** is removed.
	19. Section 2.8.9: Please update the number of road links.	**S2.8.9** of **Appendix G** is revised accordingly.
	20. Section 2.8.10: Please be reminded to provide the endorsement of TD on the traffic data.	TD's endorsement on the traffic data is provided in **Appendix 2.11** of **Appendix G**.
	21. Section 2.11: In view of the proximity of Yau Tong Sewage Pumping Station to the proposed development, please assess its odour impact in the quantitative odour impact assessment. Otherwise, strong justifications should be provided for excluding it from the quantitative odour impact assessment.	Upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. In addition, according to the reply from EPD's regional office (see **Appendix 2.18** of **Appendix G**), there is no odour complaint in the concerned area such as Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market. Based on the latest information from DSD, enhancement work would be carried out at YTSPS and the tentative completion of the enhancement project is 2032. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical sewage pumping station subject to funding and detailed design. Correspondence with DSD is provided in Appendix 2.11. Furthermore, a separate odour impact assessment for YTSPS with proposed enhancement work would be prepared for relevant departments (EPD & DSD)' approval and the occupation date of the Proposed Development would not be earlier than the completion date of YTSPS enhancement works. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated. Please refer to updated **S2.11.3-4, S3.1.5-S3.1.6** of **Appendix G**.
	22. Section 2.11.9: Please clarify if the said improvement work should be completed more than one year before the operation of the Project as the project will commence in 2032 instead.	Based on the latest information from DSD, enhancement work would be carried out at YTSPS and the tentative completion of the enhancement project is 2032. And the occupation date of the Proposed Development would not be earlier than the

No.	Comments	Responses
		completion date of YTSPS enhancement works.
	23. Section 3: Please also discuss the results for construction phase.	Adequate dust suppression mitigation measures will be implemented during construction phase of the Project so that adverse air quality impact is not anticipated.
	24. Section 3.1.1: Please supplement a separate figure to indicate the exceedance area and its concerned levels, and state that air sensitive uses, openable windows and fresh air intakes will not be located there.	Please refer to **S3.1.3-S3.1.4 and Appendix 2.21** of **Appendix G**.
	25. Figure 2.1: Please overlay the PATH grid on this figure.	**Figure 2.1** of **Appendix G** is updated.
	Appendix 2.2	
	1. Please supplement a table showing the barge schedule.	The barge schedule is supplemented in **Appendix 2.2** of **Appendix G**.
	2. Calculations of Emission Sources with Concrete Batching Plant (CBP): Please update the description with the updated BPM in Note [2].	**Note [2]** in **Appendix 2.2** of **Appendix G** is updated.
	3. Calculations of Emission Sources with Concrete Batching Plant (CBP): There is no SP information on Redland Concrete Ltd in the referenced EIA Report. Please review and revise the reference for the operation hour in Note [4].	As stated in the referenced EIA Report (Section 3.5.2.12 in approved EIA EIA-258/2018 - Lei Yue Mun Waterfront Enhancement Project), the operation hour of a CBP, typically 07:00 – 19:00, 12 hours a day.
	Appendix 2.3	
	1. The first remark under the calculation of emission factor for wind erosion at sand dunes is not shown completely.	Noted and revised in **Appendix 2.3** of **Appendix G**.
	2. Emission Factor for Barge of Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext): The input values of Time-In-Mode for Maneuvering for YTML 26&Ext are incorrect.	Time-In-Mode for Maneuvering for YTML 26&Ext is revised. In views of the distance between the emission source and Subject Site (approx. over 320m) and the infrequent event of vessel activity for Architectural Salvage Store (YTML 26 &Ext) which assumed one barge hotelling during the operation hours (i.e. 0700-1900) in the assessment, it is assumed that the emission contribution from the vessel activity for Architectural Salvage

No.	Comments	Responses
		Store (YTML 26 &Ext) is relatively low and the impact to the result shall be minimal.
	Appendix 2.4	
	1. Calculations of Time-In-Mode (TIM) for Marine Vessels: The discussion on the average travelling speed in Note [2] for the calculations of Time-In-Mode is incomplete.	Note [2] for the calculations of Time-In-Mode is revised in **Appendix 2.4** of **Appendix G**.
	Appendix 2.7	
	1. Please present the SO2 emission factor and emission rate.	SO2 emission factor and emission rate are supplemented in **Appendix 2.7** of **Appendix G**.
	Appendix 2.8	
	1. Wind Erosion of Sand Barge – Area Source [Note 1]: There is no relevant information extracted in Appendix 2.3. Please review and revise the reference.	The relevant information are extracted and presented in **Appendix 2.22** of **Appendix G**.
	2. The assumed mean sea levels are different between wind erosion and marine emissions. Please review and ensure the consistency.	Note for mean sea level under "Wind Erosion of Sand Barge - Area Source (Source ID: SB04)" are updated in **Appendix 2.8** of **Appendix G**.
	3. Please review and revise the referenced Appendix as stated in "Operation Hours" for YTML 25&Ext, YTML 26 &Ex, 全記五金貿易有限公司, fishing vessels and planned local vessel.	The referenced Appendix as stated in "Operation Hours" for YTML 25&Ext, YTML 26 &Ex, 全記五金貿易有限公司, fishing vessels and planned local vessel are revised in **Appendix 2.8** of **Appendix G**.
	4. Input Parameters of Major Point Sources in AERMOD: Please review and revise the Note numbering.	Noted and revised in **Appendix 2.8** of **Appendix G**.
	Appendix 2.10	
	1. Please present the Met Summary of all the PATH grids inside the assessment area.	Appendix 2.10 of **Appendix G** is updated.
	Appendix 2.13	
	1. AQO for SO2 is 40ug/m3. Please update it.	**Appendix 2.13** of of **Appendix G** is revised accordingly.
	2. Some largest values are not bolded. Please rectify.	All the largest values were bolded. Hourly NO2: D08_2F

No.	Comments	Responses
		Daily NO2: D08_2F Annual NO2: D08_1F Daily RSP: D06_4F Annual FSP: D06_4F Daily FSP: D06_4F Daily FSP: D06_4F 10-min SO2: D08_2F Daily SO2: D08_2F
	Appendix 2.14	
	1. Please explain the contour line with its unit in the legend.	**Appendix 2.14** of **Appendix G** is updated.
	2. Please show the concentrations of all presented contour lines.	**Appendix 2.14** of **Appendix G** is updated.
	3. The contour maps of NO2 and SO2 show the same exceedance zone as RSP/FSP. While there is no exceedance of NO2 and SO2, the exceedance zone in these maps should be removed.	**Appendix 2.14** of **Appendix G** is updated.
	4. Please shade the exceedance zones.	**Appendix 2.14** of **Appendix G** is updated.
	5. AQO for SO2 is 40ug/m3. Please update it.	**Appendix 2.14** of **Appendix G** is updated.
	Appendix 2.15	
	1. Please present the input odour rates to AERMOD.	The input odour rates are already shown in **Appendix 2.15** of **Appendix G**.
	Appendix 2.16	
	1. The criterion for odour is not an AQO. Please revise the label at the end of the table.	**Appendix 2.16** of **Appendix G** is updated.
	2. The largest value is not bolded. Please rectify.	The largest value was bolded at D05_GF.
	Appendix 2.17	
	1. Please include the contour line with its unit in the legend.	**Appendix 2.17** of **Appendix G** is updated.
	3. Please remove the exceedance zone as there is no exceedance of odour.	**Appendix 2.17** of **Appendix G** is updated.

No.	Comments	Responses
	4. The criterion for odour is not an AQO. Please revise the title.	**Appendix 2.17** of **Appendix G** is updated.
8.	**Fire Services Department, Corporate Strategy Command, Planning and Development Division, dated 2 June 2025** Please be informed that I have no specific comment on the captioned work subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the Director of Fire Services. Detailed fire services requirements will be formulated upon receipt of formal submission of STT/STW or general building plans. Furthermore, the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department.	 Noted. Noted. Noted.
9.	**Highways Department, Lighting Division, Section 2 (Kowloon, Shatin, Sai Kung, Tai Po Districts Road Lighting), dated 5 June 2025** Please note that this office has **no objection in principle** subject to the following items from public lighting point of view: i. If amendment of any existing public lighting utilities is required, including any temporary amendments, please submit the proposal with necessary lighting simulations for our consideration. Sufficient lighting level shall be maintained during construction stage. ii. Precautionary measures shall be taken to avoid any damage to the lamp posts and public lighting installations during the course of the development. The project proponent shall be responsible for rectification of any damage of public lighting installation aroused by the works at the project proponent's own cost. iii. Lighting proposal of the surrender area which forms part of public road shall be submitted to this office for agreement	 Noted. Noted. Noted.

No.	Comments	Responses
10.	**Highways Department, Urban Region, District and Maintenance Section, Special Maintenance Section, Tunnels Section (Kowloon), District Section, dated 5 June 2025** Please confirm you will provide physical demarcation to delineate the boundary of private lot and widened public road from highway maintenance point of view.	Noted and please be confirmed that the physical demarcation of the private lot boundary and widened public road will be provided upon the completion of the Proposed Development.
11.	**Marine Department, Planning & Services Division, Planning, Development and Port Security Branch, Planning and Development Section (1), dated 2 June 2025** Please note that there is a proposed promenade near the waterfront. If the project involves marine works, kindly inform the Marine Department in advance and ensure compliance with MDN 23/2020 and relevant marine legislation.	Noted.
12.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 30 May 2025** ***Key Development Parameters*** *Flat no.* R-to-C item 10: Please clarify and rectify the estimated flat no. of OZP compliance scheme *Bonus Site Coverage (SC)* Footnote (3) of Table 4-1: 2. Please clarify and rectify the bonus SC will be claimed under B(P)R22(2) should be rounded down. *Master Layout Plan (MLP) and Sections*	 Please be advised that about 285 flats are estimated with the OZP restriction under domestic PR 5.0. With the Proposed Scheme (i.e. Proposed Minor Relaxation of PR), the Application Site will be able to provide an additional 57 flats, bringing the total number to 342 flats by 2032. Noted. The bonus SC is revised to 0.256% in **footnote [3]** of **Table 4-1** in **Appendix B (Replacement Pages of Updated Supporting Planning Statement)**.

No.	Comments	Responses
	3. Please indicate the voluntary 1.5m Wide full height setback area in the LEGEND of MLP, G/F, L1 and L2 Plans.	Noted. The area of the voluntary 1.5m wide full height setback has been added. Please refer to **Appendix A (Updated Architectural Layout of the Proposed Scheme)** for details.
	4. Please consider to indicate a dimension instead of a range of figures for the width of the surrendered setback area in MLP, Basement and Floor Plans.	Noted. The range of widths for the surrendered setback area has been replaced with a single dimension of "about 1m". Please refer to **Appendix A** for details.
	Illustration of Planning and Design Merits E-0	
	5. The LEGEND of Proposed New Trees is not clear shown in the Drawing, please rectify.	Noted and please refer to **Figure E-03** of **Appendix A** for the updated illustration of Planning and Design Merits.
	Landscape Master Plan	
	6. The Block Layout is not update as shown in the Landscape Master Plan in Appendices A and B, please rectify.	Noted and please refer to **Appendices A and C (Replacement Pages of Updated LMP Report)** for the updated **Landscape Master Plan**.
	Landscape Sections	
	7. The Block Layout is not update as shown in the Key Plan of Landscape Sections in Appendix C, please rectify.	Noted and please refer to **Appendix C** for the updated **Landscape Sections A and B**.
	Technical Assessments	
	Traffic Impact Assessment	
	Table 4.4: Estimated Trip Generations of Nearby Planned Developments	
	8. Please adopt the latest figures of the planned and committed development in Yau Tong area enclosed in your traffic consultant's email dated 28.4.2025.	Noted and the latest figures of the planned and committed developments have been adopted in **Appendix H (Replacement Pages of Updated Traffic Impact Assessment)**.
	Public comments	
	9. During the 2nd publication period from 9.5.2025 to 30.5.2025, please response to the public comments as appropriate.	Please refer to the responses to comments in below section of public comments.
13.	**Planning Department, District Planning Branch, Metro District Planning Division,**	

No.	Comments	Responses
	Kowloon District Planning Office, dated 5 June 2025 Please find the comment for your consideration: **Air Ventilation** Given the site is relatively small in scale and the frontage to the sea is only about 40m, the proposed development will **unlikely** induce significant adverse air ventilation impact to the surrounding pedestrian environment.	Noted.
14.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 30 May 2025** **Visual Impact Assessment** VP1 1. **Figure 3, photomontages (Baseline Scheme and Proposed Scheme)** – The Consultant may wish to outline the extent of the proposed development for the sake of clarity. 2. **Para. 5.1.8** – Judging from the photomontage, Peninsula East will be completely screened off by the proposed development under Application No. A/K15/130. VP2 3. **Para. 5.1.15** – As commented previously, as there is very minor additional visual obstruction to the sky view compared with the Baseline Scheme, it would be more tenable to grade the overall visual impact from "negligible" to **"negligible to slightly adverse".**	Noted and please refer to **Figure 3** of **Appendix D (Replacement Pages of Updated Visual Impact Assessment)** for details. Noted and **para 5.1.8** of **Appendix D** has been revised. Noted and please be advised that the visual permeability of the Proposed Scheme could still largely maintain when compared with the Baseline Scheme from this VP. With the planned and existing development in the YTIA, the view of Quarry Bay across Victoria Harbour still can be seen under the Proposed Scheme. Moreover, the anticipated visual blockage will be mitigated by descending from the inland portion along Tung Yuen Street (100mPD) to a residential portion fronting the Victoria Harbour (80mPD) which echoes with the stepped BH profile from the hinterland to waterfront area

No.	Comments	Responses
		in the YTIA. Thus, the overall rating for this VP shall remain as **negligible**.
	VP3	
	4. **Para. 5.1.16 (2nd line)** – Judging from the photomontage, both the Baseline and Proposed Schemes would be completely screened off and would not be visible.	Noted and **para 5.1.16** of **Appendix D** has been revised.
	VP4	
	5. Paras. 5.1.22 to 5.1.27 –	
	(a) Judging from the photomontages, it seems that the Baseline Scheme will be completely screened off by Coast Line I (i.e. approved Application No. A/K15/122) under construction and a minor topmost portion of the Proposed Scheme would be visible from VP4. Please review/update the visual analysis as appropriate.	Noted and and **para 5.1.22** of **Appendix D** has been revised.
	(b) As there is very minor additional visual obstruction to the sky view compared with the Baseline Scheme, please review if the ratings from each aspect and the overall visual impact should be graded as **"negligible to slightly adverse"** instead of "negligible".	Noted and please be advised that only a minor portion (topmost part) of the Proposed Scheme will result in a slight obstruction to the sky view when compared with the Baseline Scheme. However, the Proposed Scheme does not result in any visually intrusive buildings and is harmonically blended in with the surrounding existing and planned residential developments, respecting the gradation of BH profile descending towards the Victoria Harbour which would not induce further obstruction at this VP. Thus, the overall rating for this VP shall remain as **negligible**.
	VP5	
	6. **Paras. 5.1.32** – As there is very minor additional visual obstruction to the mountain backdrop compared with the Baseline Scheme, it would be more tenable to grade the overall visual impact from "negligible" to **"negligible to slightly adverse".**	Noted and the overall rating of this VP shall refer to **para 5.1.33** of **Appendix D**. Please be advised that the Proposed Scheme would induce only slight obstruction to the mountain backdrop when compared with the Baseline Scheme. Nonetheless, the Proposed Scheme will naturally blend into the high-rise residential developments in the middle-ground which would not obstruct the ridgeline at the back. The extent of openness of the existing sky view and the visual permeability will remain unchanged. Thus,

No.	Comments	Responses
		the overall rating for this VP shall remain as **negligible**.
	Summary of Visual Impact and Conclusion	
	7. **Table 5-3** – The ratings in the table should be revised as per the comments above.	Noted and please be advised that the Proposed Scheme at all 6 VPs are considered visually acceptable as compared with the Baseline Scheme, and in full respect to the stepped BH profile of the Yau Tong waterfront area. The ratings in **Table 5.3** of **Appendix D** shall therefore remain unchanged.
	8. **Para. 6.1.3** – As commented previously, as per the above comments, it should be revised to read as "…the Proposed Scheme will result with negligible to **negligible to slightly adverse** visual impact…".	Noted and please refer to our response above.
	9. Figure 2 – The actual building height (BH) of the development should be 95.6m instead of 95.2m.	Noted and please refer to **Figure 2** of **Appendix D** for updates.
	10. **VIA, Figures 3 to 8 (VPs1 to 6), Photomontages for Baseline and Proposed Schemes** – Please check whether BHs of the proposed developments under Applications No. A/K15/112 and A/K15/130 are 60.5mPD to 120mPD.	Noted and please refer to **Figures 3-8** of **Appendix D** for updates.
15.	**Transport Department, Urban Regional Office, Traffic Engineering (Kln.) Division, Kln. District East (South) Section, dated 30 May 2025**	
	TIA Report	
	Section 2.2.2 - Please clarify whether "Yau Tong Estate Phase 3" shall read "Lei Yue Mun Estate Phase 3".	Noted. Please refer to **Section 2.2.2** of **Appendix H**.
	Drawing nos. 3.1 & 3.4 - The width of vehicular access should not be wider than 7.3m.	Noted. The width of vehicular access is reduced to 7.3m. Please refer to latest **Drawing 3.4** of **Appendix H**.
	Section 3.2.3, Table 3.2 and Appendix I - Our comments on the justifications for parking provisions provided to the applicant on 24 April 2025 has not been addressed yet.	Noted. Please refer to **Appendix I (Updated Justifications for Parking Provisions)** for details.

No.	Comments	Responses
	(See attached file: 20250424 TD comment on parking provisions.pdf)  20250424 TD comment on parkin(	
	With reference to the current master layout plan, it is considered that more parking spaces could be allowed on the basement floors. By relocating the E&M rooms and optimising the layout design for basement and aboveground floors, provision of more parking spaces should be able to archive.	After reviewing the parking space, E&M rooms and ramps, the provision of parking spaces is maximized. A total of 66 car parking spaces can be provided in the Proposed Scheme.
	Please also supplement the written records of agreements on voluntary building setback, 5m-wide public passage and waterfront promenade.	Further to the consultation with KTF (Harbourfront Commission - Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing) on 14 Mar 2025, it is noted that the KTF appreciates the Applicants' genuine intention to provide a voluntary waterfront promenade that open for public enjoyment on a 24/7 basis, and to take up management and maintenance responsibilities. Additionally, the provision of retail activities at lower floors is also supported, as it would increase harbourfront vitality. Please find the presentation materials on the consultation with KTF and the Draft minutes of the KTF meeting in March in **Attachments A to C** of **Appendix I** for details.
	Section 5.1 and RtoC - Some of our previous comments have not been addressed yet, i.e. the on-going improvement works at J/O Cha Kwo Ling Road / Ko Chiu Road under the PWP Item No. B812CL should also be included. *(See attached file: B812CL-GZ01.pdf)*  B812CL-GZ01.pdf	Noted. The improvement works are included in the assessment. Please refer to **Section 5.1.3** of **Appendix H**.

No.	Comments	Responses
	Section 5.1.2 and RtoC - The proposed improvement works at J/O Cha Kwo Ling Road / Yau Tong Road was not included in the approved TIA report for A/K15/130 Section 16 application of the Yau Tong Bay Comprehensive Development. Please remove this improvement works from the report.	Noted. The J/O Cha Kwo Ling Road / Yau Tong Road is assessed based on current layout in **Appendix H**.
	Section 5.1.5 - Please advise the proponent of the cancellation of on-street metered parking spaces and propose relocation of the parking spaces.	Noted, the relocation of the on-street parking spaces is proposed in the TIA report. Please refer to **Section 5.1.5** of **Appendix H**.
	Section 6.1.2 - Please incorporate the population growth arising from intake from other residential developments in the vicinity in your capacity assessment.	Noted, the assessment is updated accordingly. Please refer to **Section 6.2.2** of **Appendix H**.
	Follow-up comments on Planning Statement	
	General - As there is no pedestrian assessment in the TIA report, the ODP-required setback areas at footpath, voluntary public passageway at ground floor linking to promenade are not essential nor necessary from traffic perspectives.	Noted.
	Section 4.2.3 - Please delete "safety" unless demonstrated by traffic assessments.	Noted and relevant paragraphs of **Appendix B** related to pedestrian safety have been revised.
	Table 4-1 - The numbers of parking provision should be updated as per our comments in the TIA report.	Noted and the parking provision of **Table 4-1** in **Appendix B** has been updated.

(Last Updated: 23 June 2025)

PUBLIC COMMENTS

Summary of Public Comments No. 18

No.	Summary of Comments	Responses
1.	**Comments on Planning Considerations** There are opposing views on the minor relaxation of building height and plot ratio restrictions as the proposed development will cause adverse impacts to the surroundings and views of nearby developments.	Findings in our submitted VIA confirmed that the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points. It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be relaxed to 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and thus creating a more dynamic BH profile within the Application Site.
2.	**Comments on Impacts to Surrounding Developments** There are concerns on the stepped building height profile of the proposed development which may set an undesirable precedent leading other developments to follow in the future.	Please refer to response to public comment item no. 1.

(Last Updated: 23 Jun 2025)

ARUP

Attachment E

Further Information (4) – Response-to-Comments Table

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By Fax (2877 0245) and Email (tpbpd@pland.gov.hk)
25 July 2025

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

Your ref TPB/A/K15/132
Our ref 298523/00/MYNL/LYRC/05580

Dear Sir/Madam

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon (Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments received from various Government departments between 14 and 18 July 2025 on the captioned Planning Application.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) together with Replacement Pages of Updated Environmental Assessment (**Appendix A**), Replacement Pages of Updated Drainage & Sewerage Impact Assessment (**Appendix B**), Replacement Pages of Updated Air Quality Impact Assessment (**Appendix C**), Replacement Pages of Updated LMP Report (**Appendix D**) and Replacement Pages of Updated Visual Impact Assessment (**Appendix E**) in support of the Planning Application for your consideration.

This submission only serves as technical clarifications without changing the scheme or includes any major changes in the assumptions, methodologies, findings and the proposed mitigation measures, and thus should be exempted from recounting requirement.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Mr. Ryan CHAN at [redacted].

Yours faithfully

Natalie Leung
Associate Town Planner

d [redacted]
e [redacted]

Enc – 4 copies of the Responses-to-Comments Table (Attachment A) and Appendices A to E
cc – DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
– DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
– Client

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

Comments from Related Departments — Page No.

1. Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 18 July 2025 2
2. Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 16 July 2025 2
3. Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 16 July 2025 3
4. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 15 July 2025 3
5. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 18 July 2025 7
6. Highways Department, Lighting Division, Section 2 (Kowloon, Shatin, Sai Kung, Tai Po Districts Road Lighting), dated 16 July 2025 9
7. Lands Department, Lands Administration Office, District Lands Office, Kowloon East, dated 16 July 2025 10
8. Leisure and Cultural Services Department, Administration Division, Planning Section, Planning Team 3 (Kwun Tong, Sham Shui Po, Tsuen Wan, Tuen Mun, Wong Tai Sin & Yuen Long Districts, & Cultural Projects), dated 16 July 2025 11
9. Marine Department, Planning & Services Division, Planning, Development and Port Security Branch, Planning and Development Section (1), dated 15 July 2025 12
10. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 18 July 2025 13
11. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 15 July 2025 13

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 18 July 2025**	
	The Applicant's proposal to take up the design and construction works of the setback area fronting the Drainage Services Department (DSD)'s Yau Tong Sewage Pumping Station (YTSPS) (hereafter "DSD setback area") is welcomed, considering that the aforesaid proposal could address comments raised by Members of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF) at the 49th KTF meeting on 14 March 2025, and that the aforesaid proposal is anticipated to bring about positive impacts on the provision of a connected and accessible harbourfront.	Noted.
	Noting that the response provided by your R-t-C table (item 3) appears somewhat ambiguous *(For example, the opening of the Applicants' response reads that they "would take up the construction works of the setback area…" whereas the final paragraph in the same response reads that "**the Applicants are committed to coordinate on the design of the proposed waterfront promenade**")*. As such, please confirm the applicants would take up **the design** and construction of the setback area (about 4.3m-wide setback) fronting the DSD's YTSPS for opening waterfront promenade.	Noted and please be confirmed that the Applicants are committed to take up the design and construction works of the setback area fronting the Drainage Services Department subject to the relevant Government departments' agreement on the draft basic terms via our previous submission of Further Information dated 24 Jun 2025.
	Should any comments be received from KTF Members, we will provide to you separately.	Noted.
2.	**Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 16 July 2025**	
	Please find the following comments/responses to the item 3 of the R-to-C table regarding the applicant's proposed waterfront promenade proposal and terms at DSD YTSPS (i.e. about 4.3m wide setback area):	

	1. The Applicant shall demolish the existing structures within the (approx. 4.3m-wide) set back area of the pumping station., i.e. existing boundary wall, pavement, plinth and/or curb etc. The C&D materials shall be handled by the Applicant.	Noted.
	2. The setback area can be released starting from Q3 2026 tentatively.	Noted.
	3. The Applicant shall design and construct the new boundary wall for the existing pumping station, with detailed design to be submitted for DSD's comments and approval during the design stage including submission and/or presentation to Vetting Committee on Aesthetic Design of Pumping Station Buildings (VCAB) of DSD for the approval of aesthetic design.	Noted.
3.	**Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 16 July 2025**	
	I have no comment on the subject submission from public drainage / sewerage operation and maintenance point of view but the following for your note:	Noted.
	(i) The proposed site shall tally with the approved Drainage Impact Assessment report including assumptions such as the paved/unpaved ratio and drainage connections.	Noted.
	(ii) Please be reminded that the proposed sewerage connections should be consistent with the approved Sewerage Impact Assessment report.	Noted.
4.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 15 July 2025** **<u>EPD's comments on revised EA</u>** **<u>Noise impact</u>**	

	It is noted that some noise sections of the report are missing in this report (page 1-3 to 4-1). Please check and review the report.	Please be advised that only revised pages of technical assessments will be submitted in this round of submission of Further Information. A consolidated version of the report will be issued in the next round taking into account of your further comment, if any.
	<u>Waste management and land contamination issues</u>	
	(1) **Response to Comment (2) - Para. 5.4.5**	
	(a) Please review whether the amendment below is reasonable and accurate.	
	"It is assumed that ~~all buildings~~ the building is ~~are~~ 7-story with 3m floor height.	Noted and revised in **para 5.4.5** of **Appendix A (Replacement Pages of Updated Environmental Assessment)**.
	(b) In addition to the segregation of C&D materials, the Consultant shall prioritise on-site reuse of the inert C&D materials and recycling of the non-inert portion before delivering them off the Project Site. Please update the last sentence for clarity. Alternatively, considering that the above has already been discussed in Para. 5.4.6 and Para. 5.4.7 may remove the last sentence accordingly to avoid confusion.	Noted.
	(c) The total amount of inert and non-inert C&D materials does not tally with those estimated from demolition, excavation and building construction. The Consultant shall carefully review and update as appropriate.	Noted and revised in **para 5.4.5** of **Appendix A**.
	(d) The Consultant is advised to discuss the quantity estimation of C&D materials during the site formation, which has been incorporated in Table 5.1.	Noted and revised in **para 5.4.5** of **Appendix A**.
	(2) **Response to Comment (2) - Para. 5.4.21**	
	(a) According to Appendix 1.1, the proposed basement carpark shall reach -4.60mPD. Please update the depth in the 5th sentence.	Noted and revised in **para 5.4.21** of **Appendix A**.
	(b) Please revise "land-based" to "land-based sediment" in the last sentence for clarity.	Noted and revised in **para 5.4.21** of **Appendix A**.
	(3) **Response to Comment (2) - Para. 5.4.22**	

	Please remove the duplicated "In case land-based sediment are anticipated" in the second sentence to avoid confusion.	Noted and revised in **para 5.4.22** of **Appendix A**.
	(4) **Response to Comment (2) - Para. 5.4.23**	
	Please clarify the relevance of the Study Brief of Tuen Mun South Extension (ESB-332/2020) to this Project. The Consultant shall carefully review and remove the irrelevant content accordingly to avoid confusion.	Noted and revised in **para 5.4.23** of **Appendix A**.
	(5) **Response to Comment (2) - Para. 5.4.24**	
	The Consultant shall carefully review the relevance of the approved EIA Report before making reference to their content. Since this is not an EIA submission, please review the second sentence regarding the discussion of submission requirements during the EIA Stage.	Noted and revised in **para 5.4.24** of **Appendix A**.
	(6) **Response to Comment (7) – Table 5.1**	
	(a) Footnotes (b) to (e) do not match with their corresponding indicative mark-ups, please carefully review and update as appropriate.	Noted and revised in **Table 5.1** of **Appendix A**.
	(b) Please clarify whether there would be a possible double-counting of the quantity of inert C&D materials from basement excavation. If affirmative, please incorporate a footnote to briefly discuss the assumption adopted alongside the potential existence of land-based sediment.	Noted. The assumption of the Inert C&D Materials generated from excavation may have double-counting with the land-based sediment, The actual volume is subject to the detail design stage. Footnotes have been added in **Table 5.1** of **Appendix A**.
	(c) The Consultant shall review whether the maximum number of dump trucks anticipated for the delivery of inert C&D materials shall be 26 trucks /day. If affirmative, please update footnote (b) for clarity.	Noted and revised in **Table 5.1** of **Appendix A**.
	EPD's comments on revised DSIA report	
	Reference	
	– **Section 3.2.3**	
	The previous comment has not been addressed:	

	Please review and revise the UFF for Job Type J11 Community, Social & Personal Services	Noted and revised in **Section 3.2.3** of **Appendix B (Replacement Pages of Updated Drainage & Sewerage Impact Assessment)**.
	– **Appendix 3.1 Table 3a** **Ø Part 5. (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market)**	
	The previous comment has not been fully addressed:	
	Please review and revise the commercial UFF adopted for the estimation of sewage generation	Noted and revised in **Appendix 3.1 Table 3a** of **Appendix B**.
	– **Appendix 3.1 Table 3b** **Ø Part 4. (Gloria Weaving & Knitting Factory Limited)**	
	It is noted that the estimated sewage flow is significantly reduced in this revision, please explain in detail and be reminded to highlight the revised / updated content of the SIA report in next submission to facilitate review.	Noted and revised in **Appendix 3.1 Table 3b** of **Appendix B**.
	– **Appendix 3.1 Table 3c** **Ø Catchment C** **Ø Catchment D** **Ø Catchment E**	
	With reference to the pipe materials and half-depth flow velocities, please review and revise the pipe roughness values for Pipe ID No. FWD4036724, FWD4036732, FWD4036733 and FWD4036743	Noted and revised in **Appendix 3.1 Table 3c** of **Appendix B**.
	– **General**	
	Please re-visit the assessment based on above comments	Noted.
	Please note that the implementation of sewerage works shall also meet the satisfaction of DSD	Noted.
	Given some of the invert levels in the hydraulic capacity checking are based on assumption, site surveys at the later stage to verify the invert levels and revised SIA Report should be provided accordingly	Noted.
	Please also note that this office only provides comments on contents related to sewerage	Noted.

	planning. For contents related to drainage impact, please seek views from DSD	
	The consultant is suggested to provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.	Noted.
	EPD's comments on revised AQIA	
	To be provided once available.	Noted.
5.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 18 July 2025**	
	Please find our final batch comments on the FI3 for follow up.	
	EPD's comments on revised EA (revised AQIA)	
	Previous Comments under R-to-C	
	1. #1 & Appendix 2.11: Please indicate which the road links are considered with and without start emissions respectively. Please show the Road Link No. 74. Also, the two circles about catchment area should be removed. Instead, please show the 500-m assessment area for air quality. Besides, please explain what the existing vehicular access point is and whether and how it is considered in the assessment.	Please note that start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach. The irrelevant vehicular access point is removed to avoid confusion. Please refer to updated **Appendix 2.11** of **Appendix C (Replacement Pages of Updated Air Quality Impact Assessment)**.
	2. #3 & Figure 2.2: The response is irrelevant. Figure 2.2 shows the ASR during construction phase as referred to Table 2.6. Please revise the locations of A05 & A06 to the nearest points from the proposed development.	Please refer to updated **Figure 2.2** of **Appendix C**.
	3. R-to-C #4 & Figure 2.4/2.5: As the locations and names of Architectural Salvage Store (YTML 25 &Ext) & Architectural Salvage Store (全記五金貿易有限公司) are not included in Figure 2.4, they should be	**Figure 2.4-2.5** of **Appendix C** are updated.

	included in Figure 2.5. Please review and revise the Figure accordingly.	
	4. # 5 & Appendix 2.8 & 2.11: It is noted from the street view in GoogleMap that the road section for truck transport inside the CBP covers a wider portion (including both covered and uncovered area). Also, please carefully review if the trucks would travel inside the CBP for unloading/loading operation. If so, the travelling distance should extend further inside the CBP.	Based on site observation, the trucks would travel inside the covered area (around 2.5-3m) for unloading/loading operation. However, dust control measures like frequent watering of the site and wheel-washing are observed, solid structure of the CBP also served as barrier that abates the direct spread of emission from haul road and trucks to the application site. In view of the above, the emission from truck travelling inside the CBP would be minimal. Nevertheless, in order to avoid underestimation from truck travelling inside the CBP, minor extension on the travelling distance would be updated at later stage (i.e. in approval condition of the subject planning application (AQIA)).
	5. #6 & Appendix 2.2 & 2.11: The number of trucks as assumed in these appendices are not consistent. Please review and rectify the inconsistency.	Based on on-site observations, the number of trucks within Redland Concrete Ltd Haul Road was 17, and **Appendix 2.2** of **Appendix C** is revised.
	<u>Previous Comments under Report</u>	
	6. #21 & Section 2.11.4: It is noted that the tentative completion year of the proposed enhancement works at DSD's YTSPS overlaps the anticipated completion year of the proposed development. While it is mentioned in Sections 2.11.4 and 3.1.6 of the AQIA Report that the occupation date of the Proposed Development would not be earlier than the completion date of the YTSPS enhancement works, the applicant should assess the potential odour impacts on the proposed development from the enhanced TYSPS quantitatively based on a reasonably worst-case scenario in order to identify and implement necessary odour mitigation measures before the construction of the project. The correspondence with DSD cannot be found in Appendix 2.11. Please check.	Noted. Please refer to the correspondence with DSD can be found in **Appendix 2.21** of **Appendix C**.
	7. #22 & Section 2.11.9: The response is irrelevant. This section discusses the sewage system improvement for Lei Yue Mun which	The sewage system improvement for Lei Yue Mun which was completed in Year 2023

	is said to be completed in Year 2021, instead of the YTSPS as mentioned in the R-to-C. Please carefully review and address the comment accordingly. Besides, the provided link in Ref-9 is not accessible. Please revise the link.	and the link in **Ref-9** of **Appendix C** is updated.
	8. #24 & Section 3.1.3 & Appendix 2.20: Please specify the floor levels and their heights where air sensitive uses, openable windows and fresh air intakes will not be located in both Section 3.1.3 and Appendix 2.20 and provide the contours at the proposed height for the fresh air intake if necessary.	**S3.1.3** and **Appendix 2.20** of **Appendix C** are updated.
	Previous Comments under Appendix 2.2	
	9. #2: "Annex I" should read "Annex 2" and "Technical, Management and Monitoring Requirements" should read "Best Practicable Means" in the quoted BPM. Please revise them.	**Appendix 2.2** of **Appendix C** is updated.
	Previous Comments under Appendix 2.8	
	10. #1: There is no relevant information in Appendix 2.22 regarding the parameters of wind erosion of sand barge of the CBP. Please review and revise the reference.	**Appendices 2.8** and **2.22** of **Appendix C** are updated.
	Previous Comments under Appendix 2.16	
	11. #1 & #2: Revised Appendix A2.16 is not provided in the FI.	**Appendix 2.16** of **Appendix C** is provided.
	Report	
	12. Table 2.4: Please check whether annual FSP in year 2023 exceeds AQO or not and add a foot note to clarify if necessary.	Annual FSP in year 2023 exceeds AQO, and **Table 2.4** of **Appendix C** is updated.
6.	**Highways Department, Lighting Division, Section 2 (Kowloon, Shatin, Sai Kung, Tai Po Districts Road Lighting), dated 16 July 2025**	
	Please note that this office has no objection in principle subject to the following items from public lighting point of view:	Noted.
	(i) If amendment of any existing public lighting utilities is required, including any temporary amendments, please submit the proposal with necessary lighting simulations for our	Noted.

	consideration. Sufficient lighting level shall be maintained during construction stage.	
	(ii) Precautionary measures shall be taken to avoid any damage to the lamp posts and public lighting installations during the course of the development. The project proponent shall be responsible for rectification of any damage of public lighting installation aroused by the works at the project proponent's own cost.	Noted.
	(iii) Lighting proposal of the surrender area which forms part of public road shall be submitted to this office for agreement.	Noted.
7.	**Lands Department, Lands Administration Office, District Lands Office, Kowloon East, dated 16 July 2025**	
	"(iii) The Government Land shall be designated as a Yellow Area under the provision of the Land Grant to allow for the Applicants to carry out the construction works."	Noted.
	If the planning application is approved by the Town Planning Board, the owner(s) of Yau Tong Marine Lot No. 70 is required to apply to the Lands Department (LandsD) for a lease modification to implement the proposal. The terms of the proposed modification, including but not limited to whether the mentioned Government Land would be designated as a Yellow Area or not, would be considered during the processing stage of the lease modification application. It is pre-mature at this stage to presume that the Government Land would be designated as Yellow Area under the proposed modification, not to mention that as a pre-requisite the proposal shall be subject to prior agreements from the relevant government departments and the management/ maintenance departments shall be identified for taking up the proposed waterfront promenade/ access connecting Ko Chiu Road upon completion.	
	"(v) All detailed technical specifications shall be provided by LandsD/ LCSD including type of paving, fence wall, railing, lighting, lux level, drainage, etc."	Noted.

	LandsD is neither a works department in a position, nor having the expertise to provide any technical specifications. *"(vii) The construction of proposed waterfront promenade at the setback area of the DSD's YTSPS will only be provided subject to premium deduction."* If the planning application is approved by the Town Planning Board, the owner(s) of Yau Tong Marine Lot No. 70 is required to apply to the LandsD for a lease modification to implement the proposal. The terms of the proposed modification would be considered during the processing stage of the lease modification application. However, there is no guarantee that the lease modification application will be approved. Such application, if received by LandsD, will be considered by LandsD acting in the capacity as the landlord as its sole discretion. In the event any such application is approved, it will be subject to such terms and conditions including, among others, the payment of premium and administrative fees as may be imposed by LandsD.	Noted.
8.	**Leisure and Cultural Services Department, Administration Division, Planning Section, Planning Team 3 (Kwun Tong, Sham Shui Po, Tsuen Wan, Tuen Mun, Wong Tai Sin & Yuen Long Districts, & Cultural Projects), dated 16 July 2025** Please find the following comments/responses to the item 3 of the R-to-C table regarding the applicant's proposed waterfront promenade proposal and terms at DSD YTSPS (i.e. about 4.3m wide setback area): To my understanding, the subject site lies outside the Yau Tong Bay CDA where the waterfront promenade will be surrendered to the Government for management upon completion with Recurrent Cost (RC) secured under Shadow Bid. RC is the prerequisite consideration for assuming future management and maintenance responsibilities of new leisure facilities. Without confirmation of RC, this office has reservation on assuming future management and maintenance responsibilities related to the proposed waterfront promenade.	Noted.

	Please take note to the following technical advice: The design, provision, management of the POSPD should be governed by the POSPD Design and Management Guidelines issued by Development Bureau. Nevertheless, our observation from leisure management point of view are as follows: • Despite the involvement of multiple developers for waterfront promenade in Yau Tong, the landscape design across the waterfront promenade should maintain visual and functional continuity. • For item IV of the draft terms, harmonized paving block, barrier, handrail, furniture, signage, lighting, drainage cover etc. should be provided at the 4.3 metre setback area of DSD's YTSPS to create uninterrupted pedestrian flow and cohesive promenade experience. • Clear demarcation to delineate the boundaries of responsibilities for management and maintenance between the promenade area and adjacent marine structures such as seawall, landing steps, mooring points should be established. • The project developer should adhere to statutory requirement and relevant design manuals, including but not limited to POSPD Design and Management Guidelines, Development Bureau's Technical Circulars, Practice Notes and Guidelines on Greening, Landscape and Tree Management, and Buildings Department's Barrier Free Access Design Manual.	 Noted. Noted. Noted. Noted. Noted.
9.	**Marine Department, Planning & Services Division, Planning, Development and Port Security Branch, Planning and Development Section (1), dated 15 July 2025** Marine department have no adverse comment on the application. However, as the proposed site is near the seafront, please be reminded that if marine works will be involved, the project proponent must comply with Marine Department Notice No. 23/2020. Additionally, it is important to provide detailed information regarding the	 Noted.

	marine works to the Marine Department in advance and ensure compliance with all relevant marine legislation.	
10.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 18 July 2025** The building layout illustrated in Dwg. No. A-07 (Section A-A') and Dwg. No. A-08 (Section B-B') are not tallied with Landscape Section A and Landscape Section B respectively, please clarify and rectify.	Noted and please refer to **Appendix D (Replacement Pages of Updated LMP Report)** for updates.
11.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 15 July 2025** **Detailed Comments/Observations** **VIA** VP2 1. **Para. 5.1.15** – As commented previously, although the Proposed Scheme, with the proposed stepped BH profile descending from 100mPD at its inland portion to 80mPD near the waterfront area, "remains highly compatible and integrated with the surrounding high-rise residential developments", the portion with BH of 80mPD cannot be seen from this VP, and the Proposed Scheme with a maximum BH of 100mPD will further obstruct a minor portion of the sky view compared with the Baseline Scheme with a BH of 80mPD as shown on the photomontage. In this regard, it would be more tenable to grade the overall visual impact for VP2 from "Negligible" to **"Negligible to Slightly Adverse"**. VP4 2. **Paras. 5.1.24 and 5.1.27** – As commented previously, although "the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster", the topmost part of the proposed development would be noticeable from this VP and a minor portion of the open sky view would	Noted. Despite the Proposed Scheme would obstruct views of open sky and Quarry Bay across Victoria Harbour when compared with the Baseline Scheme, please be advised that the incorporation of stepped building height (BH) profile will effectively reduce the overall visual bulk and maintain the visual character of a transition from the hinterland to waterfront area in the YTIA. The Proposed Scheme will form part of the YTIA in the background at this distant view. The view of existing developments in the YTIA remains as a significant visual component at this VP. Therefore, the overall visual impact to this VP shall consider as **negligible** with the mitigation by design measures. Noted and please refer to **para 5.1.24** and **5.1.27** of **Appendix E (Replacement Pages of Updated Visual Impact Assessment)** for updates. Please be advised that only a minor portion (topmost part) of the Proposed Scheme would impede the visual permeability to the open sky view when

	be further obstructed as shown on the photomontage. In this regard, it would be more tenable to grade the "Effects on Visual Obstruction and Visual Permeability" and overall visual impact for VP4 from "Negligible" to "**Negligible to Slightly Adverse**".	compared with the Baseline Scheme, the effects on visual obstruction and visual permeability induced by the Proposed Scheme shall consider as **negligible to slightly adverse**. Notwithstanding the above, the Proposed Scheme is harmonically blended in with surrounding existing and planned residential developments. The incorporation of stepped BH profile will effectively maintain the visual character of a transition from the hinterland to waterfront area in the YTIA, respecting the gradation of BH profile descending towards the Victoria Harbour. The Proposed Scheme will largely form part of the YTIA in the background at this distant view. The view of existing and planned residential developments in the YTIA remains as a significant visual component and the open sky view can still be preserved under the Proposed Scheme. Therefore, the overall visual impact to this VP shall consider as **negligible** with the mitigation by design measures.
	VP5	
	3. **Paras. 5.3.30 and 5.1.32** – As commented previously, although "the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster", a minor portion of the mountain backdrop would be further obstructed as shown on the photomontage. In this regard, it would be more tenable to grade the "Effects on Visual Obstruction and Visual Permeability" and overall visual impact for VP5 from "Negligible" to "**Negligible to Slightly Adverse**".	Noted and please refer to **para 5.1.30** and **5.1.33** of **Appendix E** for updates. Please be advised that the Proposed Scheme would induce only slight obstruction to the mountain backdrop which is considered minimal when compared with the Baseline Scheme, the effects on visual obstruction and visual permeability induced by the Proposed Scheme shall consider as **negligible to slightly adverse**. Despite a minor relaxation of BH under the Proposed Scheme, the Proposed Scheme will not obstruct the ridgeline at the back, resulting in no significant difference in visual obstruction. The view of existing and planned residential developments along Yau Tong waterfront and Cha Kwo Ling area remains as a significant visual component and the open sky view can still be preserved under the Proposed Scheme. Therefore, the overall visual impact to this VP shall

		consider as **negligible** with the mitigation by design measures.
	Summary of Visual Impact and Conclusion	
	4. **Table 5-3** – As commented previously, the ratings in the table should be revised as per the comments above.	Noted and please be advised that the Proposed Scheme at all 6 VPs are considered visually acceptable as compared with the Baseline Scheme. With compatible development intensity in the YTIA and incorporation of design measures, the Proposed Scheme would naturally blend in with the surrounding built environment and in full respect to the stepped BH profile of the Yau Tong waterfront area. Thus, the ratings in **Table 5-3** of **Appendix E** shall remain unchanged.
	5. **Para. 6.1.3** – As commented previously, as per the **above** comments, it should be revised to read as "…the Proposed Scheme will result with "Negligible" to "**Negligible to Slightly Adverse**" visual impact…".	Noted and please refer to our response above.

(Last Updated on 25 Jul 2025)

ARUP

Attachment F

Further Information (5) – Response-to-Comments Table

ARUP

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arup.com

By Fax (2877 0245) and Email (tpbpd@pland.gov.hk)

1 August 2025

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

Your ref TPB/A/K15/132
Our ref 298523/00/MYNL/LYRC/05581

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments from various Government departments on the captioned Planning Application received on 30 July 2025.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) together with Updated Drainage & Sewerage Impact Assessment (**Appendix A**), Replacement Page of Updated LMP Report (**Appendix B**) and Replacement Pages of Updated Visual Impact Assessment (**Appendix C**) in support of the Planning Application for your consideration.

This submission only serves as technical clarifications without changing the scheme or includes any major changes in the assumptions, methodologies, findings and the proposed mitigation measures, and thus should be exempted from recounting requirement.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Mr. Ryan CHAN at [redacted].

Yours faithfully,

Natalie Leung
Associate Town Planner

d [redacted]
e [redacted]

Encl. – 4 copies of the Responses-to-Comments Table (**Attachment A**) and **Appendices A-C**
cc – DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
– DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
– Client

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

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1. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 30 July 2025 2
2. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 30 July 2025 3
3. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 30 July 2025 3

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 30 July 2025** **EPD's comments on revised DSIA report** – Appendix 3.1 Table 3b – Appendix 3.1 Table 3c – Appendix 3.1 Table 4a – Appendix 3.1 Table 4b	
	Please review and revise the total flow at Manhole S3 (FMH4034509), including Proposed Development and other Catchments, where the full-bore flows from Catchment A as adopted in your calculation should also be included.	Noted and revised in **Appendix A (Updated Drainage & Sewerage Impact Assessment)**.
	– General	
	Please re-visit the assessment based on above comments	Noted and please be advised that the comments would be addressed at a later stage (i.e. in the approval condition of the subject planning application) to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	Please note that the implementation of sewerage works shall also meet the satisfaction of DSD	Noted and please be advised that the comments would be addressed at a later stage (i.e. in the approval condition of the subject planning application) to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	Given some of the invert levels in the hydraulic capacity checking are based on assumption, site surveys at the later stage to verify the invert levels and revised SIA Report should be provided accordingly	Noted and please be advised that the comments would be addressed at a later stage (i.e. in the approval condition of the subject planning application) to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	Please also note that this office only provides comments on contents related to sewerage planning. For contents related to drainage impact, please seek views from DSD	Noted and please be advised that the comments would be addressed at a later stage (i.e. in the approval condition of the subject planning application) to demonstrate that the proposed development could comply with

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
		relevant guidelines issued by government departments.
	Please provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.	Noted and please be advised that the comments would be addressed at a later stage (i.e. in the approval condition of the subject planning application) to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	Remaining comments will be provided once available	Noted.
2.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 30 July 2025**	
	We found that the building layout illustrated in Landscape Section B is still different with A-08 Section B-B' submitted on 24 June 2025.	Noted and please refer to **Appendix B (Replacement Page of Updated LMP Report)** for updates.
3.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 30 July 2025**	
	1. Having reviewed the subject FI submission, please be advised that our previous comments on the rating of the overall visual impact for VP2, VP4 and VP5 shall remain valid.	Noted and please refer to **Appendix C (Replacement Pages of Updated Visual Impact Assessment)** for updates.
	Detailed Comments/Observations	
	VIA	
	VP2	
	2. **Para. 5.1.15** – As commented previously, although the Proposed Scheme, with the proposed stepped BH profile descending from 100mPD at its inland portion to 80mPD near the waterfront area, "remains highly compatible and integrated with the surrounding high-rise residential developments", the portion with BH of 80mPD cannot be seen from this VP, and the Proposed Scheme with a maximum BH of 100mPD will further obstruct a minor portion	Please refer to **para 5.1.15** of **Appendix C** for updates.

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
	of the sky view compared with the Baseline Scheme with a BH of 80mPD as shown on the photomontage. In this regard, it would be more tenable to grade the overall visual impact for VP2 from "Negligible" to **"Negligible to Slightly Adverse"**.	
	VP4	
	3. **Paras. 5.1.24 and 5.1.27** – As commented previously, although "the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster", the topmost part of the proposed development would be noticeable from this VP and a minor portion of the open sky view would be further obstructed as shown on the photomontage. In this regard, it would be more tenable to grade the overall visual impact for VP4 from "Negligible" to **"Negligible to Slightly Adverse"**.	Please refer to **para 5.1.27** of **Appendix C** for updates.
	VP5	
	4. **Paras. 5.3.30 and 5.1.32** – As commented previously, although "the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster", a minor portion of the mountain backdrop would be further obstructed as shown on the photomontage. In this regard, it would be more tenable to grade the overall visual impact for VP5 from "Negligible" to **"Negligible to Slightly Adverse"**.	Please refer to **para 5.1.33** of **Appendix C** for updates.

(Last Updated on 31 Jul 2025)

ARUP

Attachment G

Further Information (6) – Response-to-Comments Table

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By Fax (2877 0245) and Email (tpbpd@pland.gov.hk)

8 August 2025

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

Your ref TPB/A/K15/132
Our ref 298523/00/WLL/MYNL/LYRC/05584

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments from Planning Department on the captioned Planning Application received on 8 August 2025.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) in support of the Planning Application for your consideration.

This submission only serves as technical clarifications without changing the scheme or includes any major changes in the assumptions, methodologies, findings and the proposed mitigation measures, and thus should be exempted from recounting requirement.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application. Should you have any queries, please contact the undersigned or our Ms. Natalie LEUNG at [redacted] or our Mr. Ryan CHAN at [redacted].

Yours faithfully,

Wai Lam LEE
Associate Director

d [redacted]
e [redacted]

Encl. - 4 copies of the Responses-to-Comments Table (**Attachment A**)
cc - DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
- DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
- Client

Arup Hong Kong Limited |
Business Registration Number: 63839783 | Registered in Hong Kong |
Registered Address: Level 5, Festival Walk, 80 Tat Chee Avenue, Kowloon Tong, Kowloon, Hong Kong

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

Comments from Related Departments **Page No.**

1. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 8 August 2025 2

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 8 August 2025** As discussed, please clarify/confirm the proposed scheme under the subject application involves:	
	a) minor relaxation of domestic plot ratio (PR) restriction from 5 to 6 for proposed domestic use, the maximum non-domestic PR of 0.9 for permitted shop and services and eating place uses and thus, the maximum total PR of the proposed scheme is 6 + 0.9 (i.e. total 6.9)	Noted and please be confirmed that the Applicants seek minor relaxation of the maximum domestic plot ratio (PR) from 5.0 to 6.0 for the proposed domestic use and the Applicants have adopted the maximum PR of 0.9 for the proposed non-domestic uses, in the form of 'Shop and Services' and 'Eating Place' uses.
	b) reasons for not utilising the maximum non-domestic PR of 1.0 as stipulated in the OZP for "R(E)" zone (e.g. site constraints, and other reasons.)	Noted and please be advised that the full non-domestic PR of 1.0 cannot be utilized due to site constraints and potential implications that could be induced at a later land premium stage.
	c) In relation to (b), the submitted technical assessments (e.g. TIA, DSIA, EA, AQIA) do not cater a scheme exceeding non-domestic PR of 0.9	Noted and please be advised that the submitted technical assessments (e.g. TIA, DSIA, EA, AQIA), are based on the Proposed Scheme (with the maximum domestic PR of 6.0 and non-domestic PR of 0.9) and do not cater a scheme with the non-domestic PR exceeding 0.9.

(Last Updated on 8 Aug 2025)

Your ref
Our ref 298523/00/WSTY/MYNL/LYRC/05456

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By Hand

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

27 December 2024

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Submission of S16 Planning Application

On behalf of the Applicant, we hereby submit the captioned S16 Planning Application. An authorization letter signed by the Applicant, a signed original copy of the Application Form, 4 copies of the Supporting Planning Statement and Documentary Proof of Land Ownership are enclosed for your kind consideration.

We sincerely seek for the favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Ms. Natalie LEUNG at [redacted] or our Mr. Ryan CHAN at [redacted].

Yours faithfully,

Theresa YEUNG
Director

Encl. - Authorization letter signed by the Applicant
- Signed original copy of the Application Form
- 4 copies of the Supporting Planning Statement
- Documentary Proof of Land Ownership

c.c. - Client

RECEIVED
27 DEC 2024
Town Planning Board

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Supporting Planning Statement

Final | November 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

Arup Hong Kong Limited
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Figures 3-4a & **b** Extracted Explanatory Statement of the Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A)

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Appendix A Architectural Layout of the Proposed Scheme
Appendix B Illustration of Planning and Design Merits
Appendix C Landscape Master Plan and Tree Treatment Proposal
Appendix D Traffic Impact Assessment
Appendix E Environmental Assessment
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Appendix I Visual Impact Assessment

Executive Summary

Pursuant to Section 16 of the Town Planning Ordinance (TPO), this Supporting Planning Statement is submitted to seek approval from the Town Planning Board (TPB) for the Proposed Flat, Shop and Services, and Eating Place with Minor Relaxation of Plat Ratio (PR) and Building Height (BH) Restrictions (Proposed Scheme) in "Residential (Group E)" ("R(E)") zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (the Application Site).

The Application Site, with an area of about 2,419m^2, is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) and conveniently located in proximity to the Yau Tong Mass Transit Railway (MTR) Station to its northeast within walkable distance. It falls within the "R(E)" zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27 with the planning intention of "*phasing out of existing industrial uses through redevelopment (or conversion) for residential use*", subject to a maximum domestic PR of 5.0, maximum non-domestic PR of 1.0 and maximum BH restriction of 80 metres above Principal Datum (mPD).

With full respect of the planning intention of the "R(E)" zone, the Applicants would like to optimise the valuable land resources at the Application Site, which is now occupied by an existing industrial building (IB) (i.e. Wah Tung Godown), to provide a residential development with retail uses as well as an additional waterfront promenade open for public enjoyment in support of the ongoing transformation of YTIA into a quality seaside residential neighbourhood.

In order to optimise the valuable land resources at the urban centre, create a vibrant waterfront promenade connecting to the adjoining site zoned "Comprehensive Development Area (1)" ("CDA(1)") and provide additional pedestrian improvement measures serving the community, this Planning Application seeks a minor relaxation of domestic PR restriction from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD.

The Proposed Scheme with additional waterfront promenade open for public enjoyment is fully justified due to the following planning and design merits:

- Realising the Planning Intention of the "R(E)" zone with Provision of an Additional Waterfront Promenade for Public Enjoyment;
- Echoing with the Government's Prevailing Policy to Secure Minimum Flat Sizes and Optimize Flat Supply at Urban Centre;
- Responding to Local Needs by Reserving Suitable Retail Floor Space for a Vibrant Living Environment;
- Fostering a Connected Waterfront Experience in Kowloon East;
- Introducing Multiple Planning and Design Merits to Enhance the Pedestrian Connectivity and Comfort;
- Respecting the Harbour Vision Statement and the Harbour Planning Principles;
- Respecting the Distinct Gradation of Building Height Profile Towards the Harbourfront and

Ensuring Compatibility with the Surrounding Context;

- Resulting in NO Adverse Impact to the Surroundings; and
- Establishing a Desirable Precedent of Residential Development with a Quality Waterfront Promenade for Public Use Aspired to Enhance Living Quality in Yau Tong.

The Applicants have demonstrated his genuine intention and commitment in taking forward the Proposed Scheme at the Application Site. In light of the planning merits and justifications put forward in this Supporting Planning Statement, we sincerely seek the favourable consideration from the TPB to give support to this well justified Section 16 Application.

行政摘要

（內文如與英文版本有任何差異，應以英文版本爲準）

本規劃申請根據《城市規劃條例》第 16 條，就位處九龍油塘東源街 4 號劃作「住宅（戊類）」地帶的用地（申請地點），提出擬議分層住宅、商店及服務行業及食肆，並略為放寬地積比率及建築物高度限制（擬議發展方案），向城市規劃委員會提出申請，並遞交本規劃綱領。

申請地點面積約為 2,419 平方米，位處於油塘工業區的西北邊緣。申請地點位置交通便利，油塘港鐵站位處其東北方，並在步行距離之內。申請地點位於茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/27（分區計劃大綱圖）的「住宅（戊類）」地帶，規劃意向主要是「*透過進行重建或改建計劃而逐步淘汰現有的工業用途，使改作住宅用途*」。此地帶准許的最高住用地積比率為 5.0 倍，最高非住用地積比率為 1.0 倍，最高建築物高度限制則為主水平基準以上 80 米。

擬議發展方案是為積極回應「住宅（戊類）」地帶的規劃意向，申請人旨在善用申請地點（現為工業大廈（華東貨倉））的珍貴土地資源，發展成具備住宅、零售餐飲以及額外海濱長廊的發展項目，以支持油塘工業區持續轉型成為優質的海濱居住社區。

為了善用位處城市中心地段的珍貴土地資源，並與毗鄰劃為「綜合發展區(1)」地帶的用地營造具活力的海濱環境，並提供額外行人改善措施以回應當區居民需要，本規劃申請擬議略為放寬最高住用地積比率限制由 5.0 倍增至 6.0 倍及建築物高度限制由主水平基準以上 80 米增至主水平基準以上 100 米。

擬議發展方案具備額外海濱長廊，將可為公眾帶來以下的規劃及設計增益：

- 實現「住宅（戊類）」地帶的規劃意向，並提供海濱長廊供公眾使用；
- 呼應政府現行政策，保證擬議分層住宅單位均達至規定的單位面積下限，並且在市中心位置增加房屋供應；
- 回應區內需求預留適當的零售樓面面積，營造具活力的生活環境；
- 提供額外海濱長廊供公眾使用，締造東九龍的連貫海濱體驗；
- 提供多項規劃及設計增益，旨在提升行人暢達度及舒適度；
- 充分尊重海港規劃原則及指引；
- 尊重區內分明層次、並向海濱方向遞減的建築物高度輪廓，確保與附近環境相協調；
- 不會對周邊帶來負面影響；及
- 成為住宅項目的良好先例，提供的海濱長廊供公眾使用以提升區內生活質素。

申請人對推進此項目，持有誠懇和積極的態度。基於本規劃綱領所闡述的規劃優點和理據，我們誠懇地希望是次規劃許可申請能獲得城規會的支持。

ARUP

1. INTRODUCTION

1.1.1 Pursuant to Section 16 of the Town Planning Ordinance (TPO), this Supporting Planning Statement is prepared and submitted to seek approval from Town Planning Board (TPB) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio (PR) and Building Height (BH) restrictions (Proposed Scheme) in the "Residential (Group E)" ("R(E)") zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (Application Site).

1.1.2 The Application Site, with an area of about 2,419m^2, is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) where the Yau Tong Mass Transit Railway (MTR) Station is at its northeast within a walkable distance. The Application Site is currently occupied by an existing Industrial Building (IB) (i.e. Wah Tong Godown).

1.1.3 The Application Site falls within "R(E)" zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP). According to the Notes of the OZP, the planning intention for "R(E)" zone is for "*phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the TPB*". As specified in the Schedule I of the "R(E)" zone in the Notes of the OZP, the proposed 'Flat', 'Shop and Services' and 'Eating Place' uses are all under Column 2 uses. Hence, a Section 16 Application is herewith submitted to seek approval from the TPB.

1.1.4 According to the OZP and Remark (1) for "R(E)" zone of the Notes, the Application Site is subject to a maximum domestic PR of 5.0 and maximum non-domestic PR of 1.0, or the PR of existing building(s); and a maximum BH of 80mPD, or the height of the existing building(s), whichever is the greater. In addition, Remark (6) for "R(E)" zone also indicated that minor relaxation of the PR/BH restrictions may be considered by the TPB based on the individual merits of a development or redevelopment proposal.

1.1.5 With a view to addressing the acute demand on territorial housing needs, the Government has paid the best of its endeavour to increase housing supply from public and private initiatives, as well as impose a minimum flat size requirement of 26m^2 (i.e. 280ft^2) for residential plots in recent land sale. In accordance with the Government's aspiration, the Applicants intend to realise the planning intention of the subject "R(E)" zone to phase out existing industrial uses through redevelopment for residential use in order to address the industrial/residential (I/R) interface problem. Despite that the Application Site does not fall within the planning briefs (PBs) for the Yau Tong Bay (YTB) and the YTIA "Comprehensive Development Area" ("CDA") zones, the Applicants have taken initiative to provide an additional waterfront promenade of not less than 15m-wide within the Application Site alongside with a 5m-wide public passageway connecting to the Tung Yuen Street, to link up with waterfront area of Lei Yue Mun, Yau Tong Bay and Kai Tak and form a continuous waterfront promenade in East Kowloon. The said waterfront promenade and 5m-wide public passageway from Tung Yuen Street will be opened for public enjoyment. Besides, opportunities are also taken to provide retail facilities and pedestrian safety/comfort improvement measures to activate local streets and enhance walkability. Therefore, this Application also seeks minor relaxation of PR and BH in

support of the various initiatives mentioned above to serve territorial housing need and for an enhanced living environment.

1.1.6 The Proposed Scheme, comprising one 22 to 28-storey residential tower with BH of 80 to 100mPD above a 2-storey podium for 'Shop and Services' and 'Eating Place' uses plus two basement levels for car parking and loading/unloading (L/UL) spaces as well as a an additional waterfront promenade of not less than 15m-wide, seeks minor relaxation of domestic PR from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD. With the fact that about one-fourth of the Application Site has been assigned for the additional waterfront promenade for public enjoyment, as well as to accommodate the provision of more residential flats (minor relaxation of domestic PR1), minor relaxation of BH (i.e. from 80mPD to 100mPD) for one of the two proposed residential bands at the inland portion of the Application Site along Tung Yuen Street will be needed. Notwithstanding this, the Proposed Scheme with two BH bands (i.e. 80mPD to 100mPD) would be compatible with the BH profile across Tung Yuen Street and respect the overall stepped BH profile concept for the YTIA. Overall speaking, approval of the Proposed Scheme would set a desirable precedent to facilitate the transformation of the YTIA into a quality seaside residential living neighbourhood.

1.1.7 This Supporting Planning Statement is to provide TPB with relevant information including Landscape Master Plan (LMP) and Tree Treatment Proposal, Traffic Impact Assessment (TIA), Drainage and Sewerage Impact Assessment (DSIA), Environmental Assessment (EA), Air Ventilation Assessment (AVA), Air Quality Impact Assessment (AQIA) and Visual Impact Assessment (VIA), which ascertain the technical feasibility of the Proposed Scheme for this Section 16 Application. It is structured as below:

- **Section 2** provides a brief description of the Application Site and its surrounding context;
- **Section 3** presents the planning context of the Application Site;
- **Section 4** details the Proposed Scheme in relation to general planning and design principles, and key development parameters;
- **Section 5** illustrates the planning justifications in support of this Planning Application; and
- **Section 6** concludes the whole Supporting Planning Statement.

1.1.8 We sincerely seek favourable consideration from the TPB to grant approval to this well justified Section 16 Application.

2. SITE CONTEXT

2.1 Location

2.1.1 The Application Site is located at No. 4 Tung Yuen Street, Yau Tong with a site area of about 2,419m^2. The Application Site situates at the northwestern fringe of YTIA and is accessible from Tung Yuen Street.

2.1.2 Please refer to **Figure 2-1** for the location of the Application Site.

2.2 Land Status

2.2.1 The Application is held under the Yau Tong Marine Lot (YTML) No. 70 and the applicants are the owners of YTML No. 70.

2.2.2 Please refer to **Figure 2-2** for the land status of the Application Site.

2.3 Existing Land Use

2.3.1 The Application Site is currently occupied by a 7-storey IB for godown use (i.e. Wah Tung Godown).

2.3.2 Please refer to **Figures 2-3** for the existing condition of the Application Site.

2.4 Surrounding Land Uses

2.4.1 With rapid transformation taking place in the YTIA over the past decade, the Application Site is currently surrounded by a cluster of existing/planned residential developments intermixed with existing industrial developments. High-dense residential developments including Peninsula East, Montego Bay, The Spectacle, Maya, Canaryside, Ocean One and One East Coast and other planned residential development can be found within the YTIA. Besides, some of the existing public housing developments within Yau Tong including Ko Chun Court, Ko Yee Estate, Yau Mei Court, Yau Tong Estate, Lei Yue Mun Estate and other planned developments can also be found on the rising topographies towards the northwest.

2.4.2 To the **immediate north** across Ko Fai Road, **further northeast** and **further north** across the open water of the YTB are mainly the vacant land with a few existing individual industrial developments within the YTB "CDA" zone. The whole YTB "CDA" site is the subject of an Approved Application No. A/K15/130 for a comprehensive development with minor relaxation of PR restriction from 4.5 to 5 (Approved YTB Development). The Approved YTB Development includes a total of 29 residential towers at T1 to T14 and T17 as well as three hotels at T15, T16 and T18 with a stepped BH profile descending from 120mPD to 60.5mPD and 72mPD at the western and northern end of the "CDA" zone respectively. Whilst the site of Wing Shan Industrial Building is the subject of a partially agreed S12A Application No. Y/K15/6 for commercial development with BH of not more than 120mPD, the site of Yau Tong Ice Plant is the Development Site of

Approved Application No. A/K15/130 (or Phase III of the whole YTB "CDA" development) for residential development with BH of 115mPD. Besides, there is a long-term planning intention from the Government for a waterfront promenade of not less than 15m-wide along YTB. The proposed waterfront promenade will connect Lei Yue Mun, Yau Tong to Cha Kwo Ling and further to the Kowloon East area.

2.4.3 To the **immediate south** is an existing CBP and a planned comprehensive residential development under Approved Application No. A/K15/122 (i.e. The Coast Line I & II under construction) (80 to 100mPD) within the waterfront portion of the "CDA(1)" site and the inland portion of the "CDA(1)" site across Tung Yuen Street. To the **further south**, the "CDA(2)" zone is currently occupied by Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market. To the **southeast** across Shung Wo Path are the planned comprehensive residential development (80mPD to 100mPD) under Approved Application No. A/K15/126 within the waterfront portion and inland portion of "CDA(3)" zone, and another planned comprehensive residential development (80mPD) under the Approved Application No. A/K15/121 within "CDA(4)" zone. To the **further southeast** bounded by Yan Yue Wai is Montego Bay (80mPD to 100mPD) within the "CDA(5)" zone. Similar to the YTB "CDA" zone, there is a long-term planning intention for a waterfront promenade of not less than 15m-wide along the YTIA as specified in the PB of the YTIA and designated in the OZP. The waterfront promenade will connect Lei Yue Mun to YTB and Cha Kwo Ling and further to the Kowloon East area. To the **further southeast** beyond Shung Shun Street are Sam Ka Tsuen Ferry Pier, Lei Yuen Mun Typhoon Shelter Breakwater Sitting Out Area and Sam Ka Tsuen Typhoon Shelter.

2.4.4 To the **immediate east** and **southeast** across Tung Yuen Street are "R(E)" zones and the inland portion of "CDA(1)", "CDA(3)" and "CDA(5)" zones with BH restriction of 100mPD. To the **further east** and **further southeast** bounded by Shung Yiu Street or across Yan Yue Wai are the other two "R(E)" zones with BH restrictions of 100mPD and 120mPD. Whilst there is an existing residential development with BH exceeding the restriction as stipulated in the OZP (i.e. Peninsula East (147mPD)), the BH bands of about 100mPD and 120mPD among the stepped BH profile descending from towards the waterfront can still be formed alongside with other planned comprehensive/residential developments to the east of Tung Yuen Street. Other than those existing/planned residential developments, some existing IBs also can be identified in these zones, including Gloria Weaving & Knitting Factory Limited to be developed as transitional housing via wholesale conversion[1].

2.4.5 To the **east** and **southeast** beyond Sze Shan Street are other "R(E)" zones with BH restrictions of 120mPD and 140mPD respectively. High-rise residential developments including Canaryside (120mPD), Ocean One (120mPD), The Spectacle (148mPD) and Maya (140mPD) can be found within the two "R(E)" zones to the east of Sze Shan Street, forming other two BH bands of about 120mPD and 140mPD among the stepped BH descending towards Yau Tong waterfront. Except those residential developments, a few Government, institution or community (G/IC) facilities including Sze Shan Street Cooked Food Market and Chung Pak Healthcare Services Complex can also be found. Sam Ka

[1] The transitional housing project 'Light Factory' for about 166 units and about 560 population at the Tung Yuen Street No.1 is estimated to be completed by Q3 2024 via wholesale conversion of the existing IB. For details, please refers to Housing Bureau's website (https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details_98.html).

Tsuen Recreation Ground zoned "Open Space" is located in between in these two "R(E)" zones.

2.4.6 To the **further east** beyond Cha Kwo Ling Road are a cluster of existing/planned public housing developments with GIC facilities, including Ko Chun Court (122mPD to 124mPD), Ko Yee Estate (65mPD to 115mPD), Yau Mei Court (150mPD to 154mPD), Yau Tong Estate (132mPD to 144mPD), Lei Yue Mun Estate Phase I to III (126mPD to 151mPD), planned Lei Yue Mun Estate Phase IV (150mPD), planning public housing development with minor relaxed BH at Pik Wan Road (185mPD approved under Application No. A/K15/123) and other planned developments. Situating at the rising topographies of Chiu Keng Wan Shan and Devil's Peak, those existing/planned public housing generally would form part of the highest BH bands of the stepped BH profile in Yau Tong area.

2.4.7 To the **west** of Application Site is the Victoria Harbour.

2.4.8 Please refer to **Figures 2-4a** and **b** for the surrounding context of the Application Site, which illustrate the rapid transformation of the YTIA to a residential neighbourhood. **Table 2-1** summarizes the details of major approved/agreed planning applications by the Town Planning Board in the surroundings of the Application Site.

Table 2-1 Major Approved / Agreed Planning Applications

Application No.	Location	Land Use Zoning(s)	Approved / Agreed Proposal	Proposed PR(s)	Proposed BH(s)
A/K15/121	Yau Tong Marine Lots 58, 59, 60, 61 and 62, and Adjoining Government Land, 18 Tung Yuen Street, Yau Tong	"CDA(4)" and area shown as 'Road'	Proposed Residential Development	Total PR of 5	80mPD
A/K15/122	5 and 8 Tung Yuen Street, Yau Tong	"CDA(1)"	Proposed Comprehensive Residential Development	Total PR of 5	80 to 100mPD
A/K15/123	Pik Wan Road Site B, Junction of Pik Wan Road and Ko Chiu Road, Yau Tong	"R(A)"	Proposed Minor Relaxation of BH Restriction for Permitted Public Housing Development	Domestic PR of 7.5	185mPD* * Minor Relaxation of BH Restriction from 150mPD to 185mPD (+23.3%)

Application No.	Location	Land Use Zoning(s)	Approved / Agreed Proposal	Proposed PR(s)	Proposed BH(s)
A/K15/126	Yau Tong Inland Lots 4 S.B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street, Yau Tong	"CDA(3)"and area shown as 'Road'	Proposed Comprehensive Residential Development (Amendments to an Approved Scheme)	Total PR of 5	80 to 100mPD
A/K15/127	8 Sze Shan Street, Yau Tong, Kowloon	"R(E)"	Proposed Residential cum Commercial Development	Domestic PR of 5 & Non-domestic PR of 6	120mPD
A/K15/129	18-20 Sze Shan Street, Yau Tong, Kowloon	"R(E)"	Proposed Minor Relaxation of Domestic and Non-domestic Plot Ratio Restriction for Flat and Permitted Shop and Services, Eating Place and Social Welfare Facility (Day Care Centre for the Elderly)	Domestic PR of 6 & Non-domestic PR of 1.301* * Minor Relaxation of Domestic PR from 5 to 6 (+20%) & Non-domestic PR from 1 to 1.301 (+30.1%).	120mPD
A/K15/130	Various Lots and Adjoining Government Land at Yau Tong Bay, Yau Tong, Kowloon	"CDA"	Proposed Comprehensive Development (including Commenced Phases I and II Developments, and Proposed Phase III and Remaining Phases Development for Residential, Hotel, Commercial, Public Utility Installation (Gas Pigging Station) and Marine Related Facility (Landing Steps)) and Minor Relaxation of Plot Ratio Restriction	Total PR of 5* * Minor Relaxation of PR from 4.5 to 5.0 (+11%)	Domestic: 72 to 120mPD Non- Domestic: 60.5 to 85mPD
Y/K15/6	Yau Tong Marine Lots 73 and 74 in Yau Tong Bay, Yau Tong, Kowloon	Rezone from "CDA" to "Commercial (1)"	Proposed Commercial Development	Non-domestic PR of 11*	120mPD

2.5 Accessibility

2.5.1 Vehicular and pedestrian access to the Application Site can be made via Tung Yuen Street, which directly connects to Ko Fai Road. Tung Yuen Street runs in a general north-south direction in the YTIA, linking up Lei Yue Mun and Yau Tong.

2.5.2 The Application Site is conveniently served by road-based and rail-based public transport services. Franchised bus and green minibus services are available in the surroundings with about 50m walking distance to the nearest stops on Shung Tak Wai. Regular public transport services to/from Lei Yue Mun, Lam Tin and Tsim Sha Tsui are available. Two Public Transport Interchanges, namely Yau Tong Public Transport Interchange under Domain Mall and Lei Yue Mun Estate Public Transport Interchange, are located at the northeast of the Application Site within about 800m walking distance. The Application Site is also located in proximity to the Yau Tong MTR Station with about 600m walking distance to the closest exit (Exit A2). In addition, ferry services to/from Sai Wan Ho and Tung Lung Chau are also available at the Sam Ka Tsuen Ferry Pier.

3. PLANNING CONTEXT

3.1 Land Use Zoning

3.1.1 The Application Sites designated as "R(E)" zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27. The Notes of the OZP states that the "R(E)" zone is "*intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to TPB*".

3.1.2 According to Schedule I of the Notes of the "R(E)" zone for open-air development or for buildings other than industrial or industrial-office building, 'Flat', 'Shop and Services' and 'Eating Place' are all Column 2 uses which may be permitted with or without conditions on application to TPB. In addition, 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements; or in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. It is also stated in Remarks (1) in the Notes that "*no new development or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 5.0 and a maximum non-domestic plot ratio of 1.0*". As stipulated in the OZP, the Application Site is subject to a maximum BH of 80mPD, or the height of the existing building, whichever is the greater.

3.1.3 Moreover, Remark (5) in the Notes states that "*where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.*"

3.1.4 Remark (6) in the Notes also states that based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR or BH restriction may be considered by the TPB on application under Section 16 of the TPO.

3.1.5 According to the Explanatory Statement (ES) of the OZP, the "R(E)" zone is "*intended to encourage the phasing out of non-conforming industrial uses and residential development may be permitted with or without conditions on application to the TPB. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential I/R interface problems*". In addition, the specific controls on PRs in the Notes, i.e. a maximum domestic PR of 5.0 and non-domestic PR of 1.0, are stipulated "*in order to restrain traffic growth which will otherwise overload the existing and planned transport network*". Meanwhile, it is also specified in the ES that "*to provide design/architectural flexibility, minor relaxation of the*

PR/BH restrictions may be considered by the TPB on application under Section 16 of the TPO. Each application will be considered on its individual merits".

3.1.6 Please refer to **Figures 3-1a** to **3-1c** and **Figures 3-2a** to **3-2b** for the respective Plan and extracts of the Notes and ES of the OZP.

3.2 Departmental Plan Footpath Requirement

3.2.1 According to the Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (ODP) No. D/K15C/1B, the boundary of the development along Tung Yuen Street is required to be set back for provision of 3.5m-wide footpath to improve pedestrian circulation of the YTIA area. Apart from respecting the ODP requirement, the Applicants are keen to explore further setback within the Application Site to provide a more comfortable pedestrian environment (with a total of 5m) with landscaping for the local community.

3.2.2 Please refer to **Figure 3-3** and **Figures 3-4a** and **3-4b** for the relevant extracts of the Plan and Explanatory Statement of the ODP.

3.3 Planning Briefs for the five "CDA" zones in the Yau Tong Industrial Area and the "CDA" zone in the Yau Tong Bay adjoining the Application Site

3.3.1 With full respect of the planning intentions of surrounding sites in the YTIA and the YTB in proximity to the Application Site, the two PBs for the sites zoned "CDA" in the YTIA and the YTB have been taken into the account during the planning and design process for the Proposed Scheme despite the fact that the Application Site fall outside these "CDA" zones.

3.3.2 The "CDA" sub-zones in the YTIA and the "CDA" zone in the YTB are both intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. These "CDA" zones are subject to maximum BHs ranging from 80mPD to 120mPD with a distinct gradation of height profile with descending BH towards the harbourfront.

3.3.3 Moreover, both PBs requires a public waterfront promenade of not less than 15m-wide along the Yau Tong waterfront, which is intended to create a continuous waterfront promenade connecting to the Kai Tak Development Area and Lei Yue Mun Village. Being also a waterfront site along the YTIA, the Applicants are intended to provide a voluntary waterfront promenade open for public enjoyment, with a width of not less than

15m-wide within the Application Site to connect to the wider waterfront framework for Kowloon East.

3.4 Pedestrian Safety and Comfort Issue along Tung Yuen Street

3.4.1 Currently, the narrow street frontage with limited landscaping resources along Tung Yuen Street has hinder pedestrian comfort and walking experience.

3.4.2 With the intention to improve pedestrian safety and comfort along Tung Yuen Street, in addition to the footpath of 3.5m-wide required under the ODP, an additional full-height setback within the Application Site (1.5m-wide) is proposed along Tung Yuen Street. This additional space will not only provide more room for pedestrians, reducing congestion, but also provide opportunities for street furniture, greenery, and amenities to create a safer, more comfortable, and aesthetically pleasing environment for pedestrians along Tung Yuen Street.

3.5 Recent Government Initiative to Improve Living Spaces in Private Residential Developments

3.5.1 On 24 February 2022, the Development Bureau (DEVB) announced that a minimum flat size requirement, i.e. saleable area of each residential unit should be less than 26m^2 (or about 280ft^2), would be applied to all to all Government land sale, railway property development projects, projects of the Urban Renewal Authority as well as lease modification/land exchange applications for other private residential development projects. The minimum flat size requirement would also apply to all new applications for the relevant private treaty grants, lease modifications or land exchanges received by the Lands Department from 25 February 2022 onwards. To respond the recent Government initiative, the Proposed Scheme will provide residential flats with a minimum flat size of not less than 26m^2 to improve the living space.

3.6 Government's Initiative to Allow Minor Relaxation of Maximum Domestic PR by 20%

3.6.1 Since the 2014 Policy Address, the Government has indicated that "*except for the north of Hong Kong Island and Kowloon Peninsula which are more densely populated, the maximum domestic PRs that can be allowed for housing sites located in the other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. In accordance with the established practice, the Government will duly consider factors such as traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the Proposed Scheme in the area concerned*" [2]. With a view to optimise the precious land resources for increasing housing supply at the Application Site where situates at Density Zone 1 in the Main Urban Area well-served by existing public transport and infrastructure, the Proposed Scheme would take into account the consideration factors listed above for examining the feasibility of applying for minor relaxation of domestic PR at the Application Site.

[2] Paragraph 1.1.3 of Chapter 2, Hong Kong Planning Standards and Guidelines

4. THE PROPOSED SCHEME – RESIDENTIAL DEVELOPMENT WITH RETAIL FACILITIES AND ADDITIONAL WATERFRONT PROMENADE FOR PUBLIC ENJOYMENT

4.1 Fostering a Quality Seaside Residential Development along the Yau Tong Harbourfront to Phase Out the Existing Industrial Uses

4.1.1 To echo with the planning intention to phase out industrial operations, the YTIA was rezoned from "Industrial" zone to other zonings for residential development in 1998, including the "R(E)" zone at Application Site. Meanwhile, the surrounding sites of the Application Site were also rezoned to "CDA" sub-zones to share the similar planning intention to facilitate comprehensive development/redevelopment for residential and/or commercial uses with the provision of waterfront promenade open space and other community and supporting facilities for phasing out existing industrial use. Since then, the transformation in the YTIA is taking shape in recent years from a traditional industrial area to a residential area.

4.1.2 Over the years, there has been an increasing territorial demand for housing supply as well as public aspiration for quality of living environment, especially in the compact urban environment. Therefore, the Applicants have genuinely put forth the vision of **Fostering a Quality Seaside Residential Development Aspired to Enhance Living Quality in Yau Tong** for the Proposed Scheme to set a desirable precedent in support of the ongoing transformation of the YTIA. The Proposed Scheme with minor relaxation of PR and BH restrictions for providing flats in decent sizes and other planning and design merits including an additional waterfront promenade and the associated public passageway, a setback for provision of footpath under ODP requirement and additional setback to improve pedestrian comfort, would not only in line with the planning intention of "R(E)" zone to phase out the existing incompatible industrial land use, but foster a quality residential development at the YTIA by providing considerable public planning gains.

4.2 General Planning and Design Principles

4.2.1 **Contributing to Additional Private Housing Supply while Enhancing Liveability** – Situating at an urban centre location conveniently served by public transport services, there is an opportunity to optimise the precious land resource at the Application Site for contributing to the housing supply at the territorial level. Meanwhile, the Proposed Scheme would fully align with the latest Government policy of minimum flat size requirement of 26m^2 to enhance liveability. Therefore, the Applicants seek minor relaxation of domestic PR from 5.0 to 6.0 to facilitate the provision of additional private housing flats (equivalent to an additional about 60 units) with enhanced living space in the proposed residential development at the Application Site.

4.2.2 **Providing an Additional Waterfront Promenade to Celebrate the Iconic Victoria Harbourfront –** the Applicants have taken initiative to provide a voluntary waterfront promenade of not less than 15m-wide within the Application Site, along a 5m-wide

covered public passageway adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors, connecting to Tung Yuen Street. The additional waterfront promenade, owned by the Applicants, will be open for public enjoyment and the Applicants would take up the responsibility for its construction, maintenance and management, ensuring it is a well-maintained and inviting space for all visitors. Upon its completion, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. The landscape design will also be coherent with the adjoining waterfront promenade for coherent walking experience along the harbourfront.

4.2.3 **Enhancing Pedestrian Connectivity, Safety and Comfort in addition to the Planned Setback –** To fully respect the ODP requirements, a full-height setback of about 5m-wide from Tung Yuen Street, of which including a footpath of 3.5m-wide under ODP requirement and an additional setback of 1.5m-wide within the Application Site, is incorporated in the Proposed Scheme to improve pedestrian circulation in the YTIA. Tree plantings will also be provided to further improve pedestrian comfort and walking experience.

4.2.4 **Respecting the Harbour Planning Principles and Guidelines and Local Expectations –** In view of the harbourfront location of the Application Site, the planning and design of the Proposed Scheme has fully respected the Vision and Mission Statements as well as the Harbour Planning Principles and Guidelines promulgated by the former Harbourfront Enhancement Committee. Besides, the Proposed Scheme with a voluntary waterfront promenade for public enjoyment would also respect the Harbour Planning Guidelines and relevant Urban Design Guidelines in Chapter 11 of HKPSG to "*bring people to the harbour and the harbour to the people*".

4.2.5 **Providing Suitable Amount of Non-domestic Floor Space for Retail Uses to Serve Surrounding Residents –** Respecting the planning intention of "R(E)" zone, the Proposed Scheme would obtain PR of 0.9 for non-domestic uses, in the form of 'Shop and Services' and 'Eating Place' uses at the lower floors of the Proposed Scheme. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade would create active frontages for a more vibrant street life and serve local essential needs.

4.2.6 **Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront –** Despite the proposed residential band in the inland portion is with a minor relaxed BH of 100mPD, the residential band fronting the Victoria Harbour would be kept at 80mPD, which is fully in line with the BH restriction on the "R(E)" zone along the waterfront. Besides, the relaxed BH for the residential band at inland portion will not exceed the BH restriction (i.e.100mPD) across Tung Yuen Street. The stepped BH profile for the Proposed Scheme will maintain the distinct gradation of height profile with descending BH towards the harbourfront, while at the same time accommodate additional flat supply and the additional waterfront promenade, resulting in a win-win scenario.

4.2.7 Please refer to the architectural layout of the Proposed Scheme in **Appendix A**, as well as the summary of planning and design merits of the Proposed Scheme in **Appendix B**.

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	-
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691.1m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177.1m^2 [2]	-
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.082 [3] (to be included in Domestic PR) (Not more than 198m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	Total area of not less than 855m^2, which includes a voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20%	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	63 (incl. 2 accessible car parking spaces)	
- Residential	N/A	50	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	4	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.082 (equivalent to a GFA of not more than 198m^2) will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

4.4 Building Design Concept

Stepped Building Height Design that is Compatible with the Building Height Profile of Surroundings

4.4.1 With a view that about one-fourth of the site area (i.e. about 608m^2) has been designated for the waterfront promenade open for public enjoyment, there are limited room within the Application Site to accommodate the optimised residential floor space and retail uses within the BH restriction of 80mPD stipulated on the "R(E)" zone.

4.4.2 To respect the stepped BH profile in the Yau Tong area, a stepped BH design with two BH bands descending towards the harbourfront are proposed for the Proposed Scheme. In the current architectural design, most of the Proposed Scheme still complies with the BH restriction of 80mPD while only one residential band in the inland portion of the Application Site is with BH of 100mPD, which is not higher than the BH restriction of adjacent developments across Tung Yuen Street, ensuring compatibility.

Compliance with Relevant Provisions of Sustainable Building Design Guidelines (SBDG)

4.4.3 The building design of the Proposed Scheme complies the SBDG as stipulated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-152) issued by the Buildings Department.

Building Separation

4.4.4 The Application Site is less than 20,000m^2 in area with continuous projected façade of less than 60m. Therefore, the requirement on building separation is not applicable.

Building Setback

4.4.5 Since Tung Yuen Street is wider than 15m, no further setback from the street is required under the SBDG requirement. Notwithstanding this, a full-height setback of 5m-wide is proposed from Tung Yuen Street road kerb for provision of the 3.5m-wide footpath under ODP requirement and a further full-height setback of 1.5m-wide abutting the building façade. Tree planting is also proposed at the northwestern end of the proposed setback.

Greenery

4.4.6 Since the area of the Application Site is more than 1,000m^2 and less than 20,000m^2, the minimum site coverage of greenery of 20% of the site area, i.e. not less than 484m^2 to be provided in accordance to PNAP APP-152.

4.5 Landscape Design

Design Objective

4.5.1 The primary landscape objectives of the Proposed Scheme are:

To generate suitable massing, composition and arrangement of development that initiates renovation process with the surrounding context;

- To integrate the Proposed Development with the waterfront and waterfront promenade;
- To provide linkage and connections from Tung Yuen Street to the waterfront promenade;
- To provide a quality and sustainable living environment for future occupants; and
- To maximise greening opportunities and create a high-quality environment for the residents and the public.

Landscape Design Concept

4.5.2 The landscape framework of the Proposed Scheme is summarised as follow:

- **Waterfront Promenade of not less than 15m-wide** – The design of the waterfront promenade is intended to encourage social interaction and harbour-viewing, as well as linking up Tung Yuen Street to the waterfront via a Public Passage on G/F level. The design of the waterfront promenade will make reference to the "CDA(1)" zone waterfront promenade for compatibility in a broader context.
- **Design of the Waterfront Promenade within the Application Site** – Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscape. Colour paving and patterns will be used to delineate the waterfront promenade and adjacent Proposed Development to create an inviting environment upon which pedestrians will feel safe and comfortable. Seating benches, wooden deck and ornamental planting will be provided for public enjoyment.
- **Streetscape along the Tung Yuen Street** – Paving pattern facing Tung Yuen Street will be matching with the Footpath outside the Lot to create a smooth transition. A canopy tree facing Tung Yuen Steet will be provided at the entrance ramp to basement carpark as streetscape enhancement.
- **Podium Landscape** – The open space within Proposed Development is featured by a dynamic landscape area at podium level to create a relaxed and informal outdoor space for enjoyment of future users. Viewing deck, swimming pool, outdoor lounge area will be provided for relaxation and leisure.
- **Amenity planting** – A combination of trees and shrub planting will be provided throughout the development. The planting incorporates a varied planting palette to yield changing variety and seasonal interest.
- **Peripheral Planting** – In order to minimise the visual impact to the surrounding, shrubs are planted as much as possible along the northern boundary to soften the building façade.

Provision of Open Space

4.5.3 Not less than 855m^2 open space will be provided within the Application Site, which fulfil the requirement of 1m^2/person according to the Hong Kong Planning Standards and Guidelines.

Tree Treatment Proposal

4.5.4 According to the recent site survey, 7 nos. of existing trees are identified within the Application Site. Among them, *Ficus microcarpa* is the dominant species (28%). Other species include *Morus alba*, *Pachira aquatica*, *Dimocarpus longan*, *Ficus subpisocarpa* and *Leucaena leucocephala*.

4.5.5 All **7** nos. of existing trees are in 'fair' to 'poor' health condition and form, and are growing in constrained environment with unrecoverable health and structural problem. Since they are in direct conflict with the Proposed Development, all trees are proposed to be *Felled*. To replenish the loss of greenery, 7 nos. new trees of higher aesthetic and ecological value will be planted.

4.5.6 No endangered tree species under the listing in 'Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)' was identified in the tree survey. Additionally, no 'Champion' trees observed within the Site or its periphery.

4.5.7 Please refer to Landscape Master Plan and Tree Treatment Proposal in **Appendix C** for details.

4.6 Traffic and Transport Arrangement

Vehicular Access and Connectivity

4.6.1 Vehicular Access to the Proposed Scheme is provided at Tung Yuen Street, which is a major road connecting to Ko Fai Road at its western end and to Shung Shun Street at its eastern end. Both of which are well-connected to Cha Kwo Ling Road and Ko Chiu Road, providing external linkage to Eastern Harbour Crossing, Tseung Kwan O – Lam Tin Tunnel, Kwun Tong Bypass and Kwun Tong Road.

4.6.2 Cha Kwo Ling Road is the main transport corridor of Yau Tong area to provide internal linkage to Yau Tong as well as external linkage to Eastern Harbour Crossing, Tseung Kwan O-Lam Tin Tunnel, Kwun Tong Bypass and Kwun Tong Road.

Pedestrian Circulation

4.6.3 The Proposed Scheme with planned setback for provision of footpath is well-connected to the surrounding via existing and planned pedestrian connections. Future residents and other pedestrian can reach the proposed residential development via various pedestrian

connections, including residential lobby at the frontage of Tung Yuen Street, the public passageway connecting Tung Yuen Street and the waterfront promenade.

4.6.4 The proposed 5m-wide covered public passageway adjoining retail shops on both sides will enhance the connectivity, vibrancy and create a more welcoming environment for all visitors from Tung Yuen Street to bring pedestrians to the waterfront promenade at our Application Site.

Internal Transport Facilities

4.6.5 Provisions of internal transport facilities, including carparking spaces, L/UL bays etc., for the Proposed Scheme are provided in accordance with the relevant requirements stipulated in the HKPSG. The internal transport facilities are linked up by the vehicular access by internal driveway. Carparking spaces are located at the two basement floors and L/UL spaces are located at ground floor.

4.6.6 Please refer to the Traffic Impact Assessment in **Appendix D** for details.

5. PLANNING JUSTIFICATIONS

5.1 Realising the Planning Intention of the "R(E)" zone with Provision of an Additional Waterfront Promenade for Public Enjoyment

5.1.1 While the Application Site was rezoned from "Industrial" to "R(E)" zone in 1998, it is currently occupied by an IB for godown use. No previous application has been submitted since then. Meanwhile, the YTIA has undergone a rapid transformation from an industrial area to a residential area in the past two decades, with numerous planned and completed comprehensive/residential developments adjoining the Application Site.

5.1.2 With the proactive response from the Applicants to optimise the valuable land resources at the Application Site for a seaside residential development with retail facilities and a additional waterfront promenade, the Proposed Scheme with minor relaxation of PR and BH fully aligns with the planning intention of "R(E)" as set out in the OZP. While the Proposed Scheme will phase out the existing industrial uses at the Application Site, it will also support for the ongoing transformation of the YTIA into a liveable residential area. Together with other approved applications with minor relaxation of PR in the surroundings as mentioned in **Section 2.4**, the Proposed Scheme can further provide additional flat units in the YTIA. Besides, an additional waterfront promenade open for public enjoyment, which is not required within the "R(E)" zone, is proposed within the Application Site to achieve wider public benefit. The resultant minor relaxation of BH is only for one residential band in the inland portion of the Application Site, which will not jeopardise the overall stepped BH profile concept in the YTIA area.

5.1.3 In summary, the Proposed Scheme with minor relaxation of PR and BH restrictions, which is fully in line with the planning intention of the "R(E)" zone, is to facilitate the achievement of greater planning benefits and provide further effort to enhance liveability and quality of residential neighbourhood in view of the latest needs at territorial and local level.

5.2 Echoing with the Government's Prevailing Policy to Secure Minimum Flat Sizes and Optimise Flat Supply at Urban Centre

5.2.1 To echo with the minimum flat size requirement in residential developments announced by DEVB in February 2022 as mentioned in **Section 3.5**, the Proposed Scheme (with average flat size of about 43m^2) would secure all residential flats to be equal or not less than 26m^2 to realise the policy intention of enhancing living space and responding to the society's aspirations.

5.2.2 Considering the recent policy initiative, the Applicants seek to optimise number of flats for the enhancements in both quality (larger living space) and quantity (more flat provision) for the housing supply at the urban centre. The Proposed Scheme with minor relaxation of domestic PR from 5.0 to 6.0 has complied with all the consideration factors listed in Chapter 2 of the HKPSG, including traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the proposed development in the area concerned, when seeking a minor relaxation of domestic

PR from 5 to 6 in this Planning Application. The Proposed Scheme will be able to provide an additional about 60 units, with a total of 342 flats with a decent living space by 2032.

5.3 Responding to Local Needs by Reserving Suitable Retail Floor Space for a Vibrant Living Environment

5.3.1 With respect to the non-domestic PR of 1.0 under the "R(E)", the Proposed Scheme would obtain PR of 0.9 for non-domestic floor space on G/F and L1/F serving as retail uses, including 'Shop and Services' and 'Eating Place' along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade to serve the local neighbourhood.

5.3.2 Along the Tung Yuen Street frontage, a full-height setback of about 5m-wide is proposed for provision of a 3.5m-wide footpath under ODP requirement and a full-height setback of about 1.5m-wide adjoining the planned footpath. It is anticipated that the provision of retail shop frontage at street level with widened footpath and tree plantings along Tung Yuen Street would not only enhance the current street environment, but also activate the street life and support the need of local neighbourhood.

5.3.3 On the other hand, 5m-wide covered public passageway adjoining retail shops on both sides along the waterfront promenade would contribute to creating an attractive and welcoming waterfront environment for public enjoyment. The retail shop frontage with a panoramic view towards the Victoria Harbour would further promote the vibrancy of waterfront activities.

5.4 Fostering a Connected Waterfront Experience in Kowloon East

5.4.1 To celebrate the iconic Victoria Harbour with the public, the Applicants have taken initiative to provide a voluntary waterfront promenade, which will be owned by the Applicants, of not less than 15m-wide along the western fringe of the Application Site for public access and enjoyment. The Applicants are committed to take up the construction as well as the management and maintenance responsibility of the waterfront promenade within the Application Site. Taken into consideration of the approved residential development in the adjacent "CDA(1)" zone (i.e. The Coast Line I under construction), the Harbour Planning Principles & Guidelines and local expectations, a mixture of soft and hard landscapes will be adopted to create a pleasant waterfront promenade for various recreation activities.

5.4.2 Besides, a 5m-wide public passageway is proposed along the northern boundary of the Application Site to connect the footpath along Tung Yuen Street to the waterfront promenade. Future users, including residents of the Proposed Scheme as well as visitors from other parts of Hong Kong, can reach the waterfront of YTIA directly from Tung Yuen Steet (one of the main streets in the YTIA) via the proposed public passageway.

5.4.3 While a total area of 608m^2 will be used for provision of the open-air waterfront promenade for public enjoyment, only about 3/4 of the Application Site is remained for the Proposed Scheme. As a result, the Applicants seek minor relaxation of BH from

80mPD to 100mPD (for one residential band in the inland portion only) to accommodate the domestic and non-domestic PR put forward in the Proposed Scheme.

5.4.4 With the "incremental approach" adopted by the Government in recent years to expedite the connection of different parts of the waterfront in Hong Kong including Kowloon East, approval of the Proposed Scheme will set a desirable precedent encouraging private-sector's contribution to collaboratively realise public aspiration for a connected waterfront which is proven to be viable and technically feasible.

5.5 Introducing Multiple Planning and Design Merits to Enhance the Pedestrian Connectivity and Comfort

5.5.1 The Proposed Scheme would introduce multiple planning and design merits to benefit the pedestrian environment in terms of connectivity, comfort and safety.

5.5.2 To improve pedestrian circulation, a full-height setback of about 5m-wide from Tung Yuen Street, of which including for the 3.5m-wide footpath under ODP requirement and the further setback of 1.5m-wide, is proposed to improve pedestrian connectivity and provide a buffer zone between pedestrians and vehicular traffic. A new tree is proposed at northwestern part of the Application Site to improve the pedestrian comfort and walking experience on Tung Yuen Street. For details, please refers to the Illustrations in **Appendix B**.

5.5.3 Besides, along adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors. Active retail shop frontages will be provided under a 5m-wide covered public passageway along the waterfront promenade. The shop frontages not only improve the pedestrian interest and street vibrancy of the area, but also provide the needed retail services to the residents at the Application Site and the adjacent area. For details, please refers to the Illustrations in **Appendix B**.

5.6 Respecting the Harbour Vision Statement and the Harbour Planning Principles

5.6.1 Full respect had also been made to the Harbour Vision Statement and the Harbour Planning Principles promulgated by the Harbourfront Commission, which aims to "*provide a quality harbourfront through innovative building design and a variety of recreational activities, to enhance the waterfront as a unique attractive, to enhance the scenic views and maintain visual access to the harbourfront, and to bring the people to the Harbour and the Harbour to the people*" etc.

5.6.2 The Proposed Scheme includes the provision of an additional waterfront promenade of not less than 15m-wide for public enjoyment, to expediate the provision of a vibrant and connected waterfront promenade to the wider area and to improve the physical linkage and connectivity with the rest of Kowloon East.

5.6.3 To bring people to the Harbour and the Harbour to the people, the Proposed Scheme introduces a 5m wide public passageway within the Application Site that improves the at-grade pedestrian connectivity to the YTIA waterfront. Together with the pedestrian improvement measure as mentioned in **Section 5.5**, the new pedestrian linkage encourages the public to visit and connect with the Victoria Harbour in a convenient manner and serve

as an additional visual access to the waterfront from Tung Yuen Street. The Applicants are also committed to take up the construction, management and maintenance responsibility of the waterfront promenade and the associated public passageway within the Application Site.

5.6.4 The Proposed Scheme incorporates sensitive design and disposition of residential bands to avoid a monotonous harbourfront image. The stepped BH design with the proposed waterfront promenade would also provide a more interesting skyline along the YTIA waterfront area. (Please refer to **Appendix B** on the illustration on the additional waterfront promenade). To reduce the building bulk of the development, car parking spaces are proposed at two basement levels to avoid bulky podium structure along the waterfront. With the Proposed Scheme respecting the overall stepped BH profile of the YTIA, the Application Site will create a more distinctive harbourfront image at the Eastern Gateway of Hong Kong.

5.7 Respecting the Distinct Gradation of Building Height Profile Towards the Harbourfront and Ensuring Compatibility with the Surrounding Context

5.7.1 Based on the discussion above, minor relaxation of BH is considered necessary to accommodate the additional flat units and provide the voluntary waterfront promenade for public enjoyment. Yet, the Applicants have paid due consideration on optimising the architectural design to ensure the Proposed Scheme is compatible with the surrounding context.

5.7.2 To create an interesting skyline at the Application Site, a stepped BH profile with two bands of BH for one residential bulk is proposed for the Proposed Scheme. A stepped BH profile, consisting of one residential band with 100mPD at inland portion along Tung Yuen Street and one residential band with 80mPD towards the Victoria Harbour, is proposed, resulting in a more interesting skyline in the YTIA. Efforts are also in place to minimise overall BH of the Proposed Scheme. For instance, all car parking spaces are proposed at the two basements levels and reasonable typical floor-to-floor height has been adopted (i.e. an average of about 3.15m for residential floors) without jeopardising quality of living for future residents. The Proposed Scheme with BHs of 80 to 100mPD will be in line with the BH restriction of 100mPD along other side of Tung Yuen Street, and hence the overall pattern of stepped BH at YTIA will be maintained.

5.7.3 Moreover, a Visual Impact Assessment (**Appendix I**) covering 6 viewing points, including a strategic viewing point at Quarry Bay Park, concluded that the Proposed Scheme is fully compatible with the context of YTIA and the stepped BH profile of YTIA will not be contravened with the minor relaxation of the BH under this Planning Application.

5.8 Resulting in NO Adverse Impact to the Surroundings

5.8.1 Various technical assessments including Landscape Master Plan (LMP) and Tree Treatment Proposal (**Appendix C**), Traffic Impact Assessment (TIA) (**Appendix D**), Environmental Assessment (EA) (**Appendix E**), Drainage and Sewerage Impact Assessment (DSIA) (**Appendix F**), Air Quality Impact Assessment (AQIA) (**Appendix G**), Air Ventilation Assessment (AVA) (**Appendix H**) and Visual Impact Assessment

(VIA) (**Appendix I**), have been conducted to assess the technical feasibility of the Proposed Scheme.

5.8.2 Findings of the technical assessment have confirmed that the Proposed Scheme is technically feasible and will not generate adverse impacts to the surrounding area.

5.9 Establishing a Desirable Precedent of Residential Development with Quality Waterfront Promenade Aspired to Enhance Living Quality in Yau Tong

5.9.1 This Planning Application is seeking for a minor relaxation of domestic PR restriction from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD for a residential development with a quality waterfront promenade, retail facilities with pedestrian improvement measures along the waterfront of YTIA.

5.9.2 The Proposed Scheme is in line with the planning intention of the "R(E)" zone, echoes with the Government's prevailing policy to secure minimum flat sizes and increase flat supply, as well as responds to local needs by reserving suitable retail floor space for a vibrant living environment. To realise the minor relaxation of PR for additional about 60 flat units at the urban centre, about one-fourth of the site area (i.e. about 608m^2) has been designated for a voluntary waterfront promenade of 15m-wide for public enjoyment, as well as various measures to enhance pedestrian connectivity/comfort, a minor relaxation of BH from 80mPD to 100mPD is therefore required. The minor relaxation of BH is confirmed creating no adverse visual impact to the surroundings and the overall stepped BH profile of YTIA will be respected. Overall speaking, the Proposed Scheme put forward in this Planning Application is confirmed technically feasible and will not generate unacceptable impacts to the surrounding areas.

5.9.3 Therefore, approval of the Proposed Scheme will set a desirable precedent for establishing a seaside residential development aspired to enhance living quality in YTIA. Meanwhile, the approval of the minor relaxation of domestic PR and BH restrictions would also mobilise private initiatives in contributing additional housing supply, creating a continuous waterfront environment in Kowloon East, and fully optimising the use of valuable land resources at an urban centre location, resulting in a win-win situation to society.

6. CONCLUSION

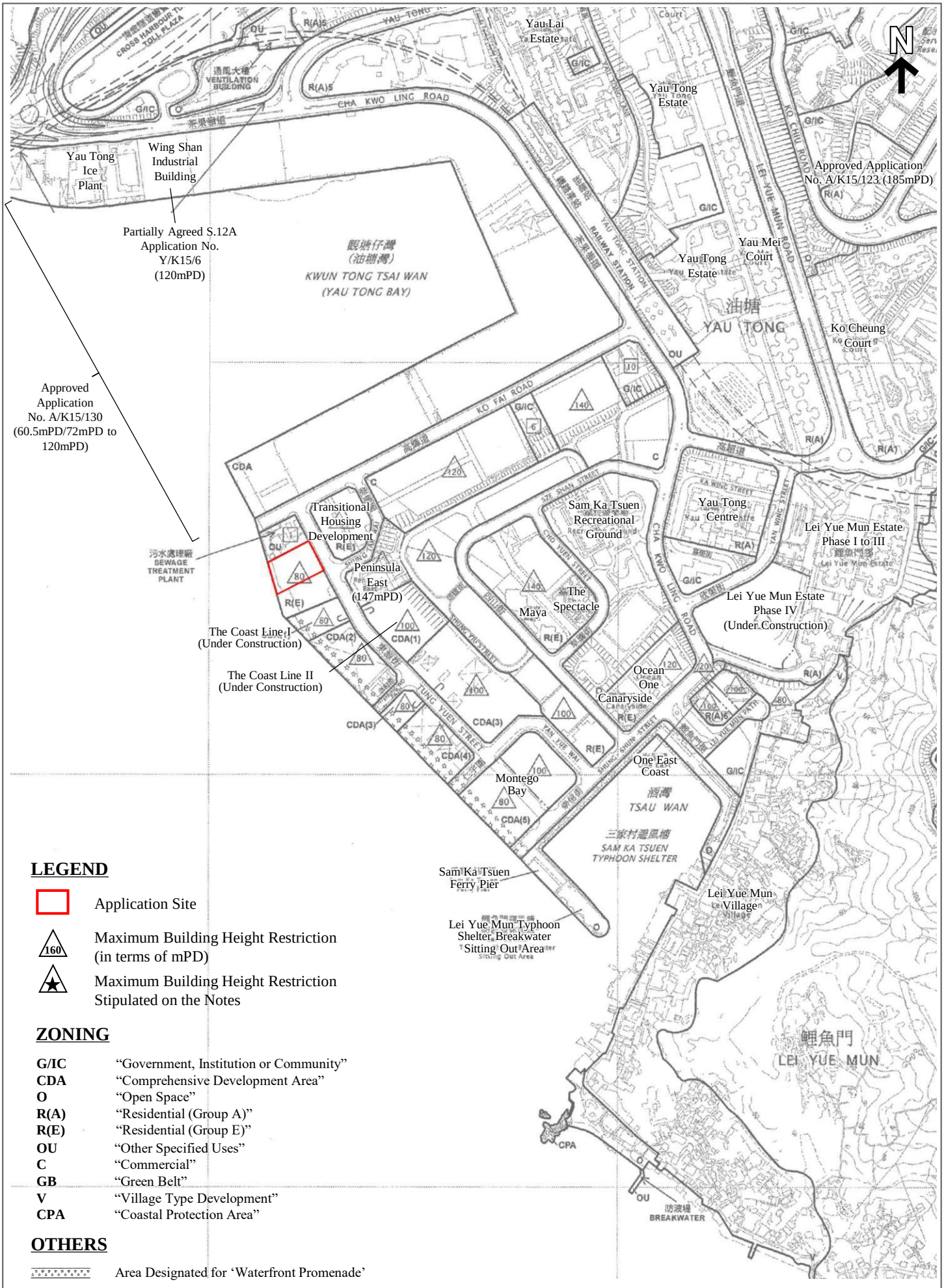
6.1.1 This Supporting Planning Statement is submitted under Section 16 of the TPO to seek approval for Proposed 'Flat', 'Shop and Services' and 'Eating Place' with Minor Relaxation of PR and BH Restrictions in the "R(E)" zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon.

6.1.2 The proposed minor relaxation of PR and BH restrictions at the Application Site is fully justified for the following reasons. Whilst the Proposed Scheme is realising the planning intention of the "R(E)" zone, the Applicants have endeavoured to echo with the Government's Prevailing Policy to optimise flat supply with a decent living space at the urban centre. The Proposed Scheme also responds to the local needs by reserving suitable retail floor space for a vibrant living environment and foster a connected waterfront experience in Kowloon East, by providing a voluntary 15m-wide waterfront promenade open for public use. With multiple planning and design merits for enhancing the pedestrian connectivity and comfort specific to the context of YTIA is proposed, the Proposed Scheme also fully respect the Harbour Vision Statement and the Harbour Planning Principles. Careful consideration has been given to the architectural design of the Proposed Scheme to ensure overall compatibility of the building profile of the YTIA, resulting no adverse impacts to the surrounding areas.

6.1.3 Various technical assessments, including LMP & Tree Treatment Proposal, TIA, EA, DSIA, AQIA, AVA and VIA, have demonstrated that the Proposed Scheme would not generate adverse impacts to the surroundings. Therefore, approval of this application would also establish a desirable precedent of residential development with quality waterfront promenade aspired to enhance living quality in YTIA.

6.1.4 Taken into consideration the planning merits and justifications put forward in this Supporting Planning Statement, we sincerely seek for the favourable consideration from the TPB to give support to this well-justified Application.

Figures



LEGEND

- Application Site
- 160 — Maximum Building Height Restriction (in terms of mPD)
- ★ — Maximum Building Height Restriction Stipulated on the Notes

ZONING

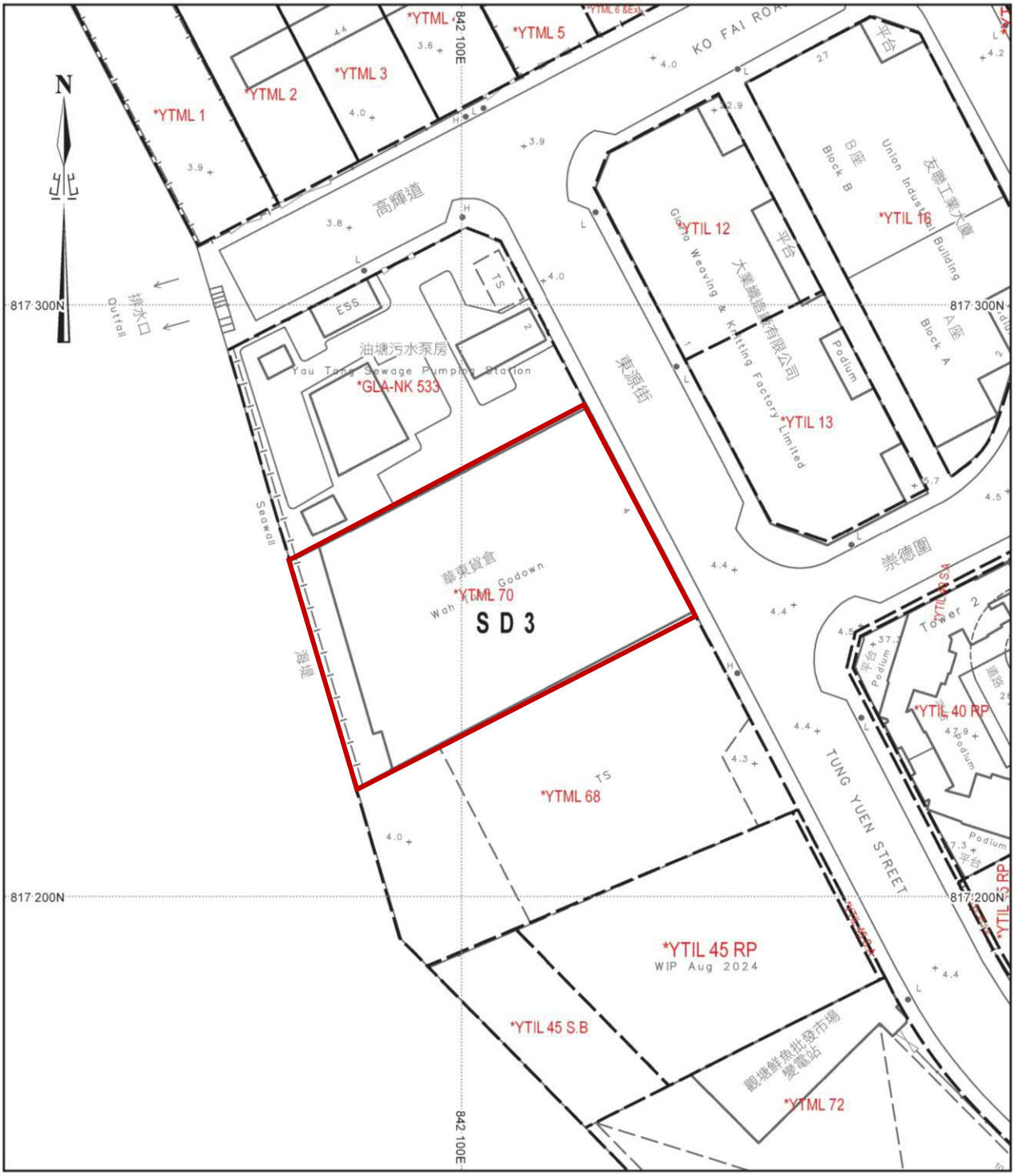
G/IC	"Government, Institution or Community"
CDA	"Comprehensive Development Area"
O	"Open Space"
R(A)	"Residential (Group A)"
R(E)	"Residential (Group E)"
OU	"Other Specified Uses"
C	"Commercial"
GB	"Green Belt"
V	"Village Type Development"
CPA	"Coastal Protection Area"

OTHERS

Area Designated for 'Waterfront Promenade'

Figure No.	*Scale*	*Figure Title*	
2-1	1:6,000		**Location Plan**
ARUP	*Date* November 2024	*Source*	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

地段索引圖 LOT INDEX PLAN



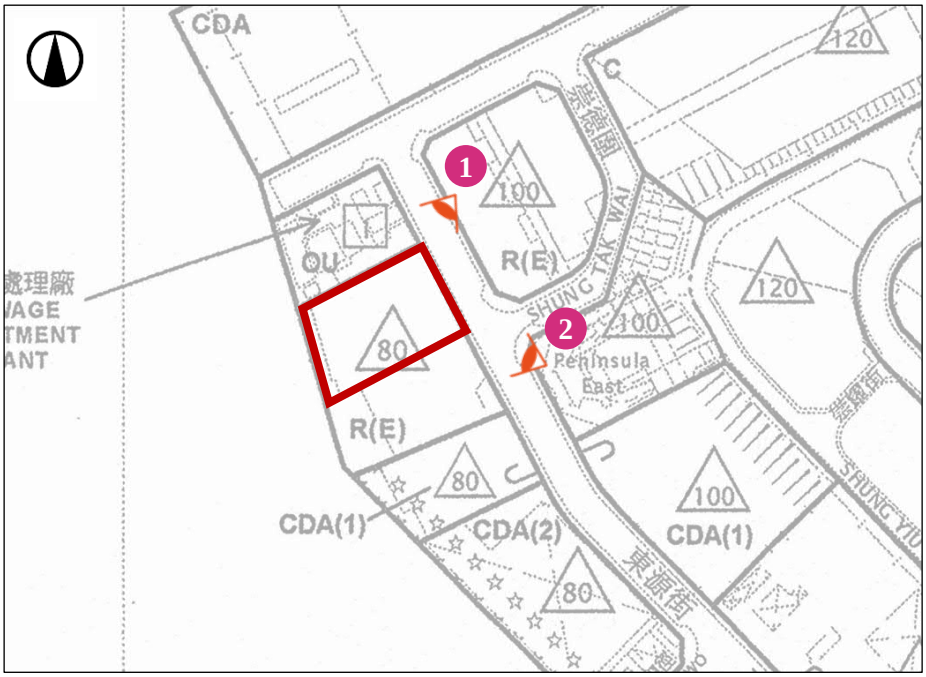
LEGEND

Application Site

比例尺 SCALE 1 : 1 000

米 metres 10 0 10 20 30 40 50 米 metres

Figure No.	Scale	Figure Title	
2-2	-		**Lot Status Plan**
ARUP	Date: November 2024	Source:	Adapted from Lot Index Plan No. ags_S00000135391_0001



Key Plan

LEGEND

Application Site

1 Viewing Points



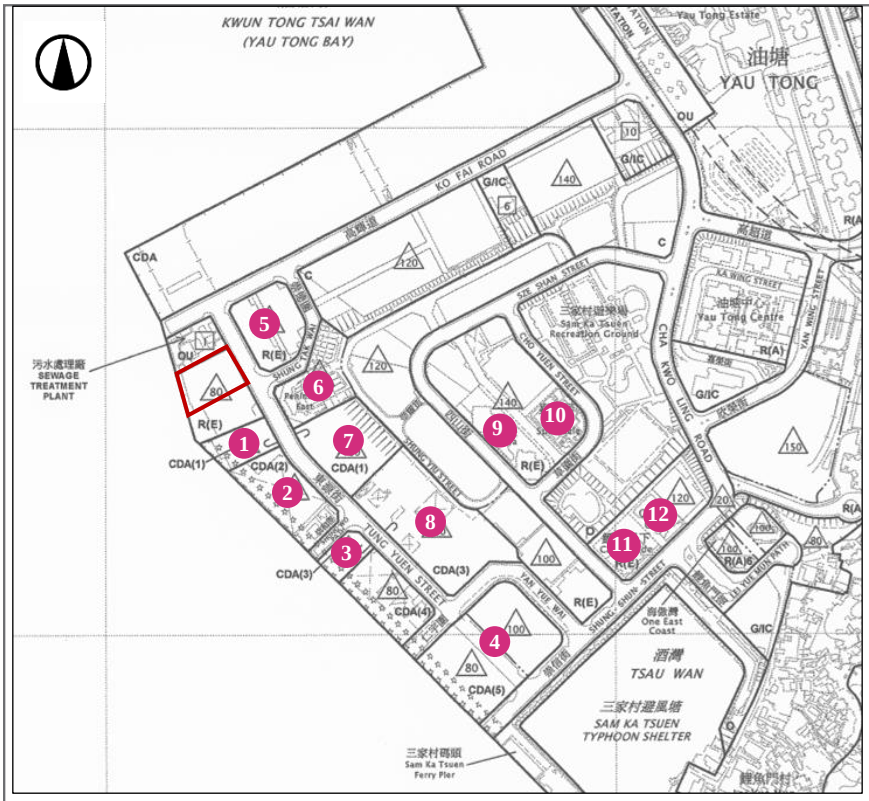
LEGEND

Application Site





Figure No.	Scale	Figure Title	Existing Condition of the Application Site
2-3	-		
ARUP	Date: November 2024	Source: GeoInfo Map and Site Photo	



LEGEND

Application Site

1 The Coast Line I (Under construction)



2 Kwun Tung Wholesale Fish Market



3 Construction Site at Waterfront Portion of "CDA(3)"



4 Montego Bay



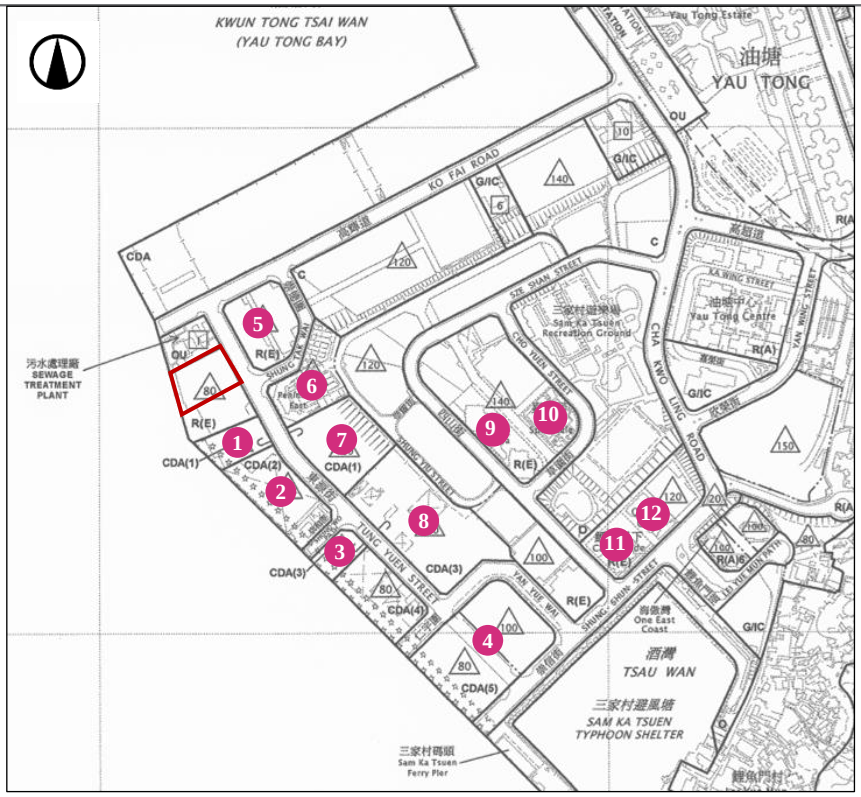
5 Gloria Weaving & Knitting Factory Limited



6 The Peninsula East



Figure No.	Scale	Figure Title	
2-4a	-		**Surrounding Context of the Application Site**
ARUP	Date: November 2024	Source: Site Photos	



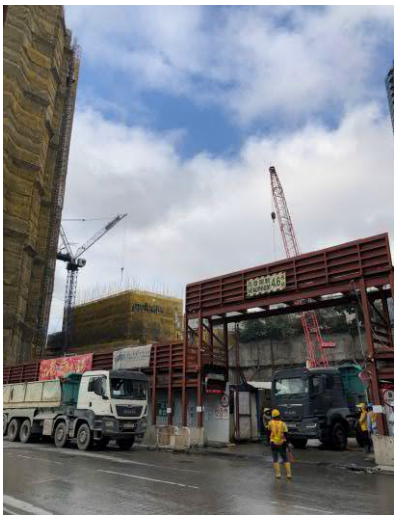
LEGEND

Application Site

7 The Coast Line II (Under Construction)



8 Construction Site at Inland Portion of "CDA(3)"



9 Maya



10 The Spectacle



11 Canaryside



12 Ocean One



Figure No.	Scale	Figure Title	
2-4b	-		**Surrounding Context of the Application Site**
ARUP	Date: November 2024	Source: Site Photos	

RESIDENTIAL (GROUP E)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule I: for open-air development or for building other than industrial or industrial-office building@	
Ambulance Depot Government Use (not elsewhere specified) Public Transport Terminus or Station (excluding open-air terminus or station) Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Hospital Hotel House Institutional Use (not elsewhere specified) Library Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

(Please see next page)

Figure No.	Scale	Figure Title	Extracted Schedule of Use of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – "Residential (Group E)" (Sheet 1 of 3)
3-1a	-		
ARUP	Date November 2024	Source	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications

RESIDENTIAL (GROUP E) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Social Welfare Facility
Training Centre

(Please see next page)

Figure No.	Scale	Figure Title	Extracted Schedule of Use of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – "Residential (Group E)" (Sheet 2 of 3)
3-1b	-		
ARUP	Date: November 2024	Source:	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications

RESIDENTIAL (GROUP E) (Cont'd)

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

Remarks

(1) No new development or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 5.0 and a maximum non-domestic plot ratio of 1.0.

(2) No addition, alteration and/or modification to an existing building shall result in a total development in excess of the plot ratio of the existing building, except for modification of an existing non-domestic building to a domestic building or a building that is partly domestic and partly non-domestic, in which case the development shall not exceed the relevant maximum domestic and non-domestic plot ratio(s) stated in paragraph (1) above.

(3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(4) In determining the relevant maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.

(6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Figure No.	*Scale*	*Figure Title*	**Extracted Schedule of Use of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – "Residential (Group E)" (Sheet 3 of 3)**
3-1c	-		
ARUP	*Date* November 2024	*Source*	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications

7.4.2 Two "R(B)" sub-zones are located in the ex-Cha Kwo Ling Kaolin Mine Site, which are subject to different PR restrictions as specified below:

Sub-zone	Maximum PR
R(B)1	4.5
R(B)2	3.3

7.4.3 The "R(B)1" and "R(B)2" zones are subject to maximum building heights of 110mPD and 90mPD respectively as stipulated on the Plan.

7.4.4 To allow air penetration and visual permeability from inland towards the waterfront, a NBA of not less than 20m wide in a northeast-southwest direction shall be provided in the "R(B)1" and "R(B)2" zones. Within the NBA, no above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBA.

7.4.5 To provide design/architectural flexibility, minor relaxation of the PR/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

7.5 "Residential (Group E)" ("R(E)") - Total Area 5.79 ha

7.5.1 This zone is intended to encourage the phasing out of non-conforming industrial uses. It provides an opportunity for redevelopment of existing obsolete industrial buildings. Residential development may be permitted with or without conditions on application to the Board. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential (I/R) interface problems.

7.5.2 Under this zoning, existing industrial uses will be tolerated but new industrial development will not be permitted upon redevelopment of existing industrial buildings in order to avoid the perpetuation or aggravation of the I/R interface problems with the new residential development during the redevelopment process. In existing industrial buildings, new developments involving offensive trades will not be permitted. Any modification of use from non-industrial to industrial uses (other than non-polluting industrial uses) within existing industrial buildings will also require the permission of the Board.

7.5.3 Five sites in Yau Tong Industrial Area, one bounded by Sze Shan Street and Cho Yuen Street, one at Sze Shan Street, two at Tung Yuen Street adjacent to Shung Tak Wai and one at the junction of Shung Shun Street and Cha Kwo Ling Road, are zoned "R(E)". With the efforts of gradually phasing out the existing industrial use in the area, some of the industrial buildings had been redeveloped into residential use.

7.5.4 Developments within this zone are subject to specific control on PRs as stipulated in the Notes, i.e. any new development or redevelopment should not exceed a maximum domestic PR of 5.0 and a maximum non-domestic PR of 1.0 in order to restrain traffic growth which will otherwise overload the existing and planned transport network.

7.5.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PRs may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

7.5.6 In order to improve visual permeability, a distinct gradation of height profile with descending building height towards the harbourfront is adopted. Development and redevelopment within this zone are subject to maximum building heights of 80mPD to 140mPD as stipulated on the Plan.

7.5.7 To provide design/architectural flexibility, minor relaxation of the PR/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.

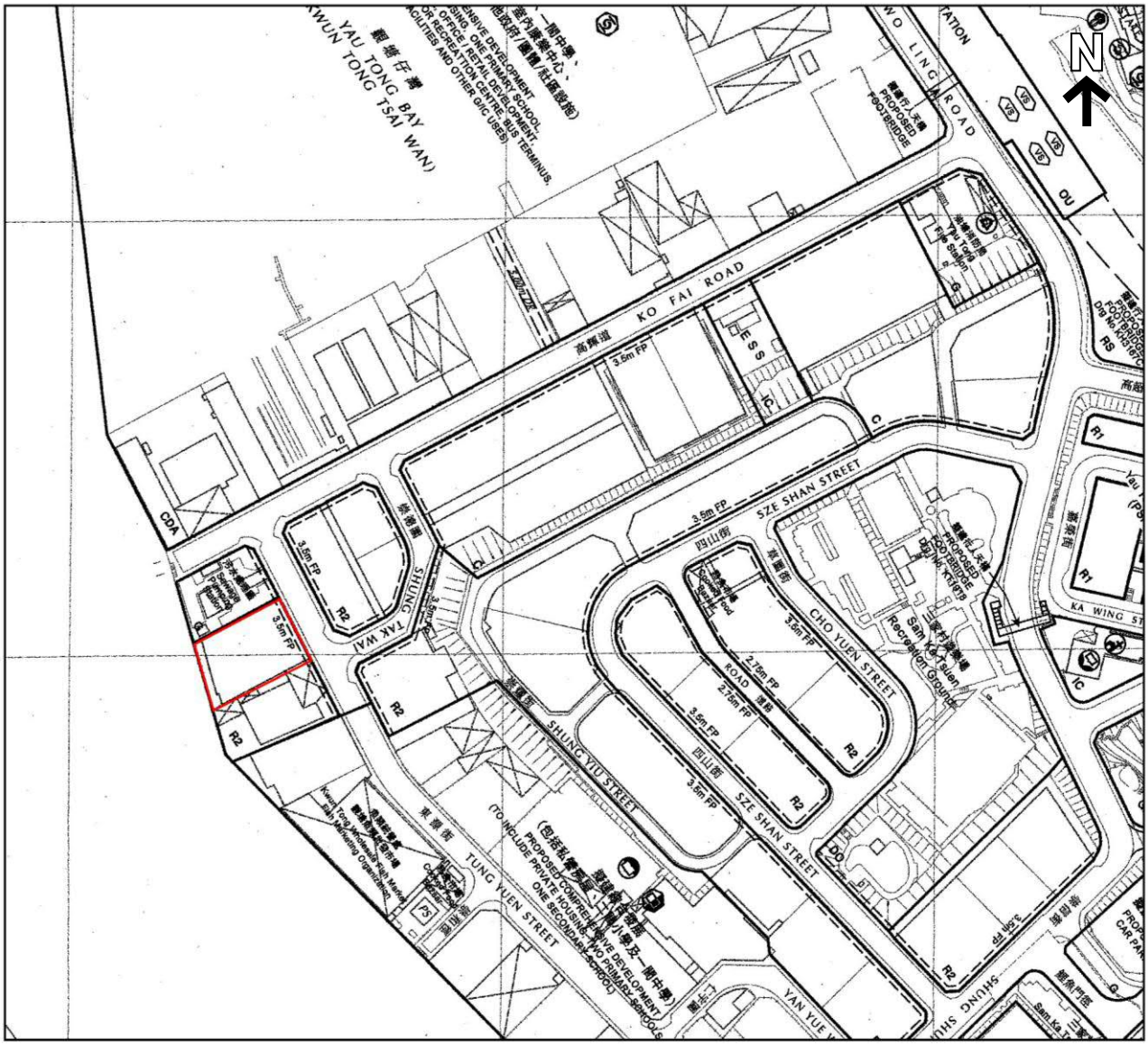
7.6 "Village Type Development" ("V") - Total Area 7.75 ha

7.6.1 This zone provides for the retention and expansion of existing villages as well as the reservation of land for the re-provisioning of village houses affected by Government development projects. Lei Yue Mun Village, which has long been a tourist attraction famous for its seafood restaurants, is within this zone.

7.6.2 It is intended to conserve the traditional character of the existing Lei Yue Mun Village. In order to ensure that any future development or redevelopment within the village is compatible in scale with the existing developments, a maximum building height of 3 storeys (8.23m) or the height of the existing building(s), if this is greater, is imposed under the Notes. Agricultural use and other related uses are also permitted within this zone.

7.6.3 To provide design/architectural flexibility on the building design adopted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board on

Figure No.	Scale	Figure Title	Extracted Explanatory Statement of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – "Residential (Group E)" (Sheet 2 of 2)
3-2b	-		
ARUP	Date: November 2024	Source: Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications	



LEGEND

	Application Site
	Zoning Boundary
	Footpath
ESS	電力支站 ELECTRICITY SUBSTATION
DR	排水專用範圍 DRAINAGE RESERVE
FP	行人路 FOOTPATH

C	"Commercial"
CDA	"Comprehensive Development Area"
G	"Government"
IC	"Institution or Community"
DO	"District Open Space"
OU	"Other Specified Uses"
R1	"Residential – Zone 1"
R2	"Residential – Zone 2"
RS	"Special Residential"

Figure No.	*Scale*	*Figure Title*	**Extracted Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B)**
3-3	1:4,000		
ARUP	*Date* November 2024	*Source*	Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B)

5.3.3 "Residential – Zone 2" ("R2"): Total Area 19.01 ha

Land under this zoning accounts for 6.98% of total development area. This zone covers two major comprehensive private residential developments, namely, Laguna City and Sceneway Garden as well as five sites located within Yau Tong Industrial Area.

Laguna City consists of three sites (Sites A, B and C) located on the both sides of Cha Kwo Ling Road with a total area of 10.92ha. Site A of 6.39 ha containing Phases I and IV of the development is located on the western side of Cha Kwo Ling Road whereas Site B of 2.45 ha containing Phase II is located on the eastern side of Cha Kwo Ling Road. Sites A and B together provide 6,568 flats with a total domestic GFA of 440,000m^2 and commercial GFA of 15,000m^2. Site C containing Phase III lies to the east of the Cha Kwo Ling Road with an area of 2.08 ha. It comprises some 100,900m^2 domestic and 4,570m^2 non-domestic GFA with a total of 1,504 flats. As part of the development, various GIC facilities including an indoor recreation centre, swimming pools, kindergarten and children and youth centre are provided within these development.

Sceneway Garden is a comprehensive commercial/residential development situated above Lam Tin MTR Station. It falls partly within Planning Areas 14 and 15. There are nine domestic blocks with a total domestic GFA of 146,408m^2 and non-domestic GFA of 23,605m^2 within Planning Area 15. Another eight domestic blocks falling within Planning Area 14 are built on top of the public transport interchange on the other side of Lei Yue Mun Road. A landscaped deck is built over the road linking the development together.

To ensure the development intensities of Laguna City and Sceneway Garden are under statutory control, maximum domestic GFA are imposed under the Notes of the OZP.

The five sites in Yau Tong Industrial Area are also zoned "R2" to encourage redevelopment of the existing obsolete industrial buildings into residential development. To ensure the proposed residential redevelopment within these five sites will be environmentally acceptable, the developers are required to submit proposed development scheme to the Town Planning Board for consideration. Developments within these five sites are subject to specific control on plot ratios, i.e. a maximum domestic plot ratio of 5 and a maximum non-domestic plot ratio of 1, so as to restrain traffic growth which will otherwise overload the existing and planned transport network.

5.4 "Village Type Development" ("V") - Total Area 11.57 ha

Land under this zoning accounts for 4.25% of total development area. This zone covers the existing Lei Yue Mun Villages which comprise Ma Wan Village, Che Teng Village, Sam Ka Tsuen, Ma San Tsuen and Ling Nam San Tsuen. The area is characterised by a mixture of one to two-storey village houses and squatter settlement. A number of seafood restaurants which has long been a tourist attraction are densely packed along the waterfront and along the main path in the villages. The traditional

Figure No.	Scale	Figure Title	Extracted Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A) (Sheet 1 of 2)
3-4a	-		
ARUP	Date: November 2024	Source	Extract from Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A)

constructed on Lei Yue Mun Road passing the Roundabout with Kai Tin Road and Approach Roads to EHC. The junction of Lei Yue Mun Road and Yau Tong Road is also proposed to be widened.

6.3 A number of footbridges have been provided across Cha Kwo Ling Road and Pik Wan Road to facilitate access to the major shopping centres, public transport interchanges, MTR Stations and other community facilities in the area. Two footbridge connections have been reserved to allow future provision of footbridges to connect the MTR Yau Tong Station with the proposed "CDA" development at Yau Tong Bay.

6.4 To cater for the demand arising from the redevelopment of Yau Tong Industrial Area for residential and commercial purposes, the boundaries of the developments along Ko Fai Road, Shung Tak Wai, Sze Shan Street, Cha Kwo Ling Road, Cho Yuen Street and Shung Shun Street are required to be set back to allow for provision of 3.5m wide footpaths to improve pedestrian circulation. Likewise, the development boundaries along the unnamed road between Sze Shan Street and Cho Yuen Street are also required to be set back to for introduction of 2.75m wide footpaths along the road.

Mass Transit Railway

6.5 The existing MTR Kwun Tong Line with a station at Lam Tin underneath Sceneway Garden runs through the central part of the Area and terminates at MTR Quarry Bay Station on Hong Kong Island.

6.6 The construction works for the MTR TKE, which connects Tseung Kwan O New Town with Kwun Tong District and Hong Kong Island, is now in progress for completion by 2002. As an integral part of the TKE project, the MTR Kwun Tong Line will be extended to MTR Yau Tong and Tiu Keng Leng Stations. The proposed MTR Yau Tong Station situated at the junction of Cha Kwo Ling Road and the existing Yau Tong Road is designed with interchange facilities to allow passengers interchange between the Kwun Tong Line and the TKE.

Public Transport

6.7 Apart from the MTR, the Area is well served by various modes of public transport including bus and public light bus. A public transport interchange is located above the MTR Lam Tin Station and a public transport terminus is provided at Yau Hong Street beside the Sai Tso Wan Neighbourhood Community Centre. Public transport terminus are to be provided in Phase 3 of the EHC Housing Site, Yau Tong Estate Redevelopment and Yau Tong Bay "CDA" Development.

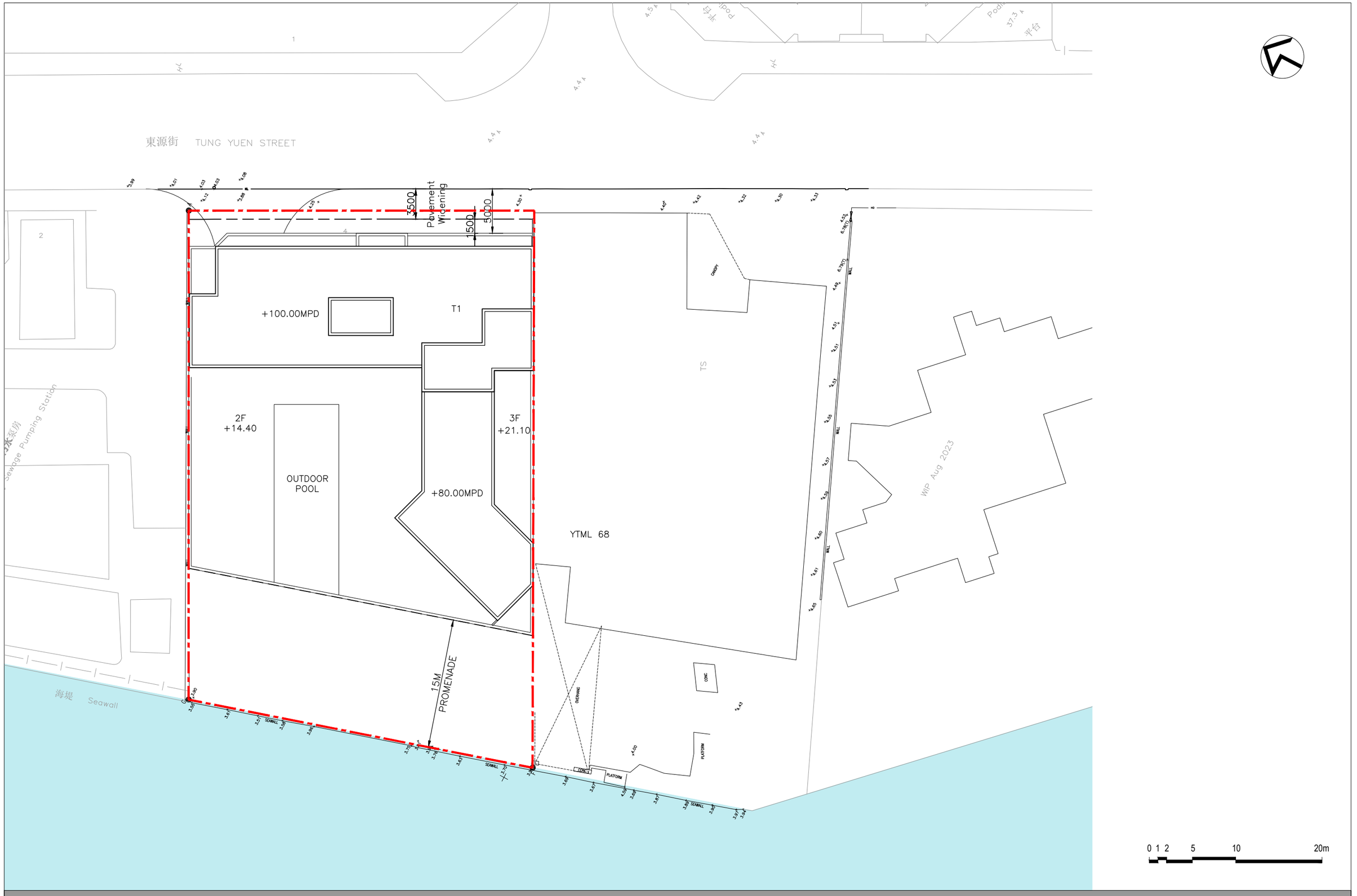
Car Parking

6.8 There are two existing multi-storey car parks within the Area. They are located in Tak Tin Estate and Hong Park Court. Three sites, one to the west of the Yau Tong Ventilation Building, one at King Yip Street and one at Shung Shun Street are reserved for car/lorry park purposes. Besides, a public car park is also proposed to be incorporated into a commercial development on Cha Kwo Ling Road near its junction with Lei Yue Mun Road.

Figure No.	*Scale*	*Figure Title*	**Extracted Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A) (Sheet 2 of 2)**
3-4b	-		
ARUP	*Date* November 2024	*Source*	Extract from Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A)

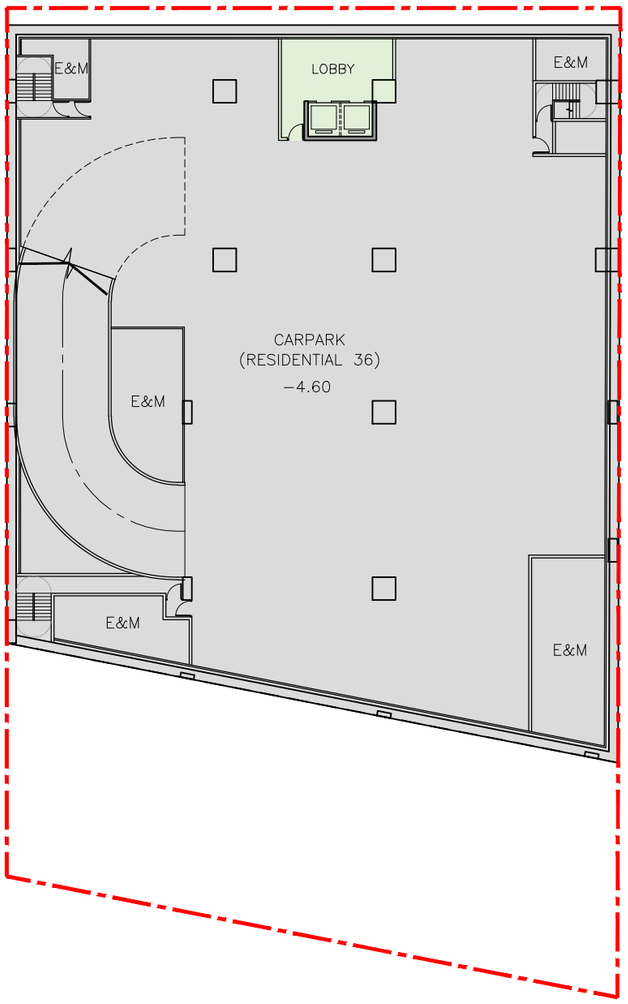
Appendix A

Architectural Layout of the Proposed Scheme



A-01 Master Layout Plan

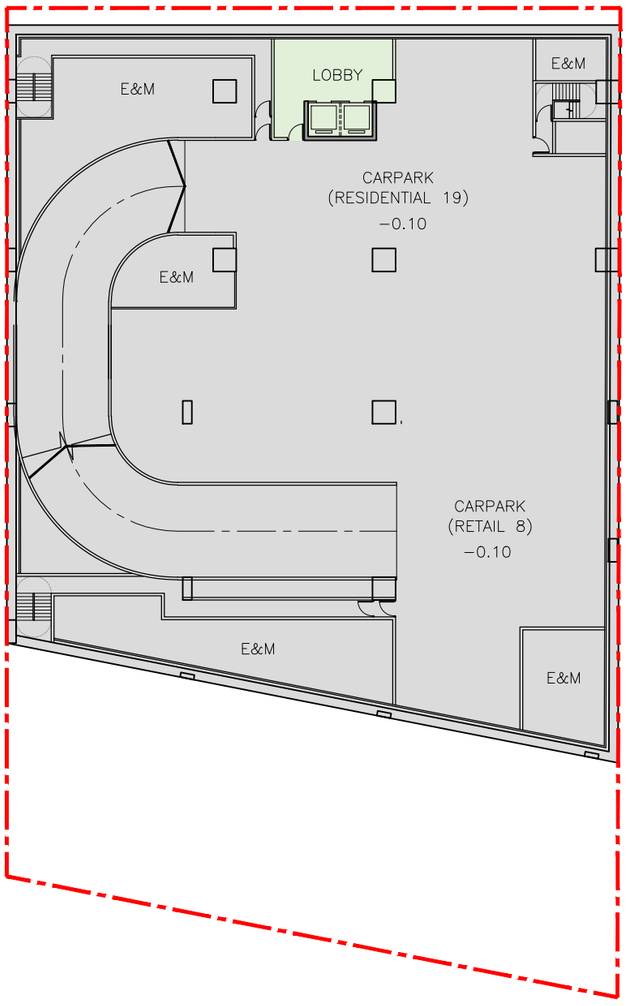
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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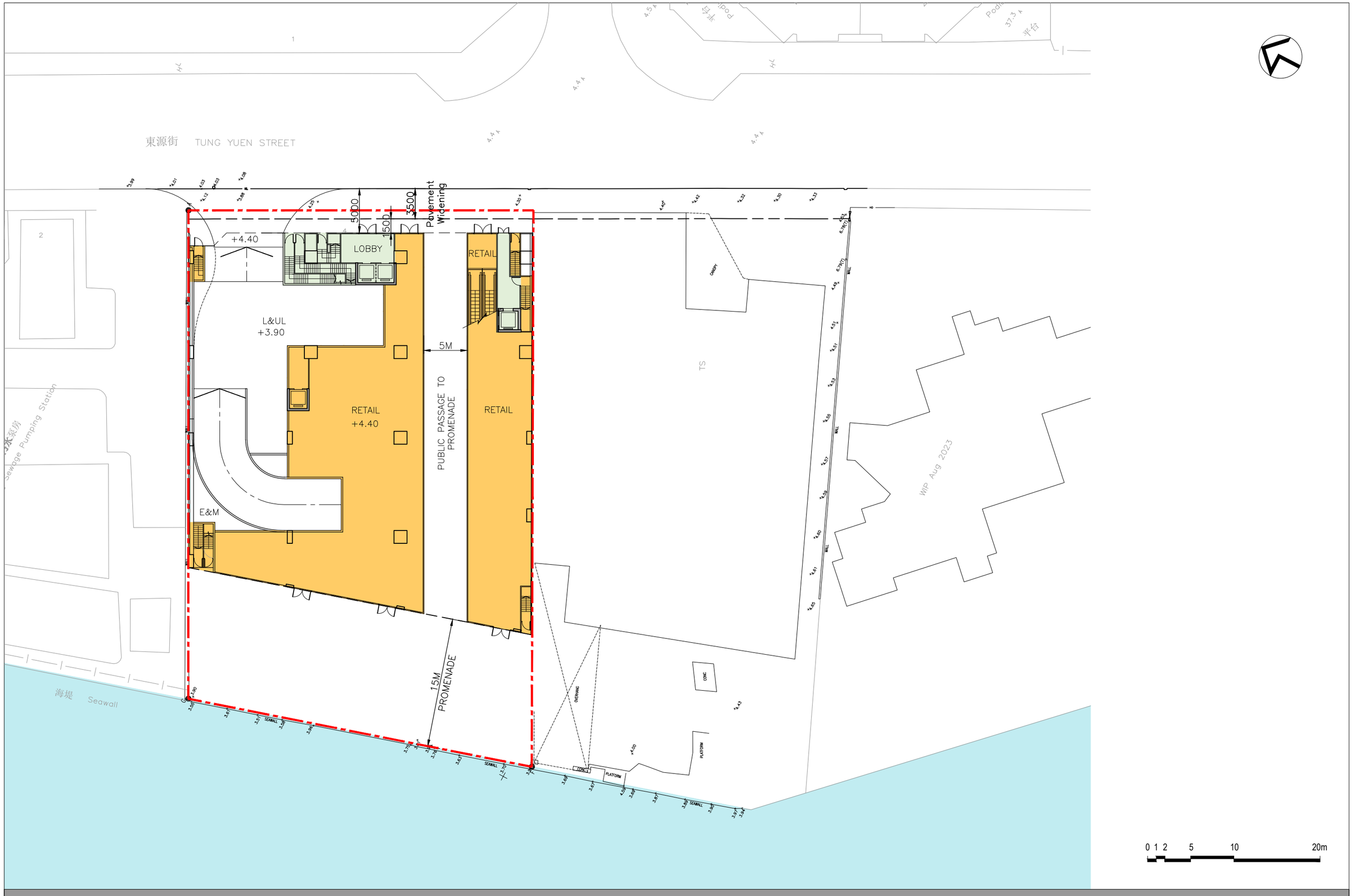
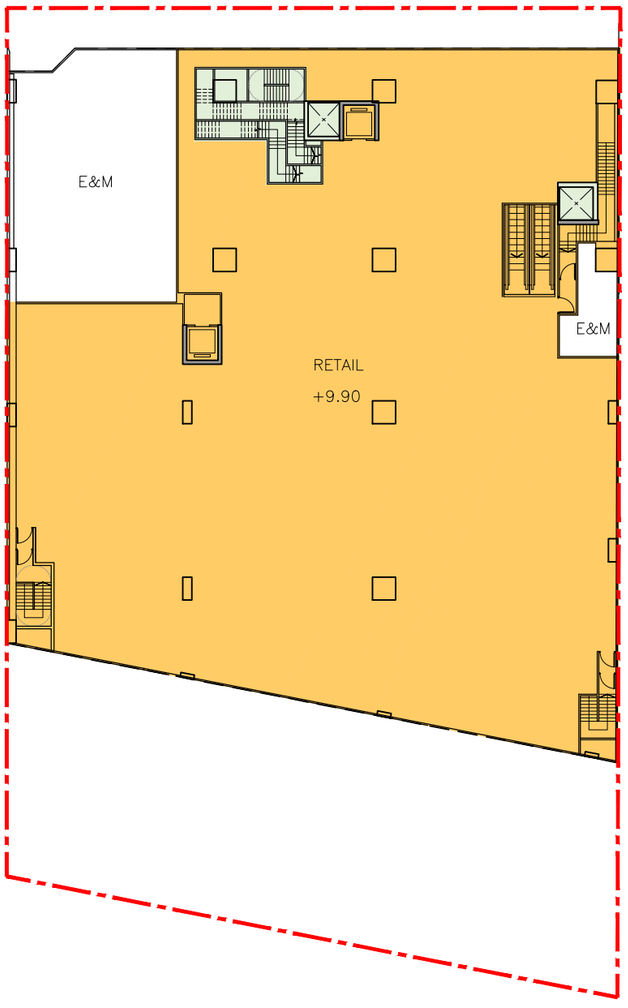
A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level (GF) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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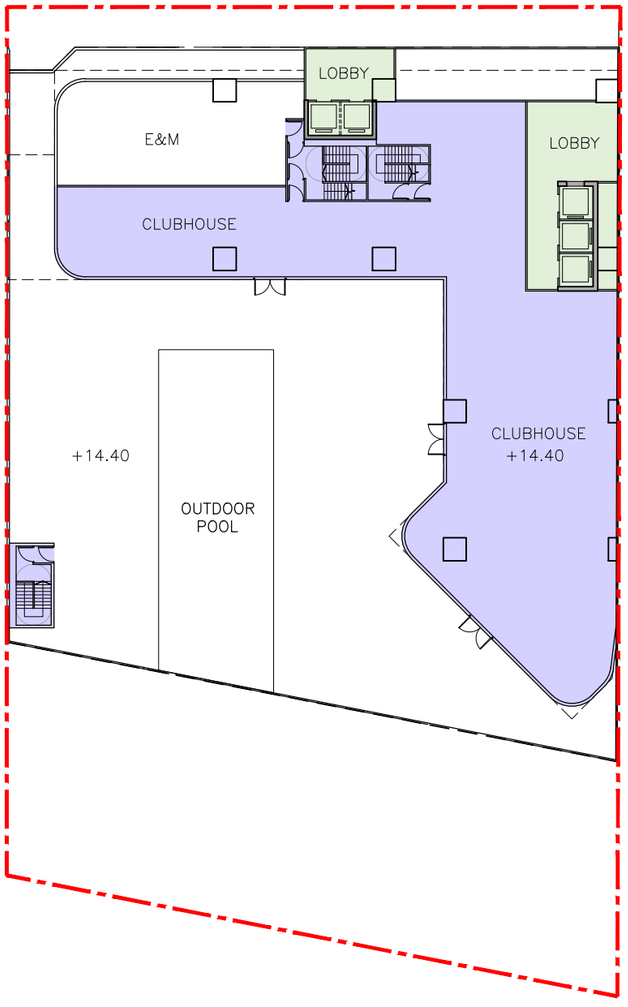
A-05 Level 1 (L1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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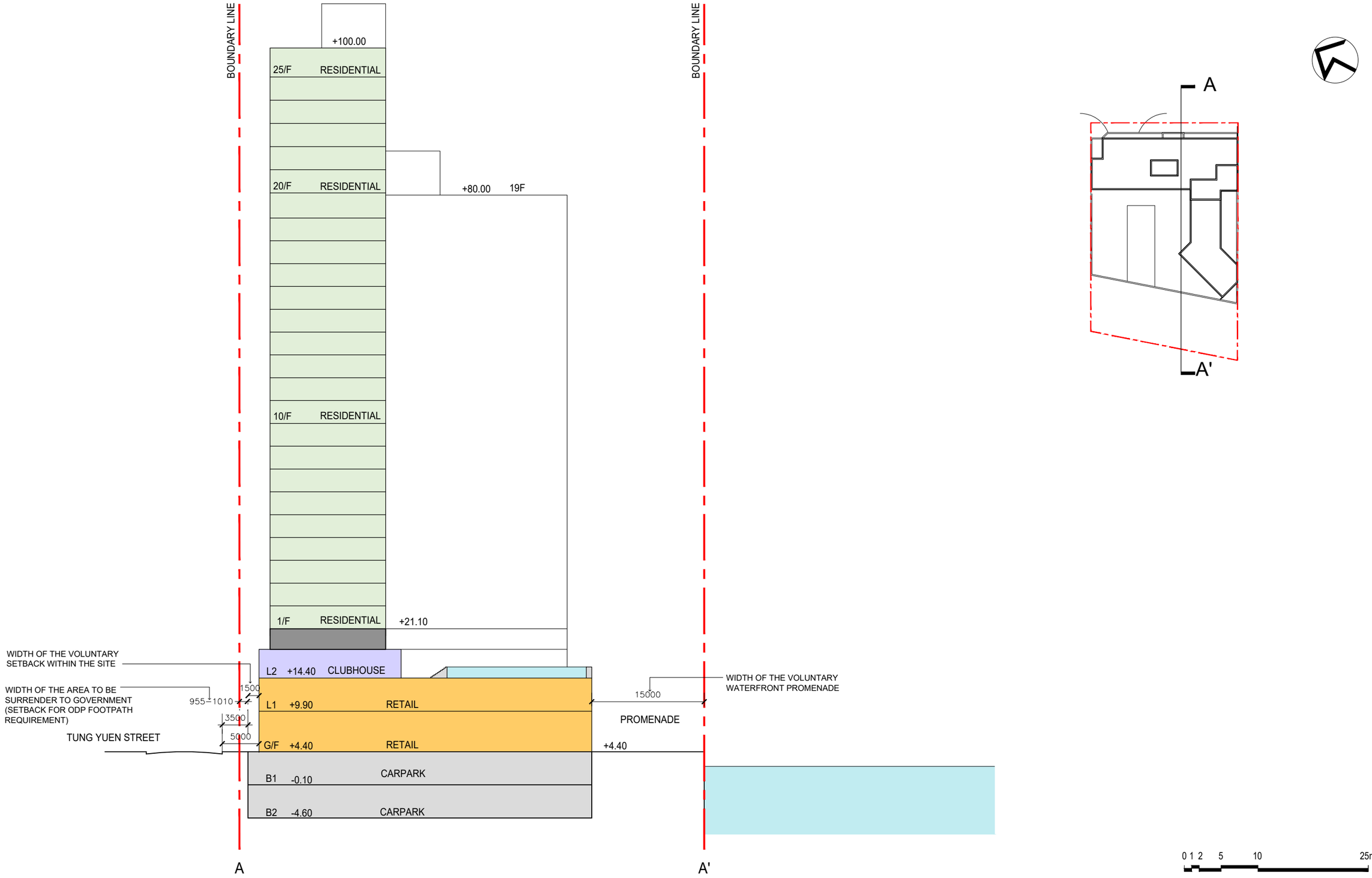
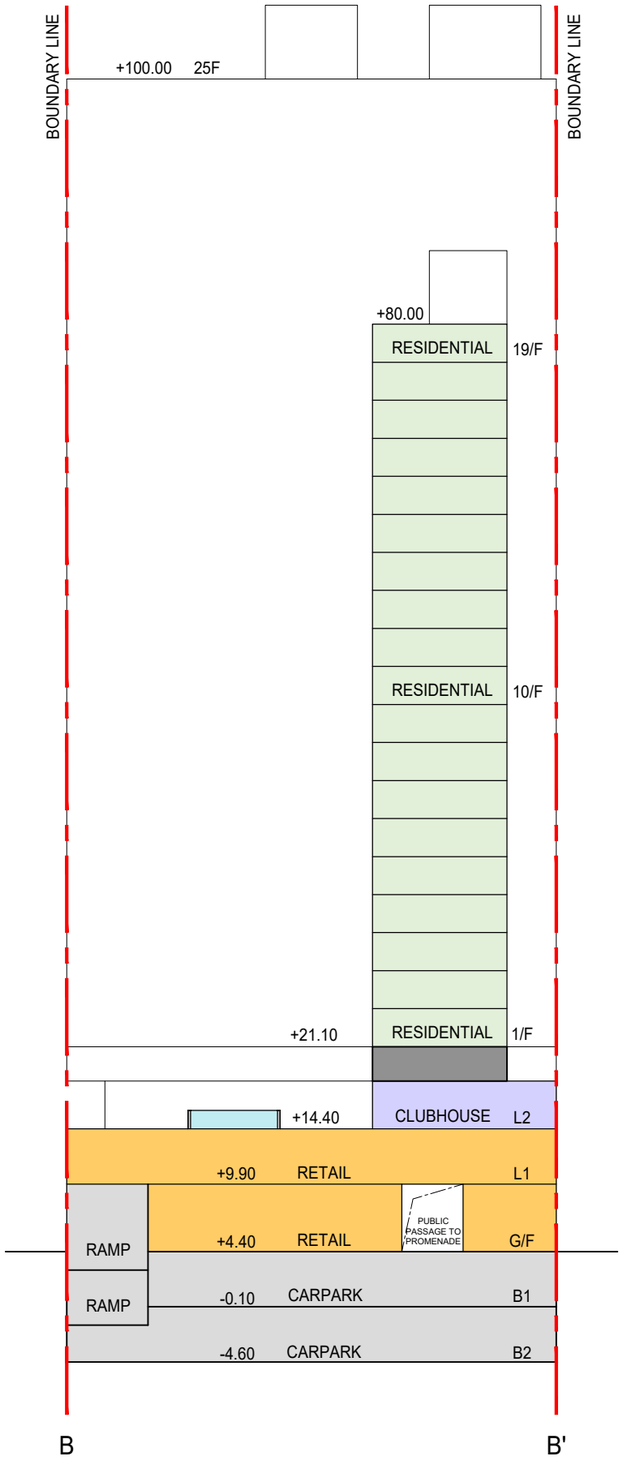
A-06 Level 2 (L2) Plan

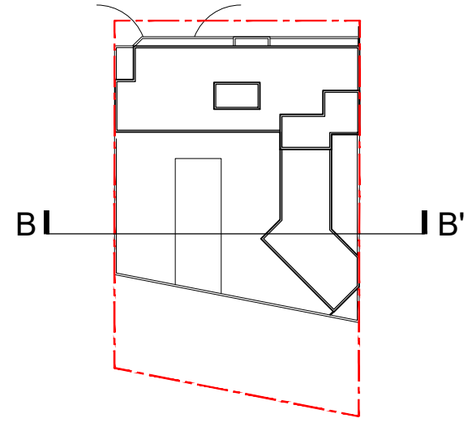
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





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A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

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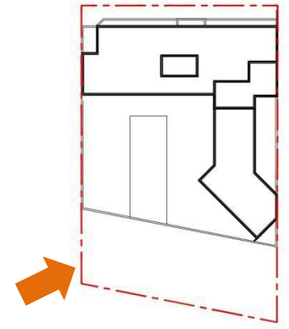
Appendix B

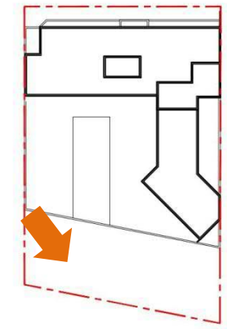
Illustration of Planning and Design Merits





E-01 Illustration of Planning and Design Merits – Public Promenade

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





E-02 Illustration of Planning and Design Merits – Public Promenade

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Appendix C

Landscape Master Plan and Tree Treatment Proposal

S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

LANDSCAPE MASTER PLAN

November 2024

Landscape Government Submission Consultant
Signed by:

Axxa Group Limited

Mr. Jason TEO, Registered Landscape Architect (R101)

axxa group

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3.0 Landscape Objectives

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- 4.2 EVA/ Access Roads
- 4.3 General Landscape Area
- 4.4 Streetscape

5.0 Hard Landscape (Paving Materials / Finishes)
- 5.1 Hard Landscape Materials
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- 6.1 Plant Material Tables
- 6.2 Open Space Provision
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- **A1** Tree Treatment Schedule
- **A2** Tree Survey Plan
- **A3** Tree Treatment Plan
- **A4** Tree Planting Plan
- **A5** Photographic Record of Existing Trees

APPENDIX B Landscape Master Plan

APPENDIX C Landscape Sections

APPENDIX D Circulation Demarcation Plans

APPENDIX E Open Space Demarcation Plan

APPENDIX F Greenery Demarcation Plan

1.0 INTRODUCTION

1.1 This Landscape Master Plan and Tree Treatment Proposal is submitted to support the S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon.

1.2 The Application Site, with an approx. area of 2,419m^2 ("R(E)") zone, is located at the southwestern fringe of Yau Tong Industrial Area. The Application Site is currently occupied by Wah Tung Godown, and is bounded by Tung Yuen Street to its east, An existing manufacturing plant in YTML 68 to its southeast and the Victoria Harbour to its southwest. Refer to **Figure 1**.

Figure 1 Location Plan



2.0 ASSESSMENT OF EXISTING TREES

2.1 According to the site survey conducted in *February 2024*, **7** nos. of existing trees are identified within the Application Site. Among them, *Ficus microcarpa* is the dominant species (28%). Other species include *Morus alba*, *Pachira aquatica*, *Dimocarpus longan*, *Ficus subpisocarpa* and *Leucaena leucocephala*.

2.2 All **7** nos. of existing trees are in 'fair' to 'poor' health condition and form, and are growing in constrained environment with unrecoverable health and structural problem. Since they are in direct conflict with the Proposed Development, all trees are proposed to be *Felled*. To replenish the loss of greenery, **7** nos. new trees of higher aesthetic and ecological value will be planted.

2.3 There are **no** endangered tree species identified in the tree survey under the listing in ''Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)''. Additionally, **no** "Champion" trees observed within the Site or its periphery during the undertaking of this survey.

2.4 Tree treatment proposal refer to **Appendix A** for details.

3.0 LANDSCAPE OBJECTIVES

3.1 The primary landscape objectives are:

3.1.1 To generate suitable massing, composition and arrangement of development that initiates renovation process with the surrounding context;

3.1.2 To integrate the Proposed Development with the waterfront and waterfront promenade;

3.1.3 To provide linkage and connections from Tung Yuen Street to the waterfront promenade;

3.1.4 To provide a quality and sustainable living environment for future occupants;

3.1.5 To maximize greening opportunities and create a high-quality environment for the residents and the public.

4.0 LANDSCAPE PROPOSAL

This section provides a broad description of the design, function and amenity provisions for the landscape components. Refer to **Appendix B** and **C** for details.

4.1 Proposed Development

4.1.1 The Proposed Development consists of one 22-28-storeys (for inland portion only) residential tower excluding 2 storeys of basement Car Park, with building height not more than 100mPD.

4.2 EVA/ Access Road

4.2.1 The vehicular run-in and run-out of the Proposed Development will be via Tung Yuen Street and ramp down to L/UL and basement Car Park. Refer to **Appendix D** for details.

4.3 General Landscape Area

4.3.1 The landscape framework is summarised as follows:

(A) Waterfront Promenade

- The design of the waterfront promenade is intended to encourage social interaction and harbour-viewing, as well as linking up Tung Yuen Street to the waterfront via a Public Passage on G/F level. The design of the waterfront promenade will make reference to the "CDA(1)" zone waterfront promenade for compatibility in a broader context.
- Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscape. Colour paving and patterns will be used to delineate the waterfront promenade and adjacent Proposed Development to create an inviting environment upon which pedestrians will feel safe and comfortable.
- Seating benches, wooden deck and ornamental planting will be provided for public enjoyment.

(B) Open Space within Proposed Development

- Podium Landscape – The open space within Proposed Development is featured by a dynamic landscape area at podium level to create a relaxed and informal outdoor space for enjoyment of future users. Viewing deck, swimming pool, outdoor lounge area will be provided for relaxation and leisure.

- Amenity planting – A combination of trees and shrub planting will be provided throughout the development. The planting incorporates a varied planting palette to yield changing variety and seasonal interest.
- Peripheral Planting along the northwest boundary – In order to minimize the visual impact to the surrounding, shrubs are planted as much as possible along the northern boundary to soften the building façade.

4.4 Streetscape

4.4.1 Paving pattern facing Tung Yuen Street will be matching with the Footpath outside the Lot to create a smooth transition. A canopy tree facing Tung Yuen Steet will be provided at the entrance ramp to basement Car Park as streetscape enhancement.

5.0 HARD LANDSCAPE (PAVING MATERIALS/ FINISHES)

This section provides a description of the hardscape design together with general information on hardscape related aspects of the design which relate to lighting, levels and technical standards. Hardscape elements of the landscape include: paving; walls; site structures; site furniture; signage and lighting.

5.1 Hard Landscape Materials

5.1.1 Hardscape materials and design are chosen to compliment the building finishes, add character to the Proposed Development and provide variety to the circulation areas.

5.1.2 Natural stone materials and/ or artificial granite tiles, all suitable for outdoor uses are proposed as outdoor paving materials and wall finishes.

5.1.3 The use of varied finishes to granite and/ or artificial granite tiles provide for safe application through varied textures in the paving pattern design, including ripple texture, brush and hammered finishes.

5.1.4 Natural material textures exhibit a natural variation in material colour, adding interest to the patterns and helping to highlight entrances to different functional zones.

5.2 Landscape Lighting

5.2.1 The landscape lighting design for all areas will follow an aesthetic and functional approach. Generally, lighting will be provided for the safety and security of pedestrian circulation as well as highlighting specific landscape features. Lighting will be designed in accordance with the intended use of an area, such as seating areas or play areas.

5.2.2 The desired effect for general landscape lighting in amenity areas is indirect, non-glaring and subtle, with occasional accent lighting to highlight points of interest.

5.2.3 Accent landscape lighting will be soil-recessed up-lights for trees. Signage and feature walls will be spot lit to give prominence. Surface mounted fixtures and buried up-lighters will be employed to highlight the entrance areas.

5.3 Design Codes, Technical Standards & Safety Provision

5.3.1 Hard landscape design works shall be in compliance with, or better than, government ordinances, codes and regulations, and relevant international standards. Criteria for the selection of hard landscape materials include: durability, sustainability, low maintenance, reasonable cost, contemporary theme and specific criteria for themed areas as necessary.

5.3.2 Criteria for the selection of soft landscape materials include: salinity tolerance, low

maintenance, seasonal interest and appropriately selected plant stock in good health.

5.3.3 All paved areas will have adequate gradient falls for proper drainage and positive fall to drain inlets, gullies or covered channels, in accordance with accepted surface water run-off drainage practices.

5.3.4 Design of disabled access shall be in compliance with the Barrier Free Access 2019.

6.0 SOFT LANDSCAPE

This section provides a description of the soft landscape design and softscape elements together with general information on softscape related aspects of design, including irrigation and maintenance.

6.1 Plant Material Tables

6.1.1 The following list indicates the proposed combination of native and exotic tree species along with suitable ornamental evergreen and flowering species to strengthen the greening/ conservation.

6.1.2 The summary schedule of key plant material listed below is subject to further refinement and plant availability upon detail design stage. Refer to **Table 1A** and **1B** below:

Table 1A: Proposed Tree Species

Proposed Species	Chinese Name	Quantity/ Size
Cinnamomum burmannii *	陰香	7 nos. Size: Standard to Heavy Standard Size
Terminalia mantaly	細葉欖仁	
*Viburnum odoratissimum**	珊瑚樹	

Remarks: * Native

Table 1B: Proposed Shrubs and Groundcover Species

Proposed Species	Chinese Name	Height x Spread mm)	Spacing (mm)
Shrub Species			
Aglaia odorata	米仔蘭	600 x 500	400
Duranta repens	金連翹	300 x 300	250
Ixora coccinea	黃花龍船花	400 x 300	200
*Melastoma malabathricum**	野牡丹	500 x 400	300
Murraya paniculata	九里香	800 x 600	500
Rhododendron mucronatum	白花杜鵑	600 x 500	400
Schefflera arboricola	花葉八葉	600 x 500	400
Ground Cover Species			
Cuphea hyssopifolia	細葉雪茄花	300 x 300	200
*Nephrolepis auriculata**	腎蕨	300 x 300	250
Rhoeo discolor dwarf	矮種蚌花	200 x 250	200

Remarks: * Native

6.2 Open Space Provision

Not less than 855m^2 open space is provided within the Application Site for enjoyment of future users. Refer to **Appendix E**.

6.3 Greenery Provision

A minimum site coverage of greenery of 20% of the site area, i.e. 484 m^2 to be provided in accordance to PNAP APP-152. Refer to **Appendix F**.

6.4 Soil Depth and Drainage Provision for the Planted Area

6.4.1 The need for adequate soil depths to ensure proper plant growth is taken into account for all planting areas. The appropriate soil depths (approximate and excluding drainage layers) are:

- Trees: 1200mm
- Shrub/ Groundcover: 600mm
- Lawn: 300mm

6.4.2 Structural engineers have made sufficient allowances to accommodate the necessary planting components, i.e., plant stock, soil volume and sub-surface drainage materials loading.

6.4.3 Closed bottom planters will have proper and adequate subsoil drainage system and drain outlets to the storm water drainage system.

6.4.4 The landscape works are designed to avoid obstruction of the maintenance of drainage works. Adequate clearance between drainage works and landscape works will be maintained so as to prevent any potential damage to drainage works.

6.5 Irrigation and Proposed Source of Water Supply

6.5.1 Water points (not more than 40m apart c/c) are located throughout the Application Site for irrigation.

6.6 Future Maintenance and Management

Maintenance and establishment works to soft landscape areas within the Application Site shall be undertaken by the softworks contractor for an Establishment Period of a minimum of 12 months following Practical Completion of the Proposed Development. This will ensure the proper establishment of the planted materials. Tree risk assessment will be conducted by future property management at appropriate time for appropriate trees as instructed by the owner in accordance with Handbook on Tree Management by DEVB.

Soft Landscape Maintenance Schedule

Watering: Water all plants as necessary, adjusted to rainfall, to ensure adequate water supply for plant consumption during the establishment period.

Pruning: Cut back annuals after flowering period. Healthy cuttings may be used for propagation. Prune shrubs and groundcover in early March to encourage flowering. Prune woody shrubs and trees selectively according to species (annually). Utilise established and approved tree surgery techniques as necessary and seal all sharp cut wounds with approved material to resist disease attack.

Fertilizing: Two to three times annually, emphasis shall be in the March application. Test soil in January to analyse quality ameliorates as necessary.

Fungicide / Insecticide: Spray only as necessary with approved chemical.

Weeding: Manually or use selective non-toxic, biodegradable herbicide to keep the weed growth and its establishment under control.

Securing: Adjust tree stakes in spring and as necessary to taut up the staking. Care shall be applied to avoid chaffing of tree bark.

Mulching: Top up the mulching inside all planting beds twice a year and as necessary.

Thinning: Reduce overcrowding and transplant as necessary at selected periods:

- Evergreens: Spring
- Deciduous: Winter
- Palms: June to August

Table 2: Maintenance Schedule

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Watering	●	●	●	●	●	•	•	•	•	●	●	●
Pruning		D	GC									
Fertilizing	soil test		**X**								**X**	
Fungicide / Insecticide			**X**						**X**			**X**
Weeding		**X**	**X**	**X**	**X**	**X**	**X**	**X**		**X**		**X**
Securing			**X**									
Thinning			EG								D	

***Remarks:** Tree risk assessment will be conducted by future property management at appropriate time annually for appropriate trees as instructed by the owner in accordance with Handbook on Tree Management by DEVB.

Schedule Legend:

GC	Groundcover	EG	Evergreen	D	Deciduous
•	Size proportional to quantity	**X**	Application		

Appendix A

Tree Treatment Proposal

A1 Tree Treatment Schedule
A2 Tree Survey Plan
A3 Tree Treatment Plan
A4 Tree Planting Plan
A5 Photographic Record of Existing Trees

Tree Treatment Schedule (within Application Site)

Address: No. 4 Tung Yuen Street, Yau Tong, Kowloon (YMTL 70)

Tree No.	Photo No.	Species		Original Location (Lot No./ GA/ YA/ GHBA etc)	Tree Size			Proposed Treatment	Remarks[1] (Old and Valuable Tree (OVT), potentially registrable OVT, rare species, protected species, ecological and historical significance, etc.)	Justification*
		Scientific Name	Chinese Name		Height (m)	DBH[2] (mm)	Crown Spread (m)	(Retain/ Transplant/ Fell)		
T1	T1	*Ficus microcarpa*	細葉榕	YTML70	5	200	4	F	Growing on concrete wall structure.	A, B, C
T2	T2	*Morus alba*	桑	YTML70	4	165	4	F	Leaning / Imbalanced crown / Growing on seawall.	A, B, C
T4	T4	*Pachira aquatica*	瓜栗	YTML70	5.5	140	3	F	Roots girdling with other plants.	A, B, C
T5	T5	*Dimocarpus longan*	龍眼	YTML70	5	145	4	F	Codominant trunks / Dead branches.	A, B, C
T6	T6	*Ficus microcarpa*	細葉榕	YTML70	4.5	420	6	F	Leaning / Exposed roots / Growing on concrete.	A, B, C, D, E
T8	T8	*Leucaena leucocephala*	銀合歡	YTML70	5	130	4	F	Dead branches / Leaning / Root system restricted.	A, B, C, D, G
T9	T9	*Ficus subpisocarpa*	筆管榕	YTML70	3	140	3	F	Leaning / Exposed root / Growing on Conceret	A, B, C

Justifications*:	
A	Conflict with proposed layout / site formation works/ vehicular access/ EVA
B	Poor condition/ poor form/ structural condition
C	Low survival rate after transplanting
D	Located on steep slope and inaccessible for transplanting
E	Overpruned/ topped after transplanting
F	Dead tree
G	Weedy species

Summary of proposed treatment to existing trees	Qty
Tree to be Retained	0
Tree to be Transplanted	0
Tree to be Felled	7
Total Number of Existing Tree(s)	7

[1] Please state whether the OVT, potentially registrable OVT, trees of rare or protected species, trees with ecological and historical significance, etc. within and/or adjacent to the site is likely to be affected by the proposed development.

[2] DBH of a tree refers to its diameter at breast height (i.e. measured at 1.3m above ground level).

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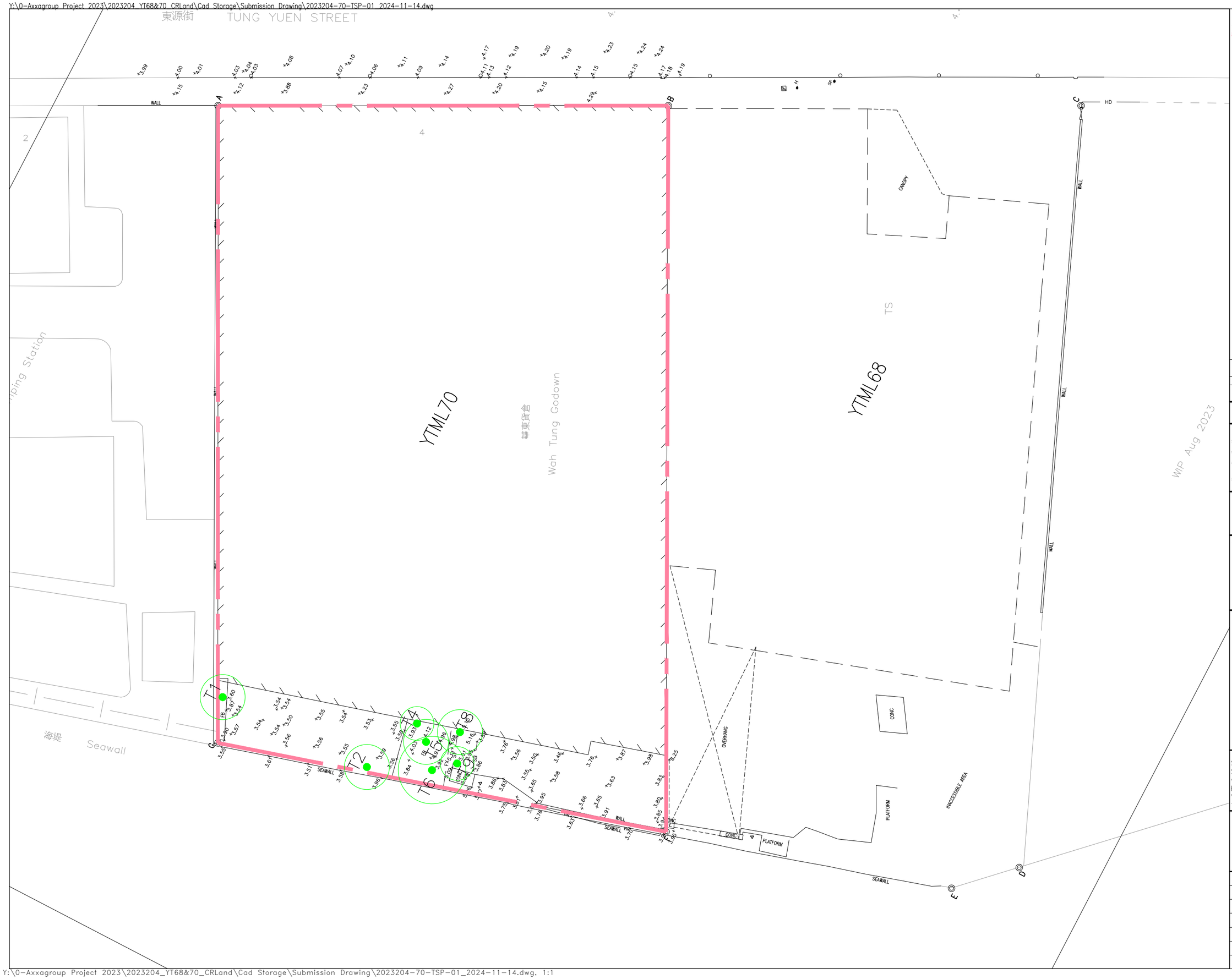

LEGEND:

APPLICATION SITE BOUNDARY

EXISTING TREES SURVEYED (7 Nos.)

no.	description	date

REVISION

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IT IS THE CONTRACTOR'S RESPONSIBILITY TO

- use figured dimension in preference to scalling
- verify all dimensions at the site
- report all discrepancies to the landscape architect and agree before proceeding
- determine location of all existing services prior to excavation

This drawing shall not be used for construction purposes unless signed by Landscape Architect

Date:

Approval:

axxa group

axxa group limited

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No. 228 WAN CHAI ROAD, HONG KONG.
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T: (852) 2893 8586 F: (852) 2893 8997
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PROJECT:
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

DRAWING TITLE:

TREE SURVEY PLAN (YTML70)

Scale:	1:300	Drawing No.:
Date:	NOV 2024	TSP-01
Design:	CL	
Drawn:	LS	
Checked:	CL	REV.
Project No:	2023204	

CAD Ref.: 2023204-70-TSP-01

A3 420 x 297

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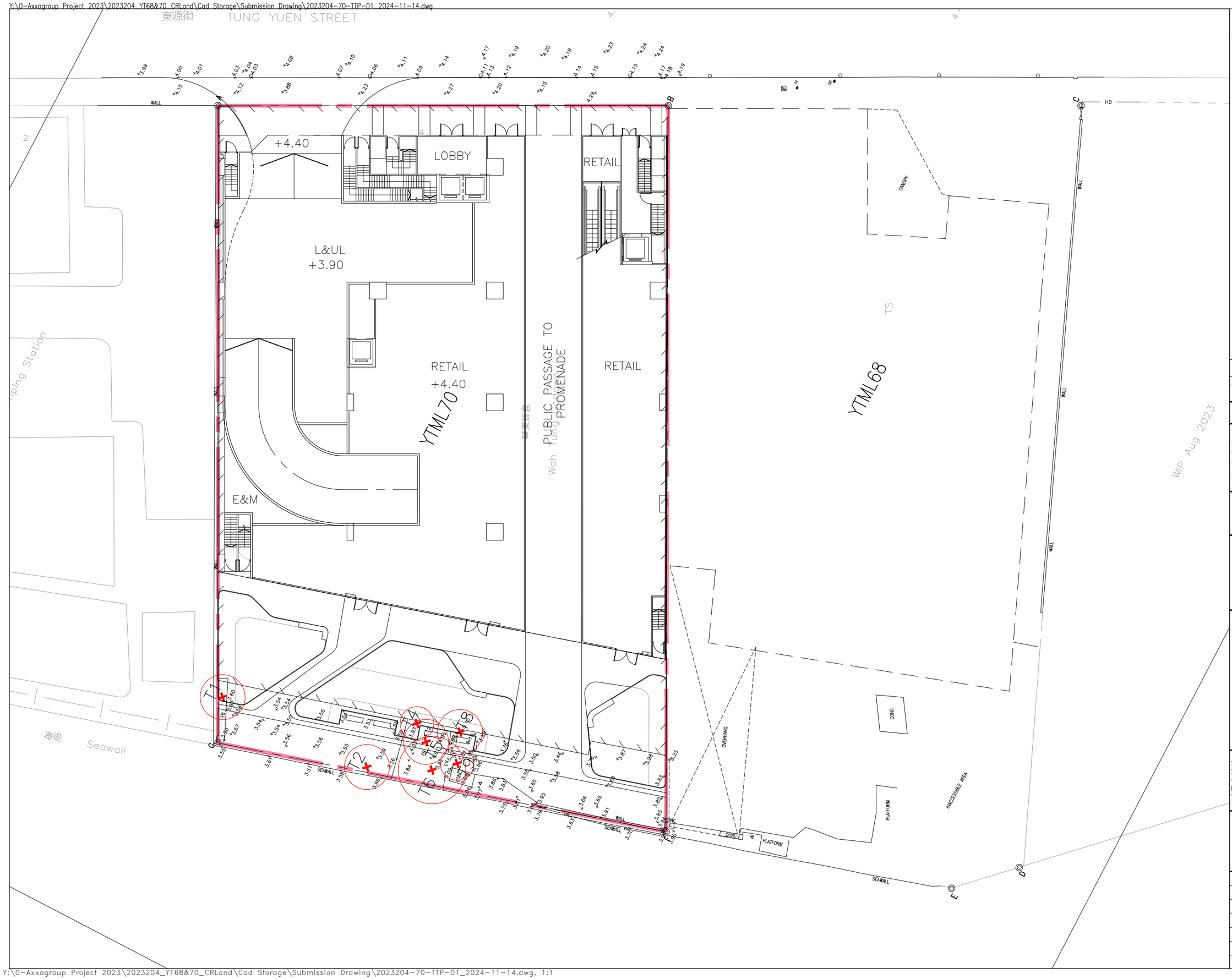

LEGEND:

APPLICATION SITE BOUNDARY

TREES PROPOSED TO BE FELLED (7 Nos.)

no.	description	date

REVISION

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IT IS THE CONTRACTOR'S RESPONSIBILITY TO

- use figured dimension in preference to scalling
- verify all dimensions at the site
- report all discrepancies to the landscape architect and agree before proceeding
- determine location of all existing services prior to excavation

This drawing shall not be used for construction purposes unless signed by Landscape Architect

Date:

Approval:

axxa group

axxa group limited

UNIT 301-02, 3/F PLAZA 228,
No. 228 WAN CHAI ROAD, HONG KONG.
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PROJECT:
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

DRAWING TITLE:

TREE TREATMENT PLAN (YTML70)

Scale:	1:300	Drawing No.:
Date:	NOV 2024	TTP-01
Design:	CL	
Drawn:	LS	
Checked:	CL	REV.
Project No:	2023204	

CAD Ref.: 2023204-70-TTP-01

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A3 420 x 297

東源街 TUNG YUEN STREET

LOBBY

RETAIL

L&UL
+3.90

RETAIL
+4.40

RETAIL

E&M

PUBLIC PASSAGE TO PROMENADE

YTML68

CANOPY

TS

TWM

WALL

HD

OVERHANG

CONC

INACCESSIBLE AREA

PLATFORM

SEAWALL

海堤 Seawall

WIP Aug 2023

LEGEND:

APPLICATION SITE BOUNDARY

COMPENSATORY TREES (7 Nos.)

no.	description	date
REVISION		

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IT IS THE CONTRACTOR'S RESPONSIBILITY TO

- use figured dimension in preference to scalling
- verify all dimensions at the site
- report all discrepancies to the landscape architect and agree before proceeding
- determine location of all existing services prior to excavation

This drawing shall not be used for construction purposes unless signed by Landscape Architect

Date:

Approval:

axxa group

axxa group limited
UNIT 301-02, 3/F PLAZA 228,
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PROJECT:
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

DRAWING TITLE:
COMPENSATORY TREE PLANTING PLAN (YTML70)

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Date:	NOV 2024		
Design:	CL		
Drawn:	LS		
Checked:	CL		
Project No:	2023204		REV.

CAD Ref.: 2023204-70-CTP-01



T1



T2



T4



T5

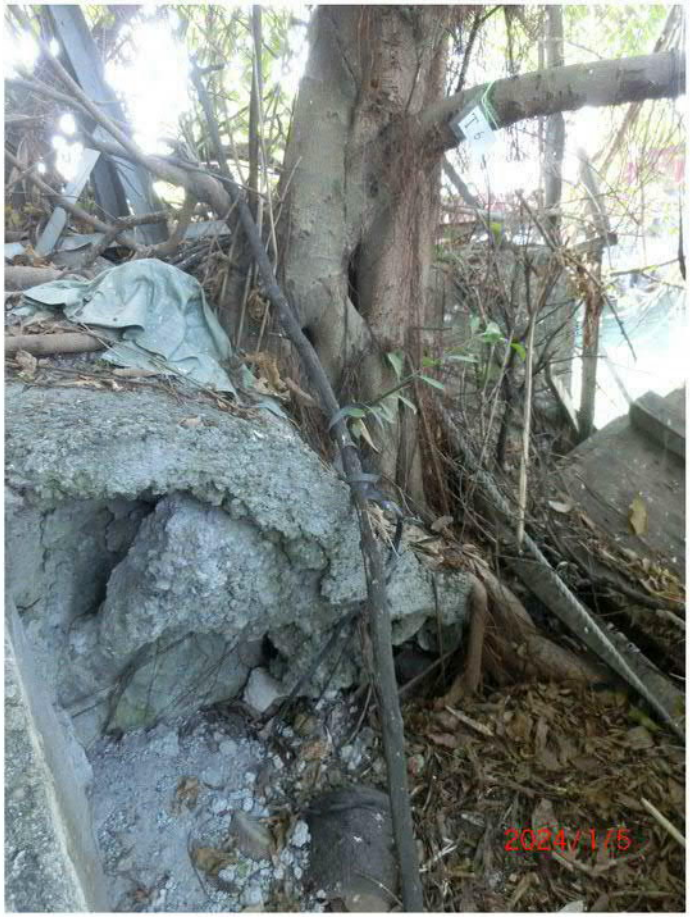
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Tree Photographic Record

R-Retain T-Transplant F-Fell D-Dead Tree



T6



T6



T8



T9

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Tree Photographic Record

R-Retain T-Transplant F-Fell D-Dead Tree

Appendix B

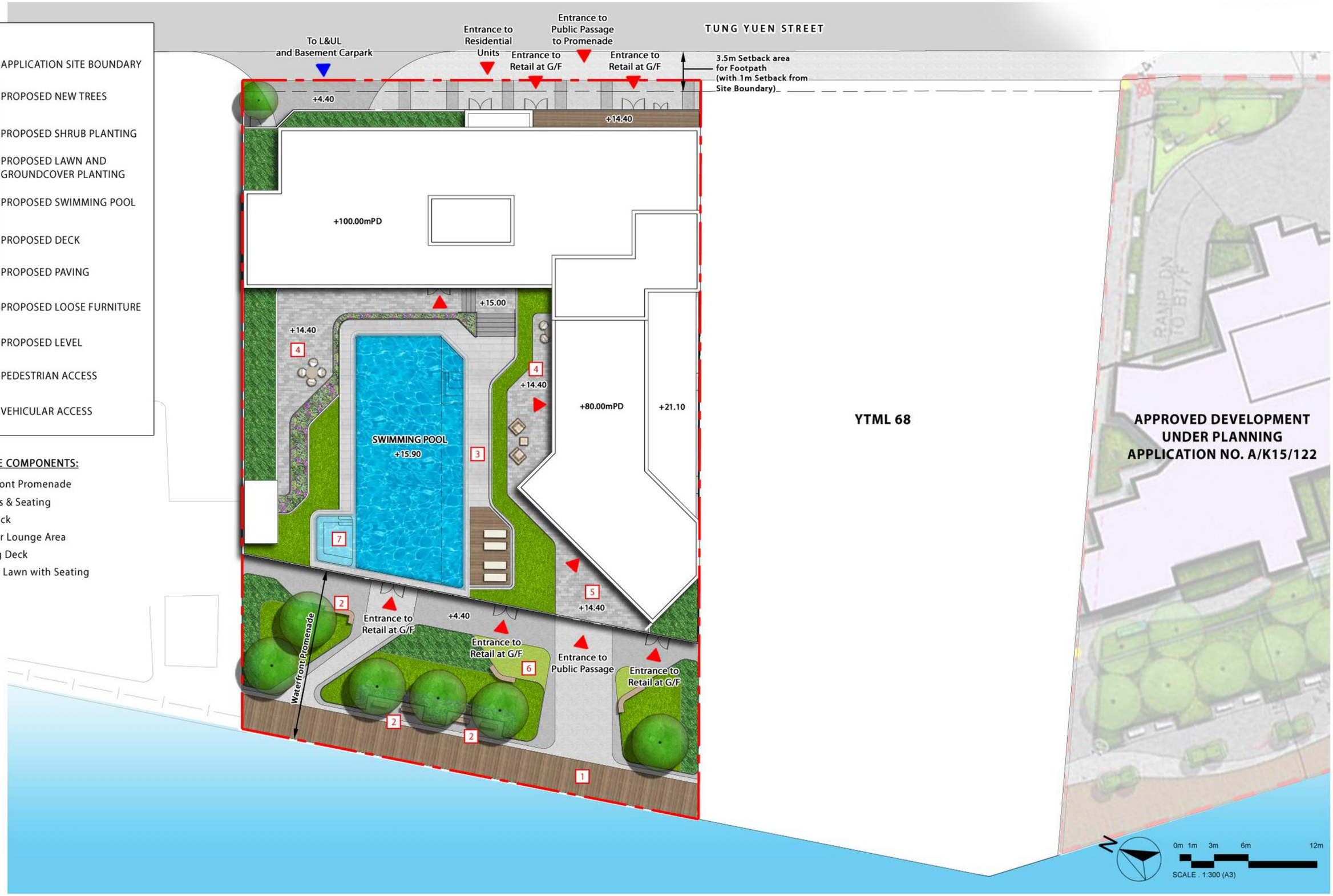
Landscape Master Plan

LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED NEW TREES
- PROPOSED SHRUB PLANTING
- PROPOSED LAWN AND GROUNDCOVER PLANTING
- PROPOSED SWIMMING POOL
- PROPOSED DECK
- PROPOSED PAVING
- PROPOSED LOOSE FURNITURE
- +4.00 PROPOSED LEVEL
- PEDESTRIAN ACCESS
- VEHICULAR ACCESS

LANDSCAPE COMPONENTS:

1. Waterfront Promenade
2. Benches & Seating
3. Pool Deck
4. Outdoor Lounge Area
5. Viewing Deck
6. Activity Lawn with Seating
7. Jacuzzi



Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01
Date : NOV 2024
(A3-size)

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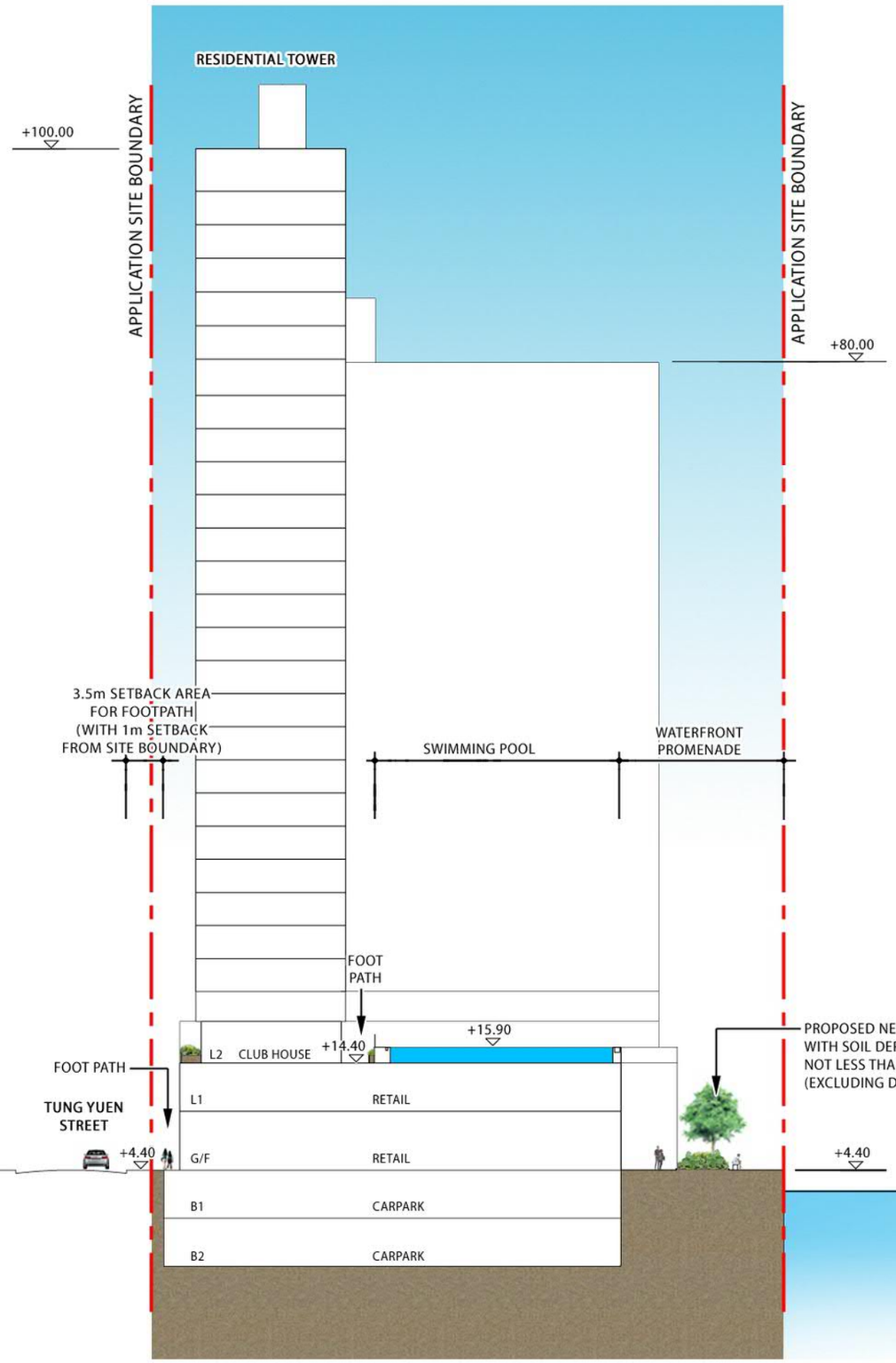
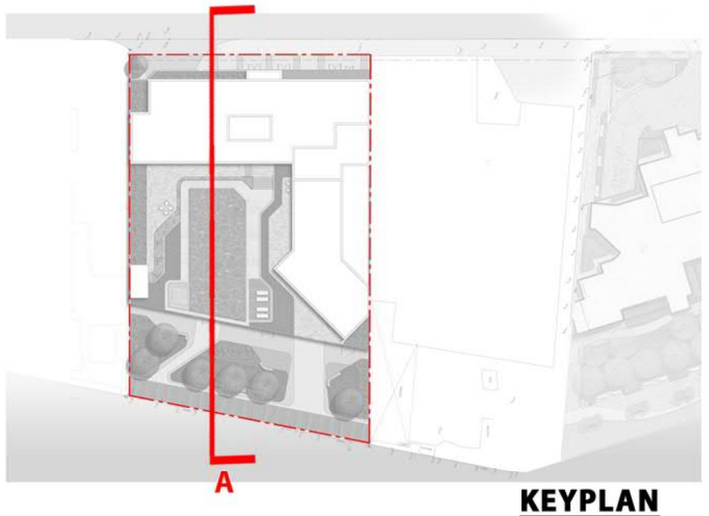
Appendix C

Landscape Sections





KEYPLAN

LANDSCAPE SECTION A

0m 2m 5m 10m 20m

SCALE . 1:500 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section A

Dwg. No. : 2023204-SEC-01

Date : NOV 2024

(A3-size)

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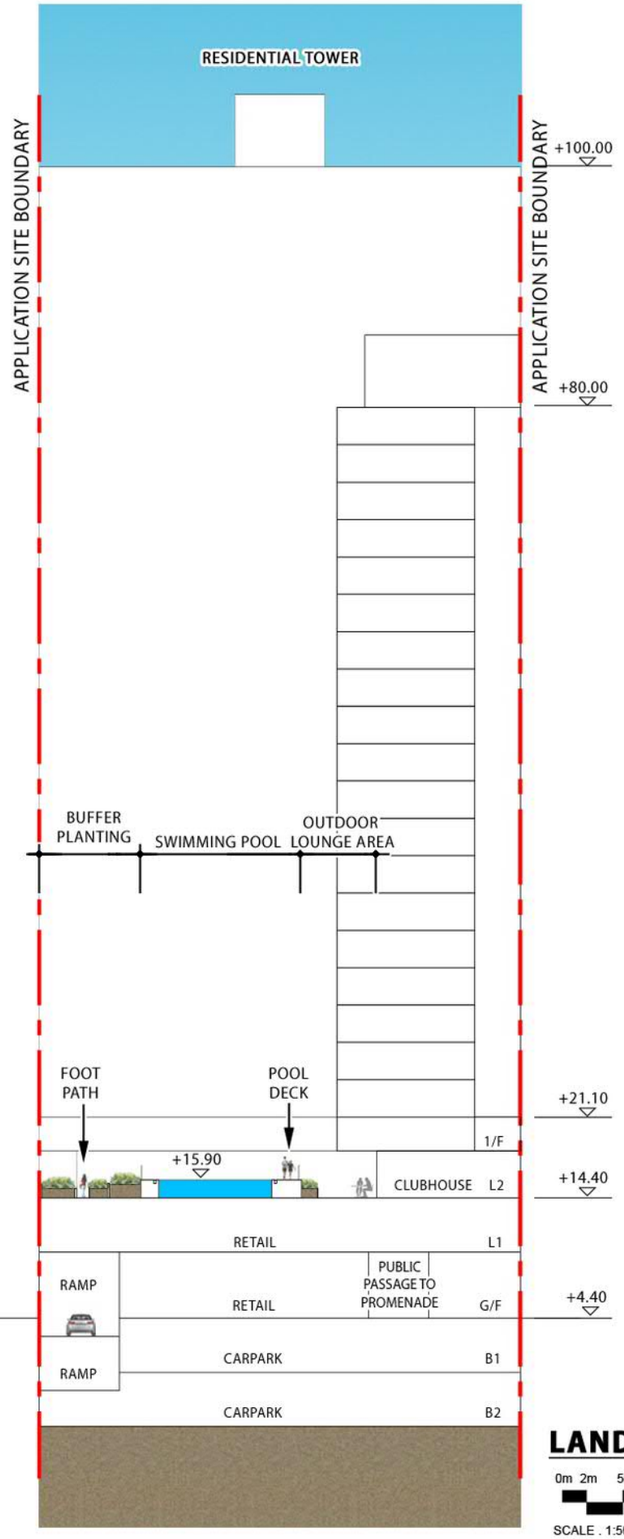

LANDSCAPE SECTION B

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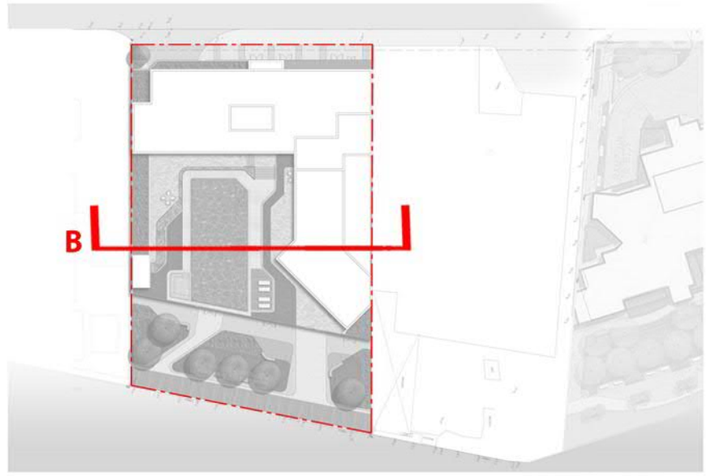

KEYPLAN

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section B

Dwg. No. : 2023204-SEC-02

Date : NOV 2024

(A3-size)

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Appendix D

Circulation Demarcation Plans

LEGEND:

VEHICULAR ACCESS

PEDESTRIAN ACCESS

CARPARK ENTRANCE

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

+4.40

VERTICAL CONNECTION BETWEEN B2 & RESIDENTIAL TOWER

RETAIL VERTICAL CONNECTION BETWEEN G/F & L1

VERTICAL CONNECTION BETWEEN G/F & CLUBHOUSE

L&UL

+3.90

RETAIL VERTICAL CONNECTION BETWEEN G/F & L1

RETAIL

+4.40

Public Passage to Promenade

RETAIL

TO BASEMENT CARPARK

+4.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

RAMP UP TO B1/F

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Circulation Demarcation Plan - G/F (+4.40mPD)

Dwg. No. : 2023204-CDP-01

Date : NOV 2024

(A3-size)

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Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2024-11-14 LMP\2023204-CDP-01

LEGEND:

PEDESTRIAN ACCESS

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

VERTICAL CONNECTION BETWEEN B2 & RESIDENTIAL TOWER

+14.40

E&M

CLUBHOUSE

+14.40

VERTICAL CONNECTION BETWEEN G/F & CLUBHOUSE

VERTICAL CONNECTION BETWEEN CLUBHOUSE & RESIDENTIAL TOWER

BUILDING LINE ABOVE

+14.40

+15.00

SWIMMING POOL

+15.90

+14.40

CLUBHOUSE

+14.40

+14.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Circulation Demarcation Plan - 2/F (+14.40mPD)

Dwg. No. : 2023204-CDP-01

Date : NOV 2024

(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2024-11-14 LMP\2023204-CDP-02

Appendix E

Open Space Demarcation Plan

LEGEND:

APPLICATION SITE BOUNDARY

OPEN SPACE
(Not less than 855 sqm)

TUNG YUEN STREET

3.5m Setback area
for Footpath
(with 1m Setback from
Site Boundary)

+4.40

+14.40

+100.00mPD

+14.40

+14.40

+80.00mPD

+21.10

SWIMMING POOL
+15.90

+14.40

+4.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT
UNDER PLANNING
APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE : 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Open Space Demarcation Plan

Dwg. No. : 2023204-ODP-01

Date : NOV 2024
(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2024-11-14 LMP\2023204-ODP-01

Appendix F

Greenery Demarcation Plan

LEGEND:

APPLICATION SITE BOUNDARY

OPEN-AIR

COVERED

TOTAL GREENERY COVERAGE (Not less than 20% of the Site Area)

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

+14.40

E&M

CLUBHOUSE
+14.40

+14.40

+15.00

BUILDING LINE ABOVE

SWIMMING POOL
+15.90

+14.40

CLUBHOUSE
+14.40

+14.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Greenery Demarcation Plan

Dwg. No. : 2023204-GDP-01

Date : NOV 2024

(A3-size)

axxa group

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ARUP

Appendix D

Traffic Impact Assessment

27/11/2024

Reference number CHK50748310

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON



TRAFFIC IMPACT ASSESSMENT REPORT

SYSTRA MVA

IDENTIFICATION TABLE	
Client/Project owner	China Resources Land (Overseas) Limited
Project	Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon
Type of document	Traffic Impact Assessment Report
Date	27/11/2024
File name	No. 4 Tung Yuen Street Development Traffic Impact Assessment Report .docx
Reference number	CHK50748310

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1. INTRODUCTION

1.1 Background

1.1.1 The application site is located at No. 4 Tung Yuen Street, as indicated in **Drawing 1.1**. It is currently zoned “Residential (Group E)” (“R(E)”) under the latest approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) no. S/K15/27.

1.1.2 The application site is currently occupied by an industrial building, and is planned to be re-developed into a residential-based development with shop & services, and eating place as No. 4 Tung Yuen Street Redevelopment.

1.2 Study Objective

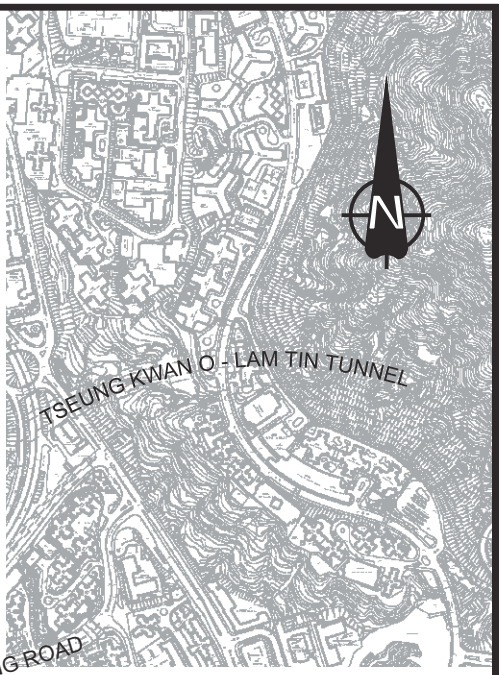
1.2.1 The main objective of this study is to investigate the anticipated traffic impact of proposed No. 4 Tung Yuen Street Redevelopment to the adjacent local road network, by performing the following tasks:

- review the current traffic condition in the vicinity;
- study the traffic related matters of the proposed MLP;
- produce traffic forecasts on the adjacent local road network;
- assess the traffic impact of this development scheme to the adjacent local road network and suggest mitigation measures, if applicable.

1.3 Report Structure

1.3.1 Following this introductory chapter, there are five further chapters.

- Chapter 2 – Traffic Context, review the current traffic condition in the vicinity;
- Chapter 3 – The Redevelopment, introduces the proposed No. 4 Tung Yuen Street Redevelopment scheme, planning parameters, internal transport facilities and etc.;
- Chapter 4 – Traffic Forecasts, describes the traffic forecasting methodology and presents the results;
- Chapter 5 – Traffic Impact Assessment, presents the assessment findings and suggests mitigation measures, if applicable; and,
- Chapter 6 – Summary and Conclusion, summarises the study findings and presents the conclusion accordingly.



WAI YIP STREET

Lam Tin Interchange

YAU TONG ROAD

CHA KWO LING ROAD

LEI YUE MUN ROAD

EASTERN HARBOUR CROSSING

KO FAI ROAD

KO CHIU ROAD

CHA KWO LING ROAD

SHUNG TAK WAI

TUNG YUEN STREET

YAN YUE WAI

SHUNG SHUN STREET

LEGEND :

SUBJECT SITE

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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

SITE LOCATION PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	1.1	-

SYSTRA MVA

CHK50748310/TIA/F11.CDR/LLH/10OCT24

Original Size : A4

2. TRAFFIC CONTEXT

2.1 Existing Road Network

2.1.1 The application site is located at No. 4 Tung Yuen Street. The application site situates at the northwestern fringe of YTIA and is accessible from Tung Yuen Street. The site location is indicated in **Drawing 1.1**. The vehicular access routes of the application site are through Tung Yuen Street, Ko Fai Road, Cha Kwo Ling Road, Yau Tong Road, and Ko Chiu Road.

2.1.2 Cha Kwo Ling Road, a single 4-lane district distributor, is the main transport corridors of Yau Tong area to provide external linkage to Eastern Harbour Crossing (EHC), Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), Kwun Tong Bypass and Kwun Tong Road.

2.1.3 Yau Tong Road and Ko Chiu Road are both local distributors, linking up Lei Yue Mun Road and Cha Kwo Ling Road on the North and South respectively.

2.1.4 Tung Yuen Street and Ko Fai Road are both single 2-lane local distributors, connecting the application site to Yan Yue Wai and Cha Kwo Ling Road.

2.2 Public Transport Services

2.2.1 MTR Yau Tong Station is the nearest MTR station to the application site. It is located on the north-east of the application site across Cha Kwo Ling Road, and can be reached within 10 minutes of walk. Yau Tong MTR Station is the interchange station of Kwun Tong Line and Tseung Kwan O Line leading to Island Line.

2.2.2 There are two public transport interchanges (PTI) located at The Domain Mall and Yau Tong Estate Phase 3, near Ko Chiu Road, in the vicinity of the application site. There is one franchised bus route - 14X and one Green Minibus (GMB) route - 24, operating along Tung Yuen Street.

2.2.3 The nearby public transport services are indicated in **Drawing 2.1**, whilst their service details are summarised in **Appendix A**.

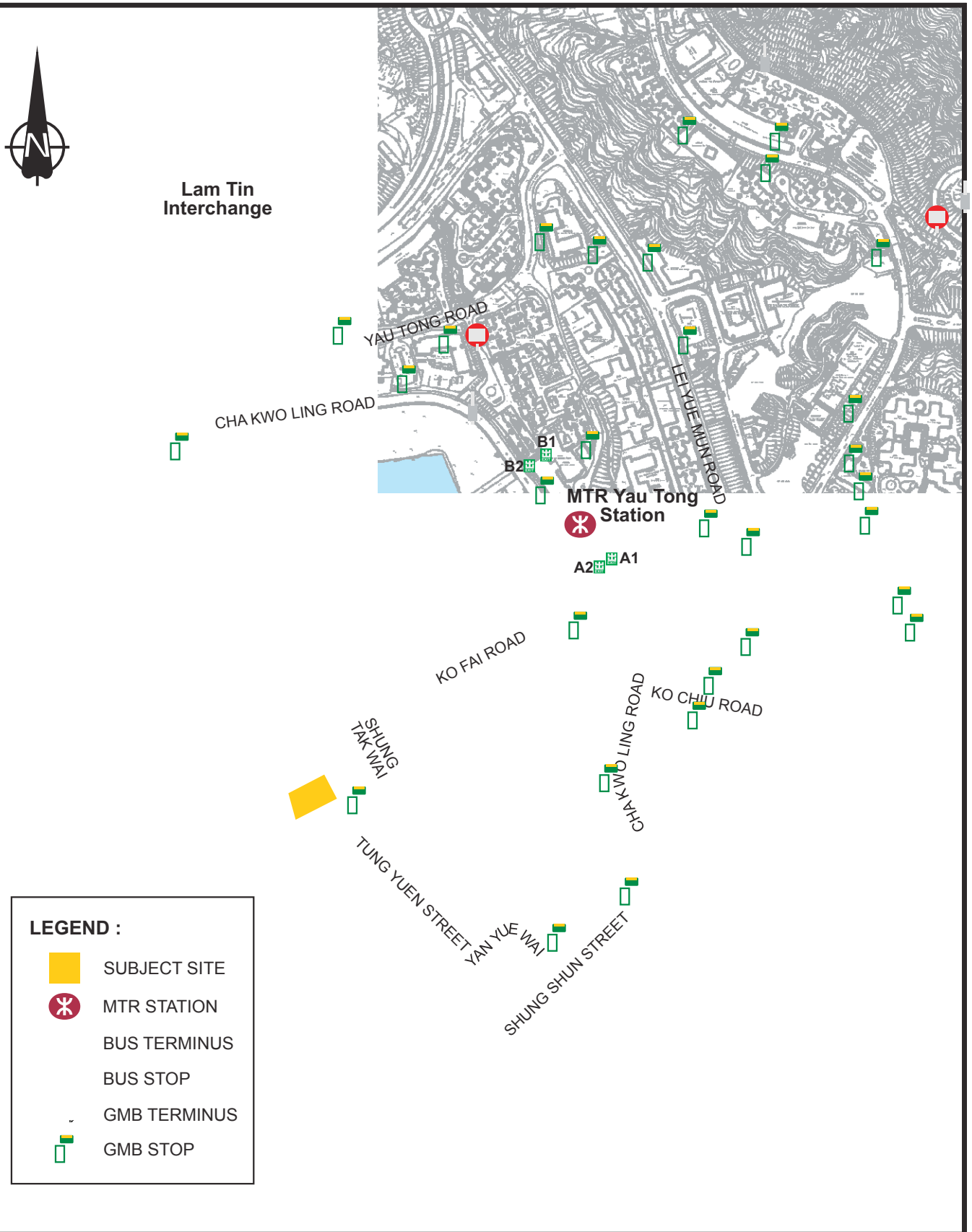
2.3 Junction Operational Performance

2.3.1 A total of eight key local junctions have been identified for assessment purpose in this study. The identified key local junctions, as listed in **Table 2.1**, are indicated in **Drawing 2.2**.

Table 2.1 Identified Key Local Junctions

Ref. (1)	Junction	Control Method	Drawing No.
A	Cha Kwo Ling Road / Lam Tin Interchange	Roundabout	2.3
B	Cha Kwo Ling Road / Yau Tong Road	Signal	2.4
C	Cha Kwo Ling Road / Ko Fai Road	Priority	2.5
D	Cha Kwo Ling Road / Ko Chiu Road	Signal	2.6
E	Lei Yue Mun Road / Ko Chiu Road	Roundabout	2.7
F	Lei Yue Mun Road / Yau Tong Road	Signal	2.8
G	Kai Tin Road / Lei Yue Mun Road	Roundabout	2.9
H	Wai Yip Street / Wai Fat Road	Signal	2.10

Remarks:
(1) Refer to **Drawing 2.2**.



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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

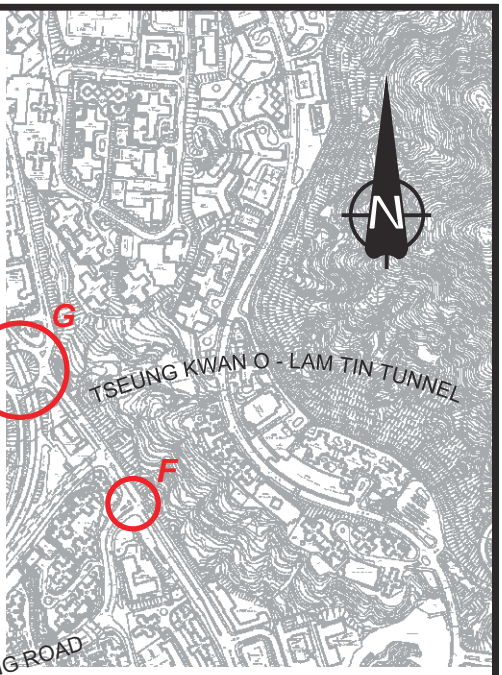
EXISTING PUBLIC TRANSPORT SERVICES

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	2.1	-

SYSTRA MVA

CHK50748310/TIA/F21.CDR/LLH/10OCT24

Original Size : A4



LEGEND :

SUBJECT SITE

C EXISTING KEY JUNCTIONS

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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

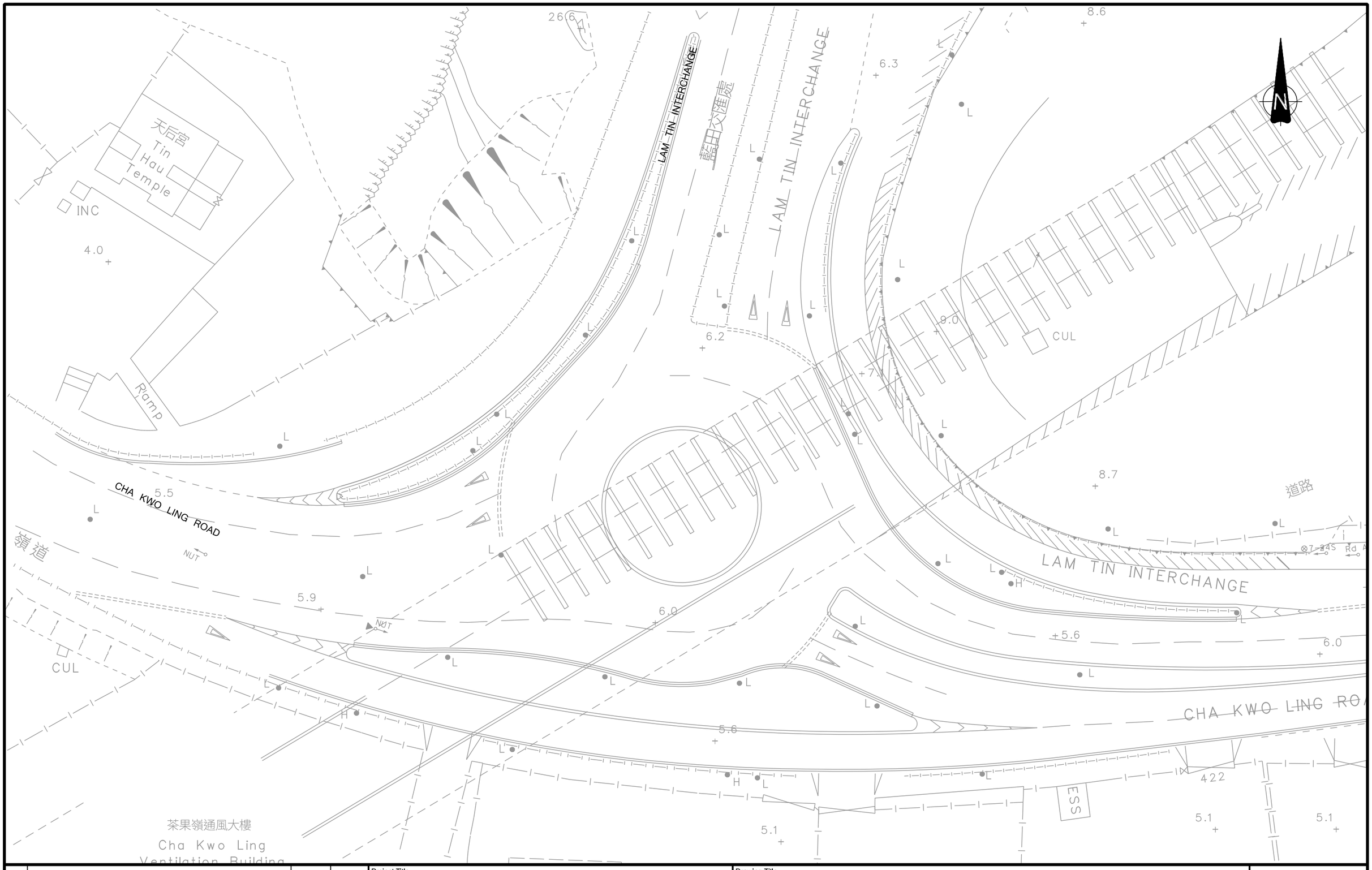
IDENTIFIED KEY LOCAL JUNCTIONS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	2.2	-

SYSTRA MVA

CHK50748310/TIA/F22.CDR/LLH/10OCT24

Original Size : A4



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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / LAM TIN INTERCHANGE (A)

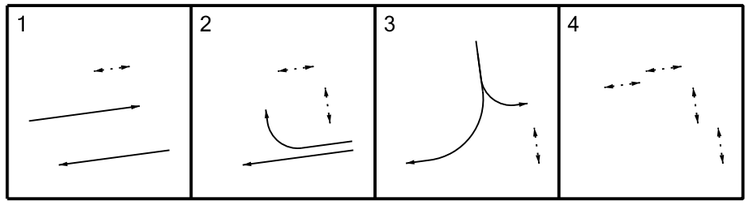
Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.3**	-

SYSTRA MVA

CHK50748310/TIA/F23.DGN/KCM/08OCT24

Original Size : A3

METHOD OF CONTROL



Ventilation Building

YAU TONG ROAD

CHA KWO LING ROAD

茶果嶺道

Tunnel Bus Stop 隧道巴士站 K-TS441

Tunnel Bus Stop 隧道巴士站 K-TS439

中華基督教會基法小學(油塘)

C.C.C. Kei Faat Primary School (Yau Tong)

籃球場 Basketball Court

Hong Kong (E) 香港(東)

K/KT/ChaKL-09

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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / YAU TONG ROAD (B)

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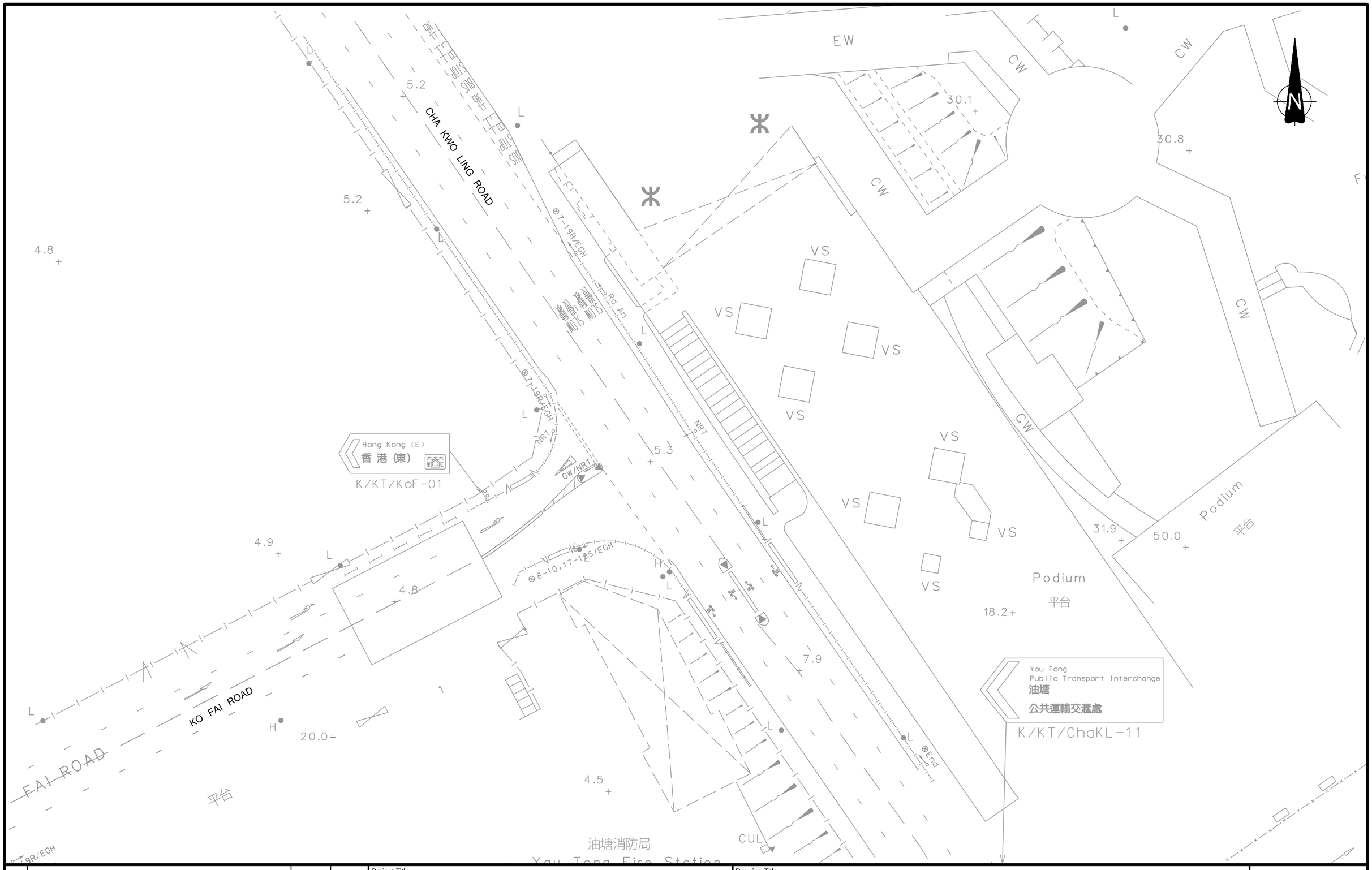
CCT	JPP	1:500(A3)	OCT 2024	**2.4**	-

CHK50748310/TIA/F24.DGN/KCM/08OCT24

Original Size : A3



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Project Title

PROPOSED FLAT, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / KO FAI ROAD (C)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.5**	-

SYSTRA MVA

CHK50748310/TIA/F25.DGN/KCM/08OCT24

Original Size : A3

METHOD OF CONTROL

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			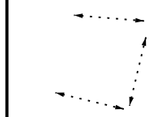

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Project Title

PROPOSED FLAT, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

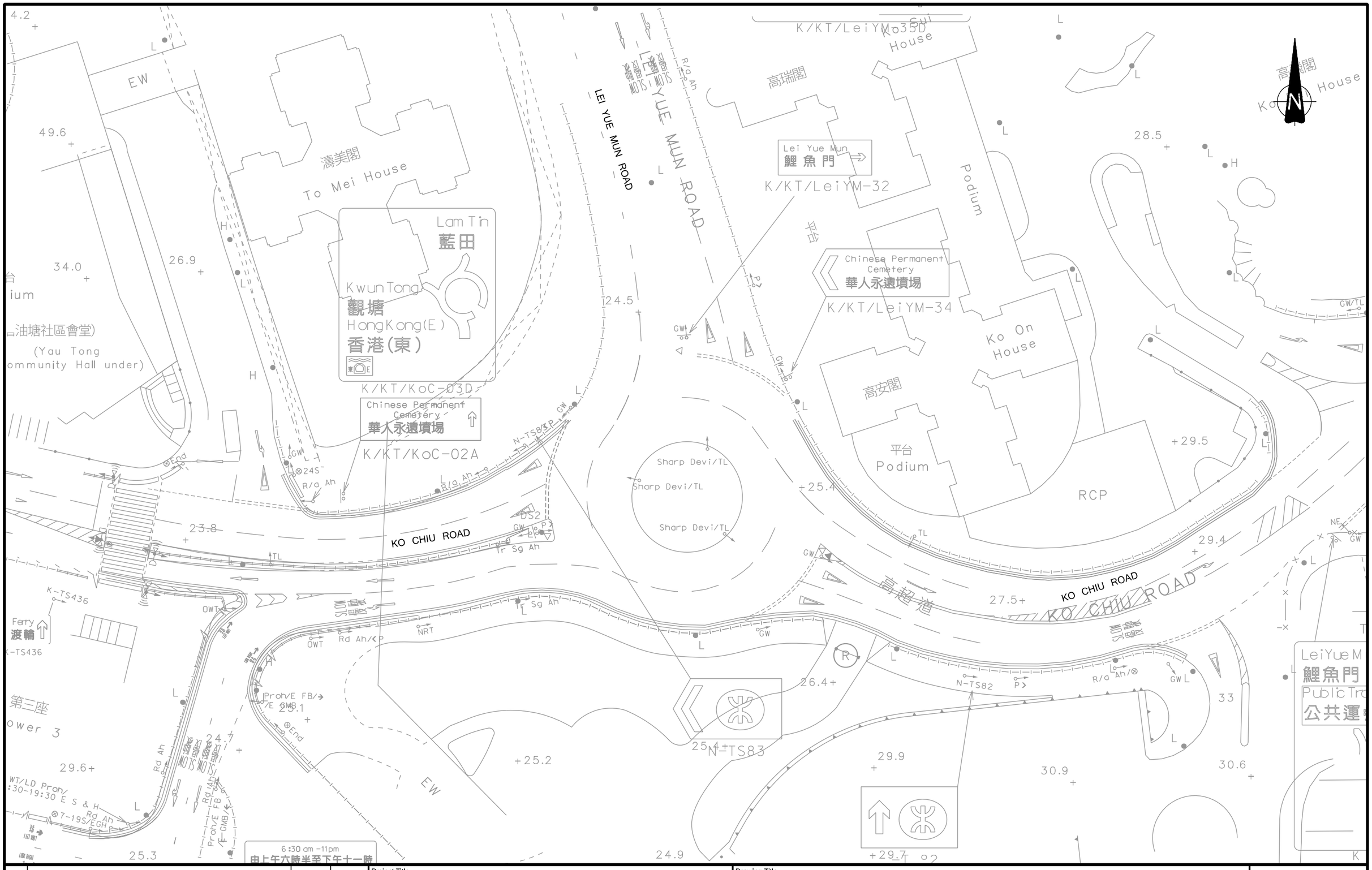
EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / KO CHIU ROAD (D)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.6**	-

SYSTRA MVA

CHK50748310/TIA/F26.DGN/KCM/08OCT24

Original Size : A3



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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / KO CHIU ROAD (E)

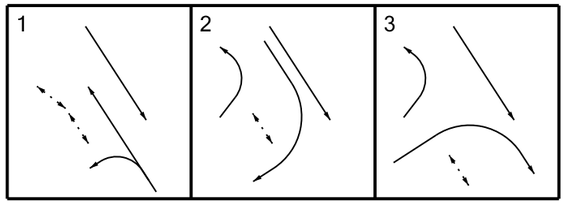
Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.7**	-

SYSTRA MVA

CHK50748310/TIA/F27.DGN/KCM/08OCT24

Original Size : A3

METHOD OF CONTROL



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Project Title

PROPOSED FLAT, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / YAU TONG ROAD (F)

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SYSTRA MVA

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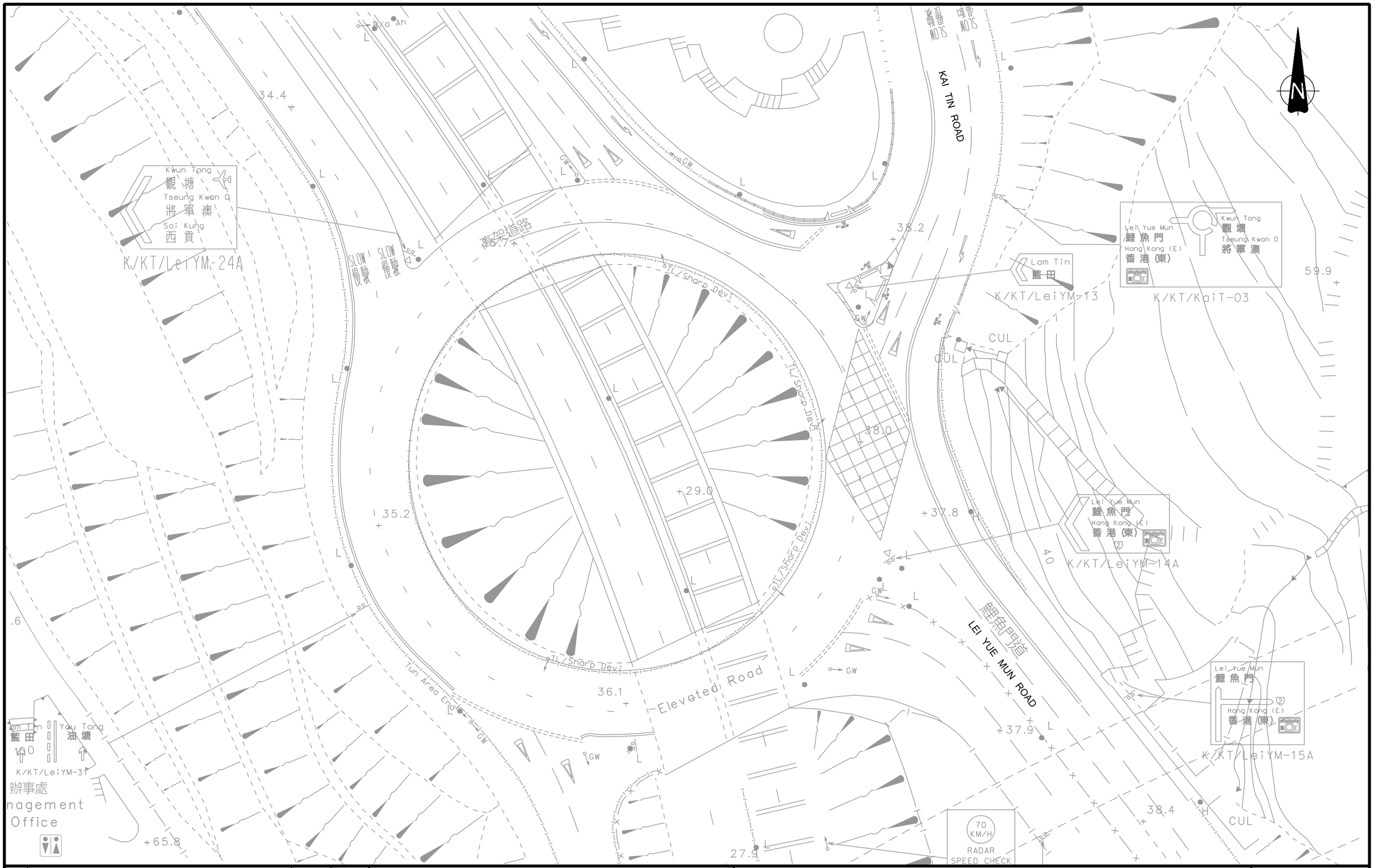
Original Size : A3



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Project Title

PROPOSED FLAT, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

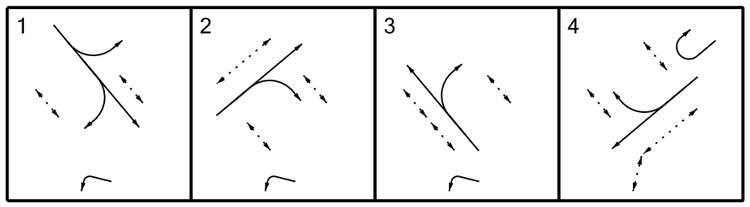
EXISTING JUNCTION LAYOUT OF KAI TIN ROAD / LEI YUE MUN ROAD (G)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.9**	-

CHK50748310/TIA/F29.DGN/KCM/08OCT24

Original Size : A3

METHOD OF CONTROL



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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF WAI YIP STREET / WAI FAT ROAD (H)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.10**	-

CHK50748310/TIA/F210.DGN/KCM/10APR24

Original Size : A3

2.3.2 In order to establish the current peak hour traffic condition in the area, traffic surveys in the form of manual classified count were conducted at the identified key local junctions during the morning and evening peak hours of a typical weekday.

2.3.3 The traffic surveys were arranged and conducted during morning peak hours between 07:30 – 09:30 and the evening peak hours between 17:00 – 19:00 on a typical weekday in early-September 2024. The survey results reveal that the weekday morning and evening peak hour occur during 08:15 – 09:15 and 17:00 – 18:00 respectively. The observed peak hour traffic flows are summarised in **Drawing 2.11**.

2.3.4 Junction capacity assessments have been conducted to evaluate the current operational performance of the identified key local junctions. The assessments would be validated with the site observations, such as queue length, by applying appropriate site factors and adjustments accordingly in order to reflect the actual site conditions. The assessment results are summarised in **Table 2.2**. The junction calculation sheets are attached in **Appendix B**.

Table 2.2 Current Junction Operational Performance

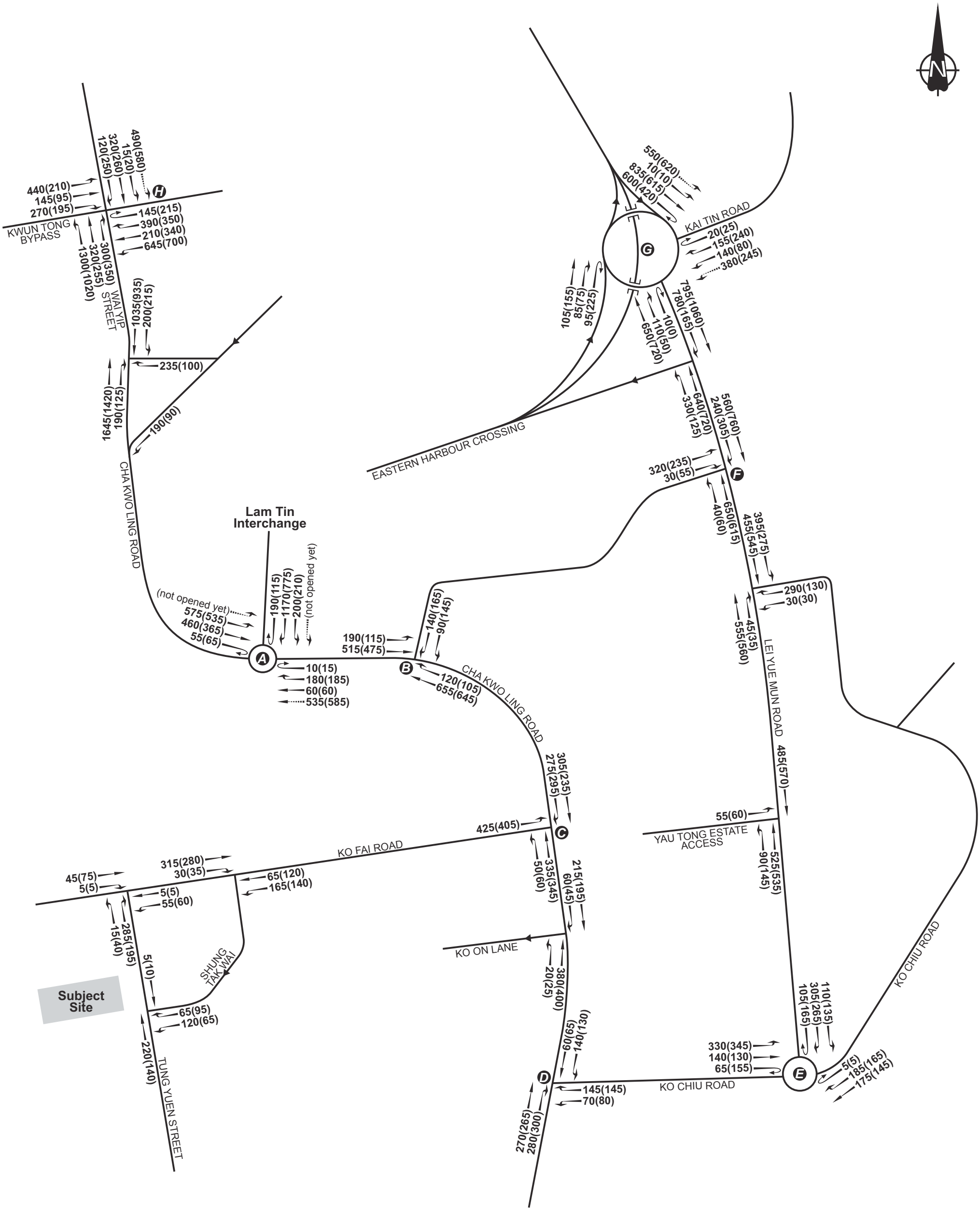
Ref. (1)	Junction	RC/RFC (2)	
		AM Peak	PM Peak
A	Cha Kwo Ling Road / Lam Tin Interchange	0.60	0.53
B	Cha Kwo Ling Road / Yau Tong Road	64%	62%
C	Cha Kwo Ling Road / Ko Fai Road	0.56	0.63
D	Cha Kwo Ling Road / Ko Chiu Road	63%	91%
E	Lei Yue Mun Road / Ko Chiu Road	0.34	0.30
F	Lei Yue Mun Road / Yau Tong Road	>100%	>100%
G	Kai Tin Road / Lei Yue Mun Road	0.87	0.91
H	Wai Yip Street / Wai Fat Road	<0%	3%

Remarks:

(1) Refer to **Drawing 2.2**.

(2) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%, The operational performance of a priority/roundabout is represented in Ratio to Flow Capacity (RFC), which is defined as overloaded if RFC over 1.00.

2.3.5 The assessment results indicate that except for J/O Wai Yip Street / Wai Fat Road (H), the other identified key local junctions are operating within capacity during the weekday peak hour periods.



LEGEND :

145(145) AM(PM) PEAK TRAFFIC FLOW IN PCU/HR

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Rev.	Description	Checked	Date
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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

YEAR 2024 OBSERVED TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	2.11	-

SYSTRA MVA

CHK50748310/TIA/F211.CDR/LLH/10OCT24

Original Size : A3

3. THE REDEVELOPMENT

3.1 Development Parameter

3.1.1 For the purpose of Section 16 planning application, No. 4 Tung Yuen Street is this TIA study area.

3.1.2 Currently, there is a 7-storey industrial building on the site, and the subject site has been rezoned as R(E). The current proposed development comprises a residential tower with clubhouse, shop and services, and eating place. The proposed main development parameters of the No. 4 Tung Yuen Street Redevelopment are summarised in **Table 3.1** and the master layout plan is shown in **Drawing 3.1**.

Table 3.1 Proposed Development Parameters

		Proposed MLP
Site Area (m^2)		Approx. 2,419 m^2
Total Plot Ratio		Not more than 6.9
Total GFA (m^2)		Not more than 16,691.1 m^2
Key Development Parameters		
Residential	no. of units	342
Commercial – retail	GFA (m^2)	2,177.1

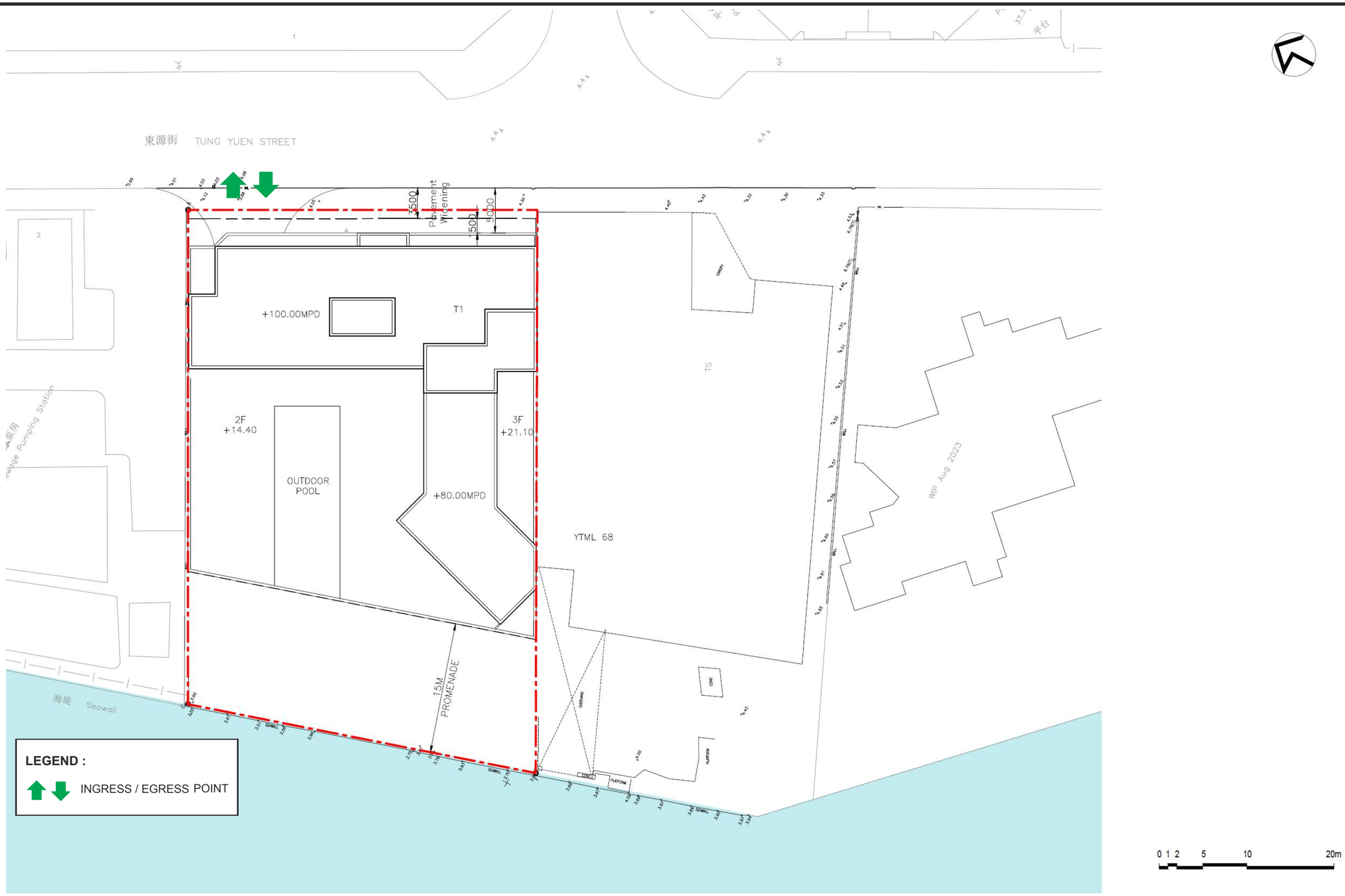
3.1.3 The No. 4 Tung Yuen Street Redevelopment would be completed in year 2032.

3.2 Internal Traffic Arrangement

Vehicular Access

3.2.1 Under the proposed MLP, there is one vehicular access of subject site and is located on Tung Yuen Street. The location of the vehicular accesses of No. 4 Tung Yuen Street Redevelopment under the proposed MLP are indicated in **Drawing 3.1**.

3.2.2 Vehicular Access to the Proposed Scheme is provided at Tung Yuen Street, which is a major road connecting to Ko Fai Road at its western end and to Shung Shun Street at its eastern end. The traffic going to/from Hong Kong Island would pass through Ko Fai Road priority junction / Cha Kwo Ling Road / Yau Tong Road / EHC or Ko Fai Road priority junction / Cha Kwo Ling Road / Lam Tin Interchange. For the traffic going to/from Tseung Kwan O, which would pass through Ko Fai Road priority junction / Cha Kwo Ling Road / Lam Tin Interchange or Ko Fai Road priority junction / Cha Kwo Ling Road / Yau Tong Road / Lei Yue Mun Road. And the traffic can also pass through the Wai Yip street to Kwun Tong Action Area to/from Kwun Tong. The traffic ingress and egress routings of the site are illustrated in **Drawing Nos. 3.2 to 3.3**.



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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

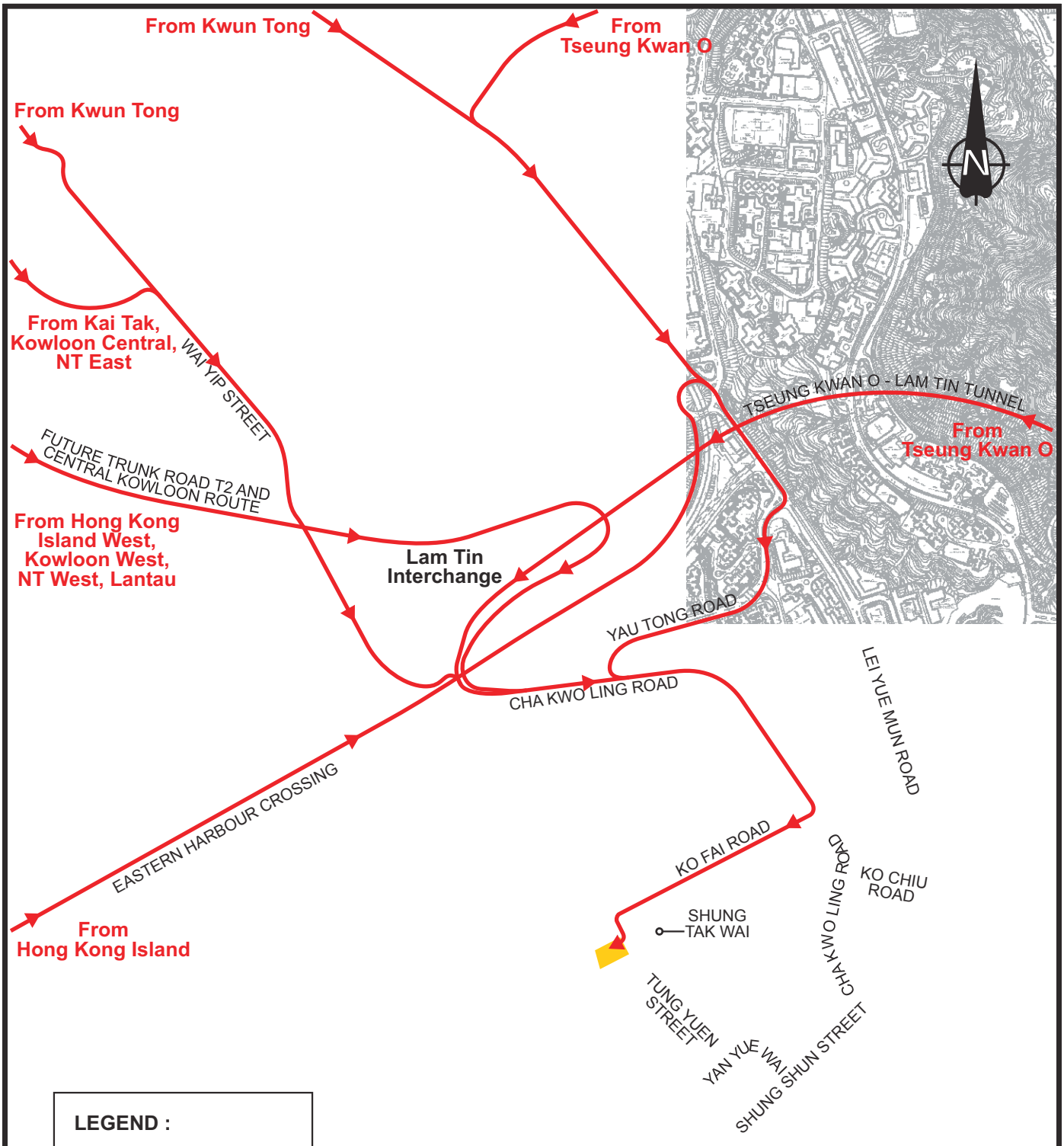
MASTER LAYOUT PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	3.1	-

SYSTRA MVA

CHK50748310/TIA/F31.CDR/LLH/10OCT24

Original Size : A3



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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

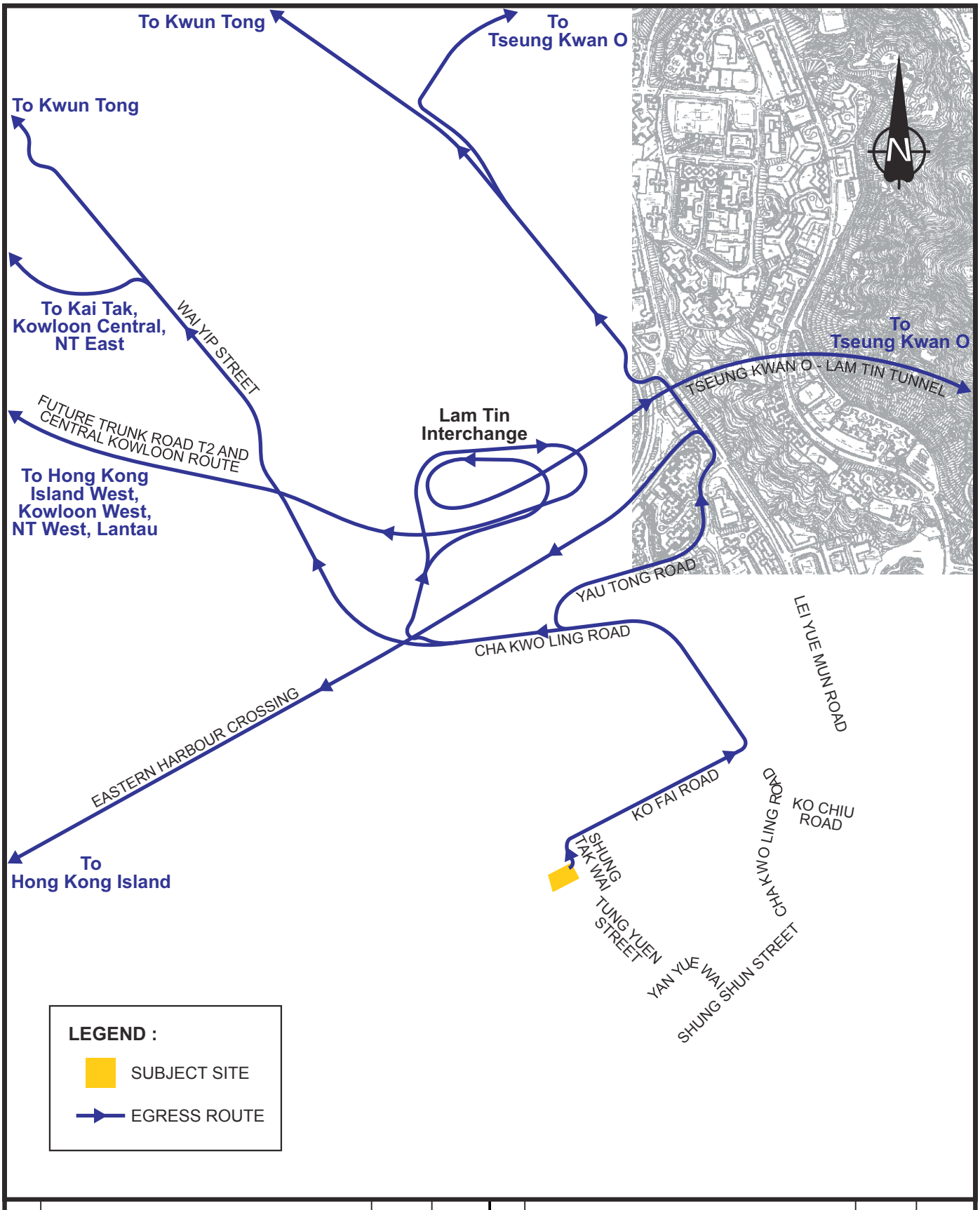
DEVELOPMENT INGRESS ROUTE

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	3.2	-

SYSTRA MVA

CHK50748310/TIA/F32.CDR/LLH/10OCT24

Original Size : A4



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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

DEVELOPMENT EGRESS ROUTE

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	3.3	-

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Original Size : A4

Internal Driveway

3.2.3 The vehicular accesses and the internal transport facilities are linked up by internal driveway. Car parking spaces are located at the two basement floors and the loading/unloading spaces are located at ground floor.

3.3 Internal Transport Facility

3.3.1 Provisions of internal transport facilities, including parking spaces, loading/unloading bays and etc., for No. 4 Tung Yuen Street Redevelopment are proposed in accordance with the relevant requirements stipulated in the latest Hong Kong Planning Standard Guideline (HKPSG).

3.3.2 The proposed provisions have taken into consideration the factors of building function, residential flat mix and locality of No. 4 Tung Yuen Street Redevelopment. **Table 3.2** summarises the requirement and proposed provisions of internal transport facility of subject site.

Table 3.2 Proposed Internal Transport Facility

<table>
<tr><th>Component</th><th colspan="4">HKPSG Requirements (1)</th><th>Parameters</th><th>Provision Range</th><th>Proposed Provision</th></tr>
<tr><td>Residential – 342 units</td><td colspan="4"></td><td></td><td></td><td></td></tr>
<tr><td>Private Car Parking Space</td><td>GPS (2)</td><td>R1 (3)</td><td>R2 (4)</td><td>R3 (5)</td><td></td><td></td><td></td></tr>
<tr><td>Flat Size (FS) ≤ 40m²</td><td rowspan="7">1 space per 4-7 units</td><td>0.5</td><td rowspan="7">1.0</td><td rowspan="7">R3=1,when 2.00< PR ≤ 5.00; R3=0.90, when 5.00< PR ≤ 8.00</td><td>139 units</td><td>9-16</td><td>9</td></tr>
<tr><td>40m² < FS ≤ 70m²</td><td>1.2</td><td>158 units</td><td>25-43</td><td>25</td></tr>
<tr><td>70m² < FS ≤ 100m²</td><td>2.4</td><td>43 units</td><td>14-24</td><td>14</td></tr>
<tr><td>100m² < FS ≤ 130m²</td><td>4.1</td><td>0 units</td><td>0</td><td>0</td></tr>
<tr><td>130m² < FS ≤ 160m²</td><td>5.5</td><td>0 units</td><td>0</td><td>0</td></tr>
<tr><td>FS >160m²</td><td>7.0</td><td>2 units</td><td>2-3</td><td>2</td></tr>
<tr><td></td><td colspan="4">Sub-total</td><td>342 units</td><td>50-86</td><td>50</td></tr>
<tr><td>Visitor Parking Space</td><td colspan="4">5 spaces per block</td><td>1 block</td><td>5</td><td>5</td></tr>
<tr><td colspan="5">Sub-total</td><td>55-91</td><td>55</td></tr>
<tr><td>Motorcycle Parking Space</td><td colspan="4">1 space per 100-150 units</td><td>342 units</td><td>3-4</td><td>3</td></tr>
<tr><td>Loading/Unloading Bay</td><td colspan="4">1 bay per block</td><td>1 block</td><td>1</td><td>1 (HGV)</td></tr>
<tr><td>Commercial – retail – 2,177.1m²</td><td colspan="4"></td><td></td><td></td><td></td></tr>
<tr><td>Private Car Parking Space</td><td colspan="4">1 space per 150-300m² GFA</td><td>2,177.1m²</td><td>8-15</td><td>8</td></tr>
<tr><td>Motorcycle Parking Space</td><td colspan="4">5%-10% of total car parking spaces</td><td>8-15 spaces</td><td>1-2</td><td>1</td></tr>
</table>

<table>
<tr><th>Component</th><th>HKPSG Requirements (1)</th><th>Parameters</th><th>Provision Range</th><th>Proposed Provision</th></tr>
<tr><td>Loading/Unloading Bay</td><td>1 bay per 800-1,200m^2 GFA</td><td>2,177.1m^2</td><td>2-3</td><td>2 (1 for HGV and 1 for LGV)</td></tr>
<tr><td colspan="4">Total :</td><td></td></tr>
<tr><td colspan="4">Car Parking Space</td><td>63</td></tr>
<tr><td>Reserved Space for Disabilities</td><td>TPDM Volume 6, Chapter 8.5:<table><tr><th>Total No. of Car Parking Space in Lot</th><th>Required Space for Disabilities</th></tr><tr><td>1-50</td><td>1</td></tr><tr><td>51-150</td><td>2</td></tr><tr><td>151-250</td><td>3</td></tr><tr><td>251-350</td><td>4</td></tr><tr><td>351-450</td><td>5</td></tr><tr><td>Above 450</td><td>6</td></tr></table></td><td>55-91 spaces</td><td>2</td><td>2 (Included in the above 63 spaces)</td></tr>
<tr><td colspan="4">Motorcycle Parking Space</td><td>4</td></tr>
<tr><td colspan="4">Loading/Unloading Bay</td><td>3 (2 for HGVs and 1 for LGV)</td></tr>
</table>

Remarks:
(1) Provision requirements are based on the latest HKPSG Chapter 8, Section 7, unless specified otherwise.
(2) GPS refers as Global Parking Standard.
(3) R1 is the Demand Adjustment Ratio, subject to the corresponding unit size.
(4) R2 is the Accessibility Adjustment Ratio, subject to the location of application site. Ratio of 1 is applied in this case, as the application site is not within the 500m-radius catchment of the nearest rail station.
(5) R3 is the Domestic Plot Ratio.

3.3.3 **Table 3.2** suggests that the No. 4 Tung Yuen Street Redevelopment would provide 63 car parking spaces, in which 2 parking spaces would be reserved for disabilities. Besides, 4 motorcycle parking spaces and 3 loading/unloading bays (2 loading/unloading bays for HGVs and 1 loading/unloading bay for LGV) would be provided as ancillary transport facilities.

4. TRAFFIC FORECASTS

4.1 Forecasting Assumptions and Methodology

Design Year

4.1.1 The tentative full occupation year of No. 4 Tung Yuen Street Redevelopment is year 2032. The design year of 2035, three years after full occupation, is therefore adopted in this study for forecasting and assessment purposes.

Future Road Network

4.1.2 Review of the Hong Kong Government planning documents reveals the one planned strategic highway structure in East Kowloon – Trunk Road T2 in Kai Tak, which would affect the traffic circulation of Yau Tong area.

4.1.3 Trunk Road T2 is a dual two-lane trunk road of approximately 3 km long connecting Central Kowloon Route (CKR) leading to Western Harbour Crossing (WHC) on the West, and TKO-LTT leading to the Cross Bay Link on the East. Trunk Road T2 runs along South East Kowloon connecting CKR at its west and TKO-LTT at its east.

4.1.4 The major function of Trunk Road T2 is to relieve the internal traffic loading of East Kowloon. Trunk Road T2, together with CKR and TKO-LTT will form the Route 6 alignment in the strategic road network, providing an east-west express link across Kowloon to relief the existing heavily utilised road network in the Central and East Kowloon areas. Together with CKR, the tentative commissioning year of Trunk Road T2 is 2026.

4.1.5 The latest future planned Trunk Road T2 alignment is shown in **Drawing 4.1**.

Traffic Growth Rate

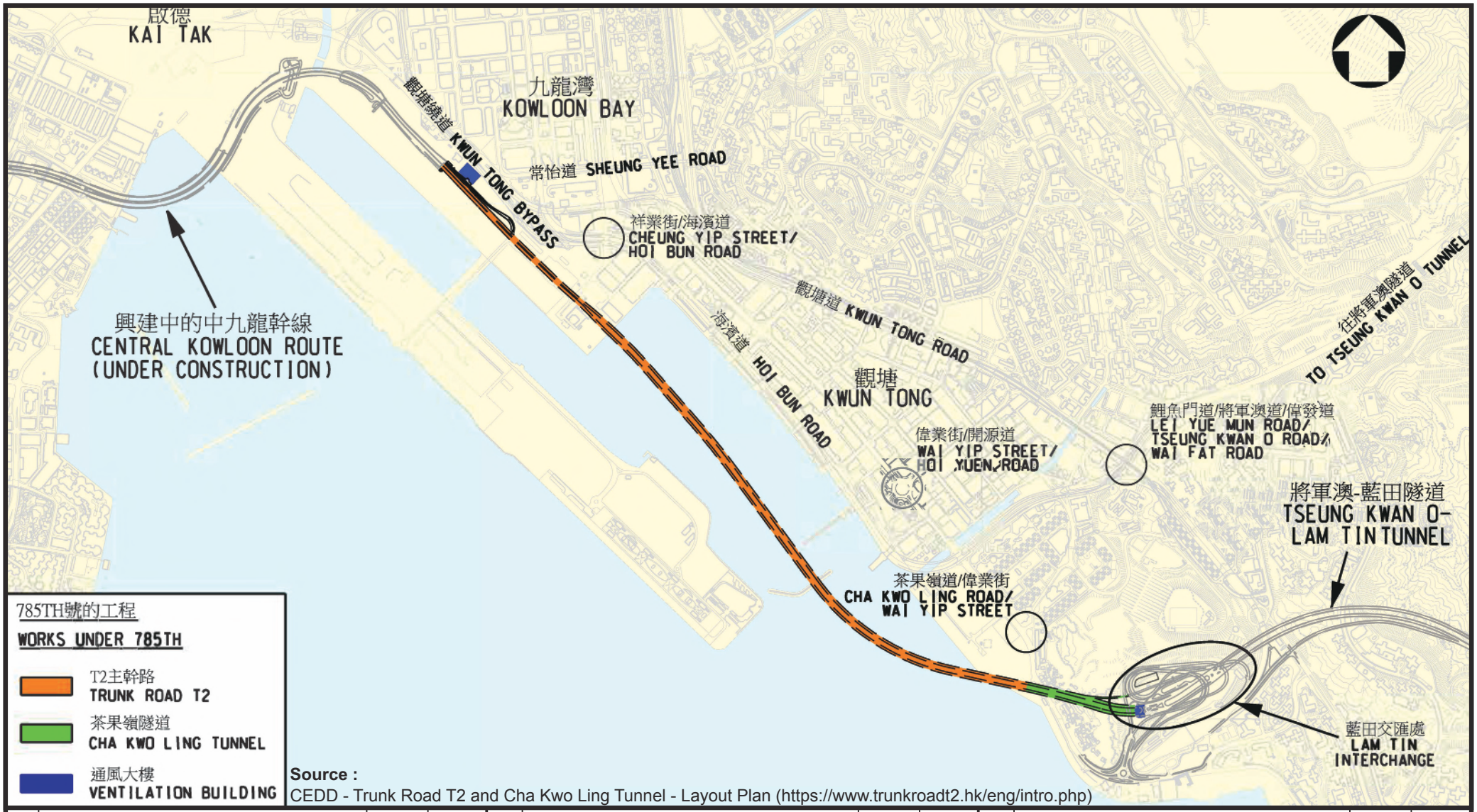
4.1.6 To estimate the year 2035 reference traffic flows in the local road network, an appropriate growth factor was identified for the area. The derivation of the growth rate is determined with reference to population data, historical growth trends and area planning data, which are summarised below.

Population Data (From The Census and Statistics Department (C&SD)

4.1.7 According to the Census and Statistics Department (C&SD), the Hong Kong resident population will increase to 8.19 million in 2046, and the average growth rate from years 2024 to 2046 is +0.38%. The Hong Kong Resident Population between Year 2024 and Year 2046 are summarised in **Table 4.1**.

Table 4.1 Hong Kong Resident Population between Year 2024 and Year 2046

Year	Hong Kong Resident Population
2024	7,526,800
2030	7,777,100
2032	7,862,100
2035	7,987,900
2040	8,137,300



Source :
CEDD - Trunk Road T2 and Cha Kwo Ling Tunnel - Layout Plan (https://www.trunkroadt2.hk/eng/intro.php)

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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

FUTURE TRUNK ROAD T2

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.1	-

SYSTRA MVA

CHK50748310/TIA/F41.CDR/LLH/10OCT24

Original Size : A4

Year	Hong Kong Resident Population
2045	8,190,700
2046	8,190,400
Annual Growth Rate (p.a.) – 2046/2024	**+0.38%**

Historical Growth Trends

4.1.8 Reference has also been made to the historic records extracted in the latest Annual Traffic Census (ATC) published by Transport Department, the Average Annual Daily Traffic (AADT) of the nearby count station between Year 2018 and Year 2022 have been taken into account to establish the historical growth trend, the findings are summarised in **Table 4.2** and location of total 6 count stations are indicated in **Drawing 4.2**.

Table 4.2 AADT of nearby ATC Traffic Counts between Years 2018 to 2022

Road	Stn No.	Annual Average Daily Traffic (AADT)					Growth Rate (p.a.)
		2018	2019	2020	2021	2022	2022/ 2018
Lei Yue Mun Rd (Ko Chiu Rd - Kai Tin Rd)	4651	1,170	1,270	1,260	1,500	1,500	+7.05%
Shung Shun Street & Yan Wing Street (Ko Chiu Road - Sam Ka Tsuen Ferry Pier)	3883	11,320*	11,400*	10,670*	11,900	11,000	-0.71%
Ko Chiu Road (Cha Kwo Ling Road - Lei Yue Mun Road)	4084	12,080	12,170*	11,390*	11,880*	13,120	+2.15%
Ko Chiu Road (Lei Yue Mun Road - Lei Yue Mun Road)	4621	8,050	8,390	8,690	9,390	8,590	+1.68%
Lei Yue Mun Road (Ko Chiu Road - Ko Chiu Road)	4031	20,710	20,860*	19,530*	20,360*	20,290	-0.51%
Yau Tong Road (Lei Yue Mun Road - Cha Kwo Ling Road)	4653	6,560	6,830	7,010	8,170	7,440	+3.35%
Total		**59,890**	**60,920**	**58,550**	**63,200**	**61,940**	**+0.86%**

Note: (*) Estimated by Growth Factor.

4.1.9 As suggested in **Table 4.2** above, the average annual growth rate of the AADT of the nearby count stations from Year 2018 to 2022 is +0.86% per annum.

Planning Data (From Working Group on Population Distribution Projections (WGPD)

4.1.10 Based on the projections of population distribution from Working Group on Population Distribution Projections (WGPD), the population from 2019 to 2029 for Kwun Tong District has been projected. The average annual growth rate from years 2024 to 2029 is illustrated in **Table 4.3**.



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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

LOCATION OF ATC COUNTING STATIONS IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.2	-

SYSTRA MVA

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Table 4.3 Projected Population of Kwun Tong District, 2019-2029

Year	Population
2019	693,900
2020	692,400
2021	701,700
2022	703,800
2023	703,800
2024	706,800
2025	712,200
2026	723,800
2027	719,900
2028	716,600
2029	721,200
Growth Rate (p.a.) – 2029/2023	**+0.41%**

4.1.11 In order to ensure the robust forecast scenario, the annual growth rate of +0.86% per annum derived from AADT of the nearby count stations from Year 2018 to 2022 is adopted, to produce the year 2035 traffic forecasts from the 2024 observed traffic flows.

Nearby Planned Developments

4.1.12 Large portion of Yau Tong industrial area is currently zoned into "CDA", "R(E)" and "C" uses in the latest Outline Zoning Plan (OZP) and a number of residential developments are being committed in the recent years. The substantial change of land use would have significant impact to the current local traffic pattern in the future year.

4.1.13 The planned and committed developments in Yau Tong area, as listed in **Table 4.4**, which would have traffic contribution to the road network in the vicinity, have been considered in the traffic forecast for the year 2035. The peak hour traffic trips of each developments are also summarised in **Table 4.4**.

Table 4.4 Estimated Trip Generations of Nearby Planned Developments

Ref.	Development	Type	Peak Hour Traffic Trip (pcu/hr)			
			AM Peak		PM Peak	
			Gen	Att	Gen	Att
1.	5 and 8 Tung Yuen Street, and adjoining Government Land ("CDA(1) Zone")	- Private Residential: 903 units (1)	37	12	14	24
2.	Yau Tong Inland Lot s 4B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street ("CDA(3) Zone")	- Private Residential: 1,393 units (1) - Retail: 172m^2 GFA (2)	57	19	21	38
3.	Yau Tong Inland Lot 44 and adjoining Government Land, Junction of Shung Shun Street	- Private Residential: 657 units (1)	79	54	48	61

Ref.	Development	Type	Peak Hour Traffic Trip (pcu/hr)			
			AM Peak		PM Peak	
			Gen	Att	Gen	Att
	and Yan Yue Wai ("CDA(5) Zone")	- Retail: 7,900m^2 GFA [2]				
4.	Lei Yue Mun Estate Phase 4	- Public Housing: 2000 units [3] - GIC [3]	96	75	57	70
5.	New Kowloon Inland Lot No. 6593 at Ko Chiu Road	- Private: 500 units [4] - Retail: 5,520m^2 GFA [4]	47	34	31	37
6.	New Kowloon Inland Lot No. 6602 at Ko Chiu Road (Yau Tong Ventilation Building Redevelopment)	- Private Residential: 500 units [4]	35	21	14	18
7.	Public Housing Development at Pik Wan Road	- Public Housing: 3,208 units [4] - Retail: 5,300m^2 GFA [4] - GIC [4]	226	163	126	161
8.	28 Sze Shan Street	- Private Residential: 92 units [1] - Retail: 2,061m^2 GFA [1]	24	15	15	20
9.	Ex-Cha Kwo Ling Kaolin Mine Site	- Public Housing: 2,250 units [5] - Private Housing: 836 units [2] - Primary School: 30 class [6]	146	99	84	105
10.	Various Lots and Adjoining Government Land at Yau Tong Bay, Yau Tong, Kowloon	- Private Residential: 7,078 units [1] - Retail: 8,290m^2 GFA [1] - Hotel: 733 [1] - Kindergarten and GIC	445	261	246	353
11.	Yau Tong Industrial Building Block 4	- Private Residential: - 676 units [4] - Day Care Centre for the Elderly [4]	33	14	15	23
12.	Olympic Godown	- Private Residential 483 units [1]	20	6	7	13
13.	Gloria Weaving & Knitting Factory	- Transitional Housing 166 units [4]	7	5	3	4
14.	Public Housing Development at Cha Kwo Ling Village	- Public Housing: 4,500 units[1] - Retail: 29,097.05 m^2 GFA[4]	97	90	140	166
15.	Proposed Commercial Development at Yau Tong	- Retail: 2,560m^2 GFA[1]	86	123	82	65

Ref.	Development	Type	Peak Hour Traffic Trip (pcu/hr)			
			AM Peak		PM Peak	
			Gen	Att	Gen	Att
	Marine Lots 73 and 74 in Yau Tong Bay	- Office: 48,040 m^2 GFA(1)				
16.	Kwun Tong Action Area	- Retail: 17,000m^2 GFA(4) - Office: 62,600 m^2 GFA(4)	145	194	150	133
17.	18 Tung Yuen Street	- Private Residential: 224 units (1)	35	41	13	19
18.	Canaryside	- Private Residential - 210 units (1)	15	8	6	7

Remarks:

(1) As extracted from the latest approved planning application.
(2) As extracted from the Sale Brochure.
(3) As extracted from the Planning Brief of Lei Yue Mun Estate Phase 4 published by Hong Kong Housing Authority
(4) As extracted from newspaper articles / online information
(5) As extracted from Public Housing Development at Ex-Cha Kwo Ling Kaolin Mine Site
(6) As extracted from the Land Supply Initiatives, Paper No. 03/2017 from Task Force on Land Supply, Development Bureau and Planning Review on Development of Ex-Cha Kwo Ling Kaolin Mine Site Final Report (Quotation Ref.: PLNQ21/2011)

4.2 Forecasting Scenarios

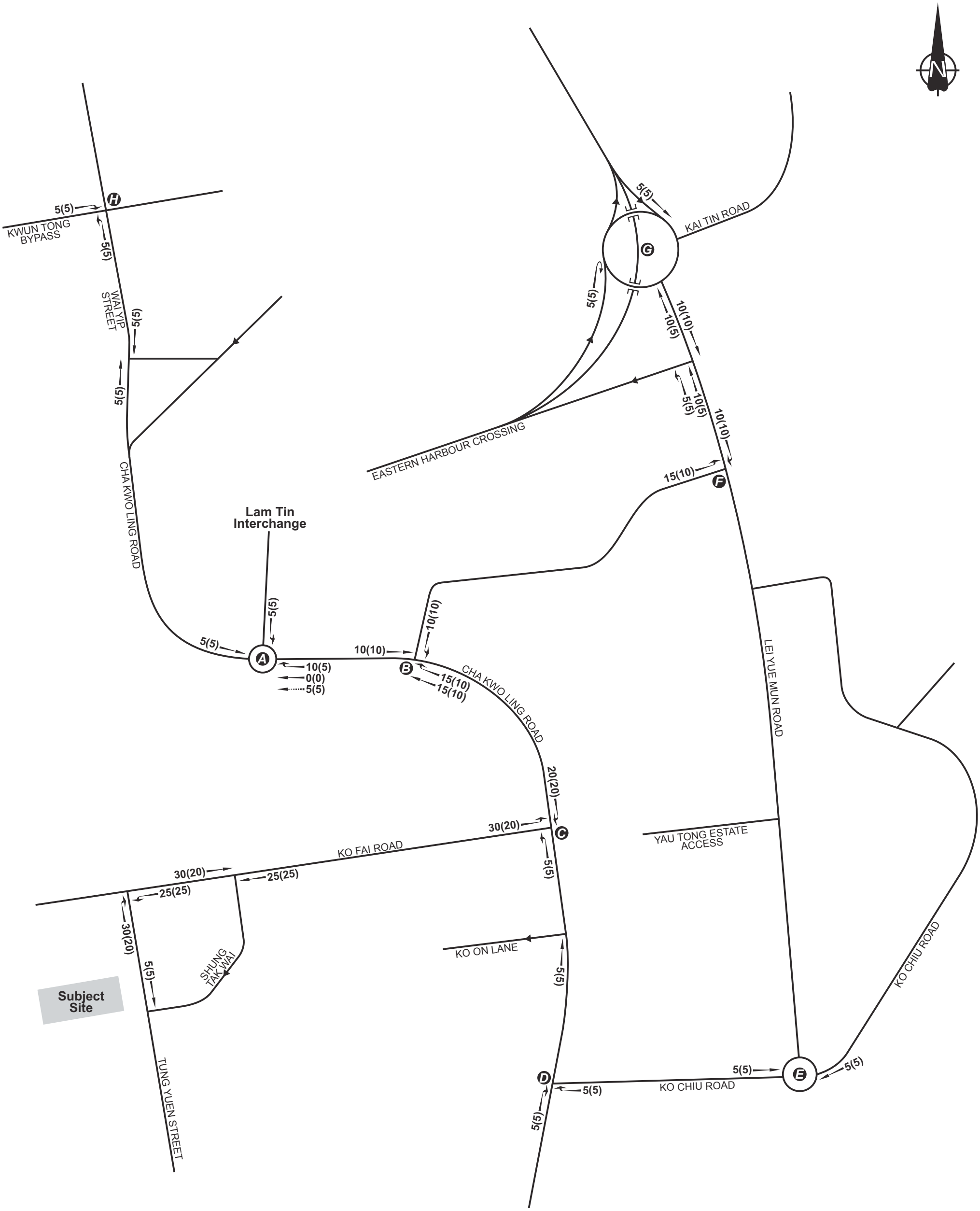
4.2.1 The derived peak hour traffic trips of the subject site would be assigned onto the local road network in accordance with the observed traffic circulation pattern and the future planned road network described in **Section 4.1**. The distributions of the peak hour development traffic trips are shown in **Drawing 4.3**.

The Redevelopment Traffic Trips

4.2.2 The development peak hour traffic trips of the No. 4 Tung Yuen Street are estimated in accordance with the appropriate trip rates extracted from the latest T.P.D.M. Volume 1 Chapter 3 published by Transport Department with respect to the development parameters summarised in **Table 3.1**. The adopted trip rates and the estimated development traffic trips are summarised in **Table 4.5**.

Table 4.5 Estimated No. 4 Tung Yuen Street Redevelopment Traffic Trips

	Peak Hour Traffic Trip (pcu/hr)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Subject Site				
Residential				
Average unit size (m^2)	43 m^2			
Trip rates (pcu/hr/flat) (1)	0.0718	0.0425	0.0286	0.037
No. of units	342			
Trips (pcu/hr)	**25**	**15**	**10**	**13**



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25(20) AM(PM) PEAK TRAFFIC FLOW IN PCU/HR

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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

DEVELOPMENT TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.3	-

SYSTRA MVA

CHK50748310/TIA/F43.CDR/LLH/10OCT24

Original Size : A3

	Peak Hour Traffic Trip (pcu/hr)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Commercial – retail				
Trip rates (pcu/100m^2/hr) (2)	0.2296	0.2434	0.3100	0.3563
GFA (m^2)	2,177.1m^2			
Trips (pcu/hr)	5	6	7	8
Total	**30**	**21**	**17**	**21**

Remarks:

(1) Mean values of residential trip rates for the unit size of 60m^2 are adopted as the average unit size of the proposed scheme is around 47.2m^2.

(2) Mean values of trip rates are adopted.

(3) Nominal traffic trips are adopted.

4.2.3 A two-way traffic trip generated by No. 4 Tung Yuen Street Redevelopment in 2035 will be 51 pcu/hr and 38 pcu/hr in the AM and PM peak respectively.

4.2.4 Currently, the industrial building on the site generate a two-way vehicles traffic trip of 8 pcu/hr and 9 pcu/hr during the AM and PM peak respectively. The current (2024) and future (2035) traffic trip of this site are summarised in **Table 4.6**.

Table 4.6 Trip Generations of Current Land-use and Proposed Future Land-use

	Peak Hour Traffic Trip (pcu/hr)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Observed 2024	6	2	5	4
Forecasts 2035	30	21	17	21
Net Difference (Forecasts - Observed)	+24	+19	+12	+17

4.2.5 The result in **Table 4.6** reveals that the net difference is rather small in both peak hours. The proposed development will have little impact on the traffic of the vicinity in the peak hours.

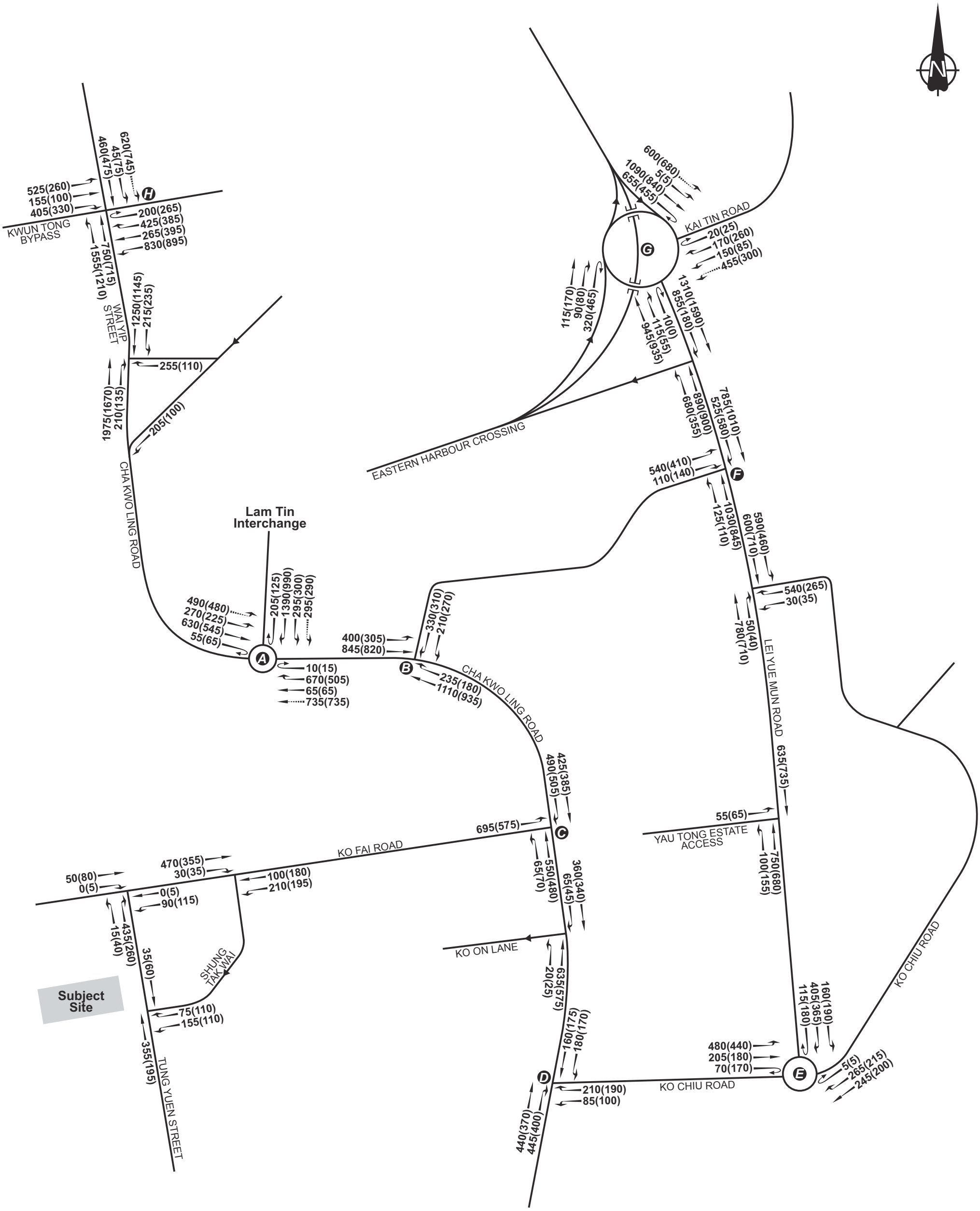
4.2.6 The annual traffic growth rate and the nearby planned developments as discussed in **Section 4.1** would be considered to produce the year 2035 background traffic flows during the typical weekday morning and evening peak hours of the local road network.

4.2.7 The traffic trips of No. 4 Tung Yuen Street Redevelopment would be superimposed onto the background traffic flows to produce the anticipated year 2035 peak hour traffic flows for reference and design scenarios.

4.2.8 Based on an annual growth rate of +0.86% p.a. from 2023 to 2035, and the traffic generation of committed and potential developments is shown in **Table 4.4**. The reference traffic flows and design traffic flows in year 2035 as shown in **Drawing 4.4** and **Drawing 4.5** respectively.

2035 Reference Flows = 2024 Observed Traffic Flows + 2023-2035 background traffic growth + Committed Development Traffic

2035 Design Flows = 2024 Observed Traffic Flows + 2023-2035 background traffic growth - 2024 Application Site Traffic Flows + Proposed Development Traffic Flows



LEGEND :

210(190) AM(PM) PEAK TRAFFIC FLOW IN PCU/HR

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Rev.	Description	Checked	Date
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Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

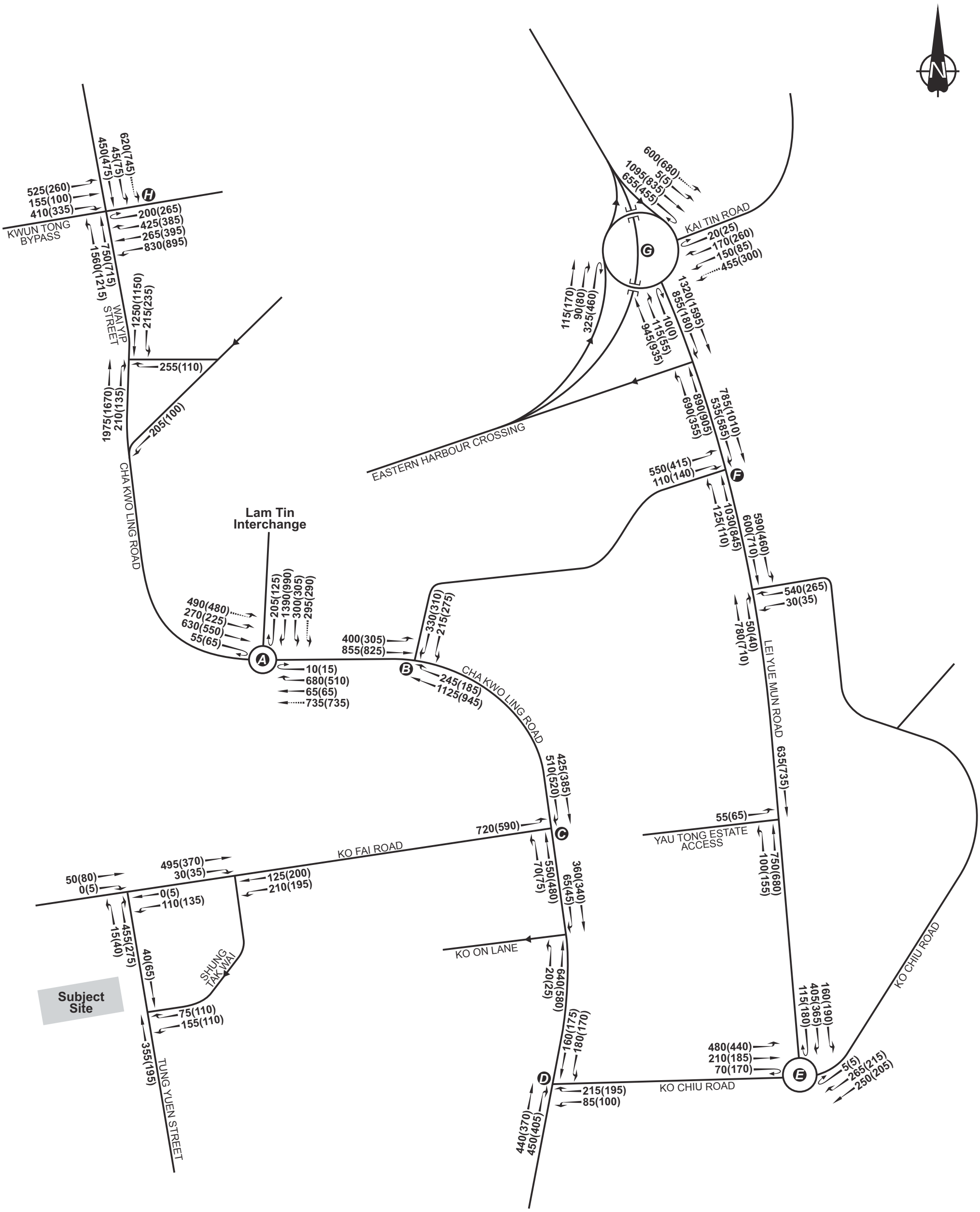
YEAR 2035 REFERENCE TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.4	-

SYSTRA MVA

CHK50748310/TIA/F44.CDR/LLH/10OCT24

Original Size : A3



LEGEND :

215(195) AM(PM) PEAK TRAFFIC FLOW IN PCU/HR

Rev.	Description	Checked	Date
-	-	-	-

Rev.	Description	Checked	Date
-	-	-	-

Rev.	Description	Checked	Date
-	-	-	-

Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

YEAR 2035 DESIGN TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.5	-

SYSTRA MVA

CHK50748310/TIA/F45.CDR/LLH/10OCT24

Original Size : A3

5. TRAFFIC IMPACT ASSESSMENT

5.1 Junction Operational Performance

5.1.1 The identified 8 key local junctions would be assessed in accordance with the anticipated year 2035 traffic flows for both reference and design scenarios in order to investigate the traffic impact of the proposed scheme with respect to the scenario without the subject development.

5.1.2 The junction assessments are based on the existing layouts and arrangements of the respective junctions, except J/O Cha Kwo Ling Road / Yau Tong Road (B), J/O Cha Kwo Ling Road / Ko Fai Road (C), J/O Lei Yue Mun Road / Yau Tong Road (F), and J/O Wai Yip Street / Wai Fat Road (H).

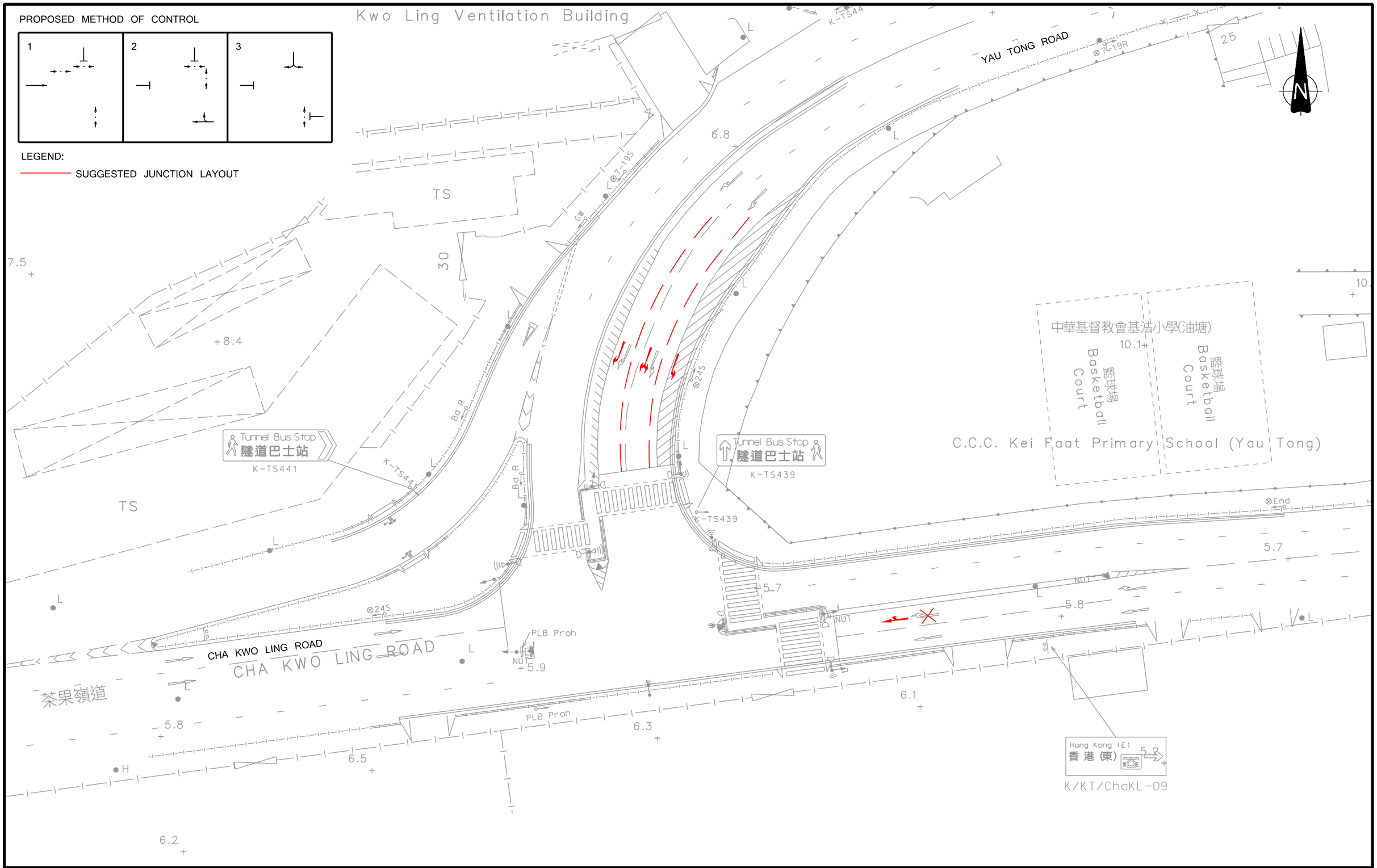
5.1.3 For the J/O Cha Kwo Ling Road / Yau Tong Road (B), an additional traffic lane from Yau Tong Road to Cha Kwo Ling Road has been suggested under the previously approved Section 16 application of the Yau Tong Bay Comprehensive Development, providing a left and right turn traffic lane for vehicles to Cha Kwo Ling Road. The indicative suggested junction layout is shown in **Drawing 5.1**.

5.1.4 The J/O Cha Kwo Ling Road / Ko Fai Road (C) has been planned to be converted into a signalised junction under the previously approved Section 16 application of the Yau Tong Bay Comprehensive Development, the indicative planned junction layout is shown in **Drawing 5.2**.

5.1.5 An additional traffic lane from Lei Yue Mun Road Northbound to Slip Road to EHC at J/O Lei Yue Mun Road / Yau Tong Road (F) has been planned, as shown in **Drawing 5.3**.

5.1.6 According to the Kwun Tong District Council Discussion Papers No. 9/2021 - Infrastructure works for developments at Kwun Tong Action Area, the right-turn traffic lanes on Wai Yip Street Northbound and Southbound at J/O Wai Yip Street / Wai Fat Road (H) will be cancelled. The planned junction layout is shown in **Drawing 5.4**.

5.1.7 The assessment results are summarised in **Table 5.1**. The junction calculation sheets are attached in **Appendix B**.



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-	-	-	-

Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

SUGGESTED JUNCTION LAYOUT OF CHA KWO LING ROAD / YAU TONG ROAD (B)

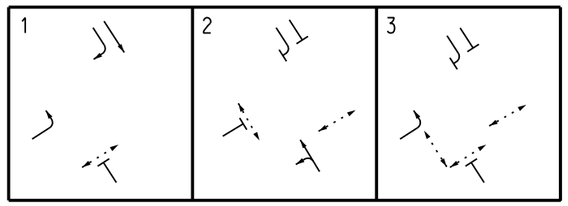
Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	5.1	-

SYSTRA MVA

CHK50748310/TIA/F51.DGN/KCM/08OCT24

Original Size : A3

PROPOSED METHOD OF CONTROL



Rev.	Description	Checked	Date
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Project Title

PROPOSED FLAT, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

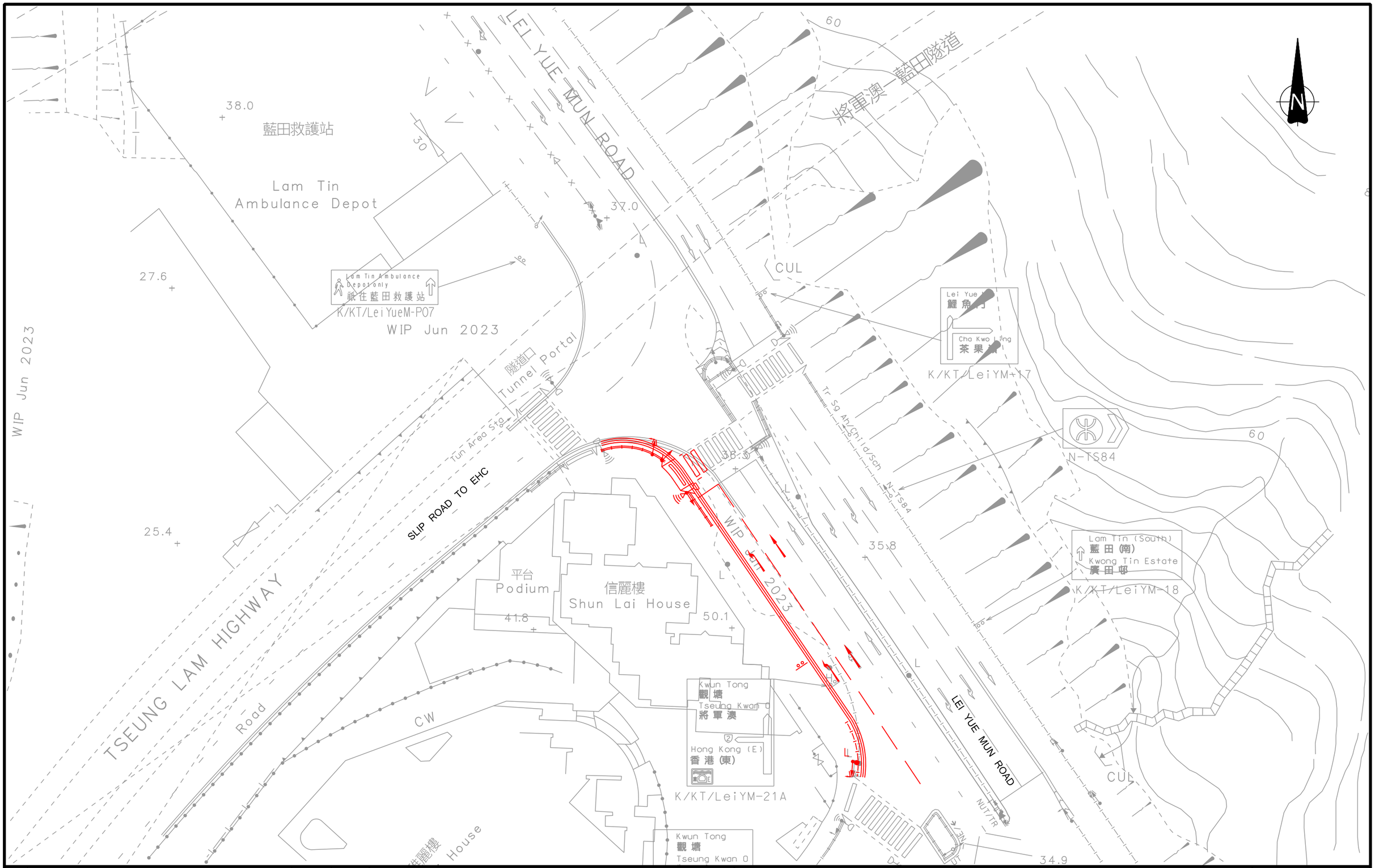
PLANNED JUNCTION LAYOUT OF CHA KWO LING ROAD / KO FAI ROAD (C)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**5.2**	-

SYSTRA MVA

CHK50748310/TIA/F52.DGN/KCM/08OCT24

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-

Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

PLANNED ROAD WIDENING SCHEME NEAR THE JUNCTION OF LEI YUE MUN ROAD / YAU TONG ROAD (F)

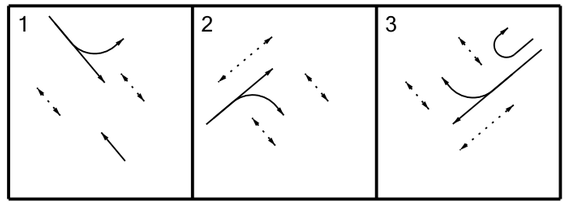
Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	5.3	-

SYSTRA MVA

CHK50748310/TIA/F53.DGN/KCM/08OCT24

Original Size : A3

METHOD OF CONTROL



Rev.	Description	Checked	Date
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-	-	-	-
-	-	-	-

Project Title

PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

PLANNED JUNCTION LAYOUT OF WAI YIP STREET / WAI FAT ROAD (H)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	5.4	-

CHK50748310/TIA/F54.DGN/KCM/08OCT24

Original Size : A3

Table 5.1 Junction Operational Performance in Year 2035

Ref. (1)	Junction	RC/RFC (6)			
		Reference		Design	
		AM Peak	PM Peak	AM Peak	PM Peak
A	Cha Kwo Ling Road / Lam Tin Interchange	0.83	0.60	0.83	0.61
B	Cha Kwo Ling Road / Yau Tong Road(2)	22%	34%	20%	33%
C	Cha Kwo Ling Road / Ko Fai Road(3)	81%	85%	76%	80%
D	Cha Kwo Ling Road / Ko Chiu Road	39%	50%	38%	49%
E	Lei Yue Mun Road / Ko Chiu Road	0.35	0.36	0.35	0.37
F	Lei Yue Mun Road / Yau Tong Road(4)	68%	71%	67%	71%
G	Kai Tin Road / Lei Yue Mun Road	0.94	0.71	0.94	0.71
H	Wai Yip Street / Wai Fat Road(5)	88%	69%	87%	69%

Remarks:

(1) Refer to **Drawing 2.2**;

(2) Junction Layout as shown in **Drawing 5.1**;

(3) Junction Layout as shown in **Drawing 5.2;**

(4) Junction Layout as shown in **Drawing 5.3;**

(5) Junction Layout as shown in **Drawing 5.4;**

(6) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%, The operational performance of a priority/roundabout is represented in Ratio to Flow Capacity (RFC), which is defined as overloaded if RFC over 1.00.

5.1.8 The results in **Table 5.1** indicate that the identified key junctions would operate within capacities with the Proposed Development in Year 2035, the operational performance of all key junctions would be similar for the reference and design scenarios in year 2035. Therefore, it is anticipated that the Proposed Development would not induce significant traffic impact to the surrounding road network.

6. CONCLUSION

6.1 Summary

6.1.1 The application site is currently zoned Residential (Group E)" ("R(E)") under the latest approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) no. S/K15/27. The application site was intended to be re-developed into a residential-based development with shop and services, and eating place. The applicant's intention to propose more residential units and commercial services for the community.

6.1.2 Currently, the subject site is occupied by a 7-storey industrial building, which will be redeveloped into one residential block with 342 residential units, and a 2,177.1m^2 commercial area.

6.1.3 Provisions of internal ancillary transport facilities, including parking spaces, loading/unloading bays and etc., for the No. 4 Tung Yuen Street Redevelopment are proposed in accordance with the relevant requirements stipulated in the latest Hong Kong Planning Standard Guideline (HKPSG). The proposed provisions have taken into consideration the factors of building function, residential flat mix and locality of No. 4 Tung Yuen Street Redevelopment.

6.1.4 In order to review the traffic impact of the new developments on the vicinity, traffic surveys have been conducted to establish the current peak hour traffic condition in the vicinity.

6.1.5 The proposed Redevelopment would be completed in year 2032. The design year of 2035, three years after full occupation, is therefore adopted in this study for forecasting and assessment purposes. This study have considered the future strategic transport link - Trunk Road T2, future local developments and the latest Government planning assumptions.

6.1.6 Assessment results revealed that the traffic condition would be more or less the same in both Reference and Design scenarios in Year 2035. The traffic impact due to the Proposed Redevelopment is considered insignificant and could be accommodated by the surrounding road network.

6.2 Conclusion

6.2.1 In view of the above, the proposed Redevelopment under this Section 16 application is considered acceptable in traffic term.

Appendix A

Public Transport Details and Servicing Schedules

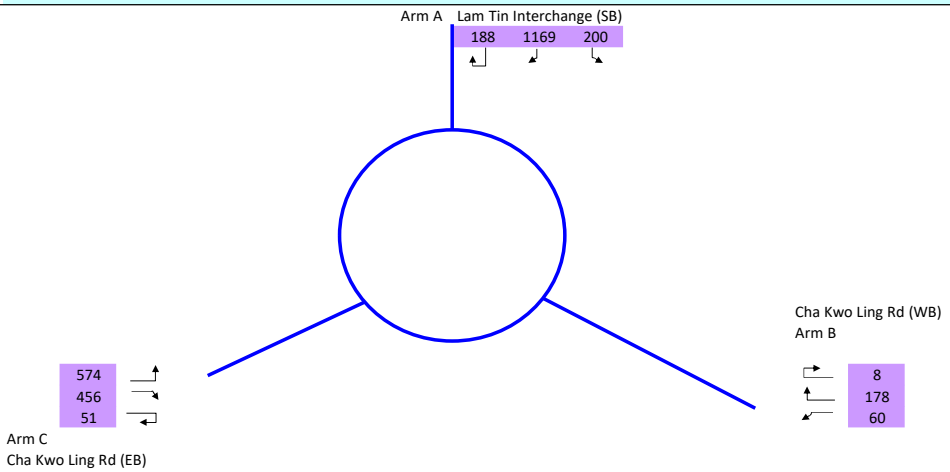
Route No.	Destinations		Frequency (min)
Franchised Bus			
6P	Lei Yue Mun Estate	Cheung Sha Wan (So Uk Estate)	3 scheduled service
14	Lei Yue Mun Estate	China Ferry Terminal	15
14D	Yau Tong	Choi Hung	5 scheduled service
14H	Yau Tong	(CIRCULAR) Shun Lee	60
14X	Yau Tong (Shung Tak Wai)	(CIRCULAR) Tsim Sha Tsui	15
33	Yau Tong	Tsuen Wan West Station	20
33B	Yau Tong	Tsuen Wan West Station	25
62P	Tuen Mun Central	Lei Yue Mun Estate	8
62X	Lei Yue Mun Estate	Siu Hong Station (South)	8
88X	Ping Tin	(CIRCULAR) Fo Tan Chun Yeung Estate	20
214	Yau Tong	Cheung Sha Wan (Kom Tsun Street)	12
215P	Lam Tin (Kwong Tin Estate)	Kowloon Station	1 scheduled service
216M	Lam Tin Station	(CIRCULAR) Yau Tong Station	15
259D	Lei Yue Mun Estate	Tuen Mun (Lung Mun Oasis)	7
603	Ping Tin	Central Ferry Piers	2 scheduled services
603A	Ping Tin	Central Market	15
603S	Ping Tin	Central (Guilman St)	3 scheduled service
613	On Tai (West) (Wo Tai House)	Shau Kei Wan Bus Terminal	15
A26	Yau Tong	Airport	30
A26P	Yau Tong	Airport	2 scheduled service
E22P	Yau Tong	AsiaWorld-Expo	3 scheduled service
E22X	Yau Tong	AsiaWorld-Expo	3 scheduled service
X42C	Yau Tong	Tsing Yi (Cheung Hang Estate)	1
N26	Yau Tong	Tung Chung Station	3 scheduled service
N214	Yau Tong	Mei Foo	2 scheduled service
N216	Yau Tong	Hung Hom Station	20
GMB			
23C	Laguna City	(CIRCULAR) Yau Tong Station	10
24	Lam Tin (Ping Tin PTI)	(CIRCULAR) Sam Ka Tsuen FerryPier	6
24M	Yau Tong PTI	Hing Tin (Pik Wan Road)	2
76B	Yau Tong PTI	United Christian Hospital	20
87	Lei Yue Mun Estate PTI	Kowloon Bay	20
90A	Hong Kong Children's Hospital	Yau Tong (Yau Lai Estate)	10

Appendix B

Signal Calculation Sheets

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2024 Observed Flow AM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (WB)		
Arm C	Cha Kwo Ling Rd (EB)		
Arm D			
Arm E			

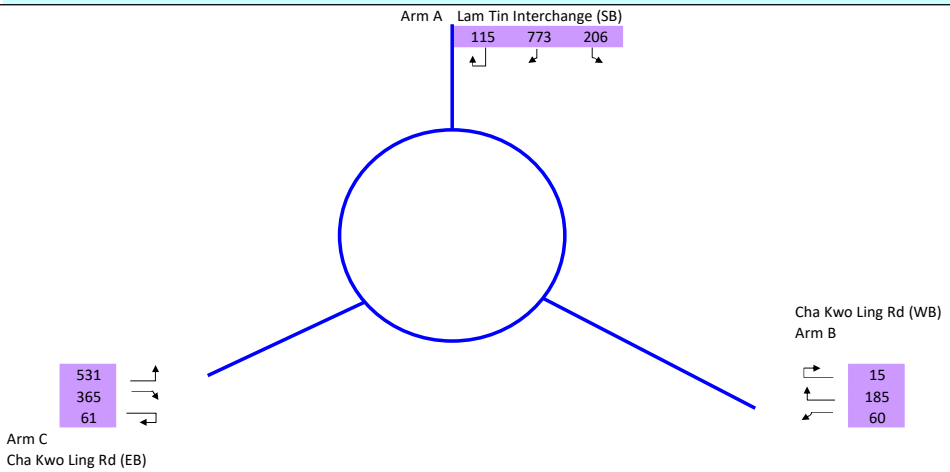


			ENTRY ARM	A	B	C		
INPUT PARAMETERS								
V	Approach Half Width (m)			8.20	8.10	9.10		
E	Entry Width (m)			10.50	8.60	11.20		
L	Effective Length of Flare (m)			3.75	1.40	6.20		
R	Entry Radius (m)			30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)			52.00	52.00	52.00		
A	Entry Angle (degree)			20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)			1,557	246	1,081		
Qc	Circulating Flow Across Entry (pcu/hour)			515	1,408	374		
P	Peak Hour Factor			1.0	1.0	1.0		
OUTPUT PARAMETERS								
S	= 1.6 (E - V) / L	Sharpness of flare		0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)			1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))			8.98	8.33	10.11		
M	= EXP ((D-60) /10)			0.45	0.45	0.45		
F	= 303 * X2			2720	2525	3063		
Td	= 1 + (0.5 / (1+M))			1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)			0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)			2431	1583	2915		
Qp	= Q*P			1557	246	1081		
DFC	= Qp / Qe	Design Flow / Capacity	0.64	**0.64**	0.16	0.37		
		Total Entry Flows	2,884					

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2024 Observed Flow PM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (WB)		
Arm C	Cha Kwo Ling Rd (EB)		
Arm D			
Arm E			

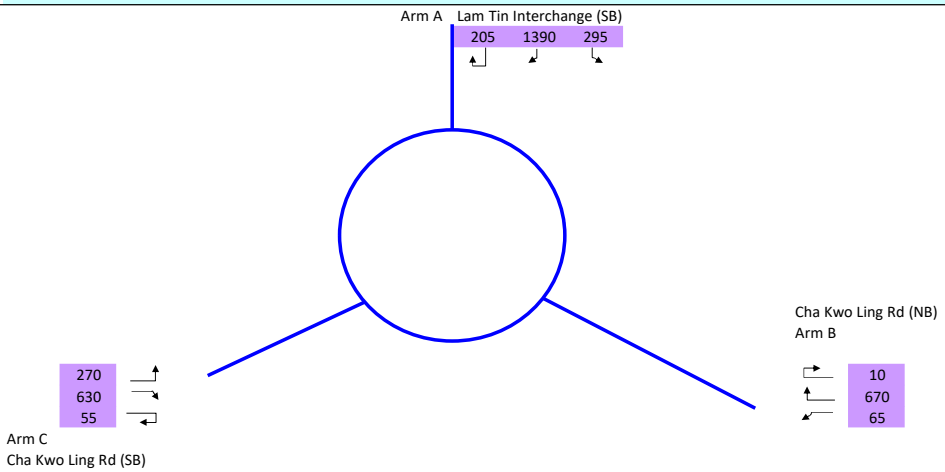


			ENTRY ARM	A	B	C		
INPUT PARAMETERS								
V	Approach Half Width (m)			8.20	8.10	9.10		
E	Entry Width (m)			10.50	8.60	11.20		
L	Effective Length of Flare (m)			3.75	1.40	6.20		
R	Entry Radius (m)			30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)			52.00	52.00	52.00		
A	Entry Angle (degree)			20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)			1,094	260	957		
Qc	Circulating Flow Across Entry (pcu/hour)			441	949	316		
P	Peak Hour Factor			1.0	1.0	1.0		
OUTPUT PARAMETERS								
S	= 1.6 (E - V) / L	Sharpness of flare		0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)			1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))			8.98	8.33	10.11		
M	= EXP ((D-60) /10)			0.45	0.45	0.45		
F	= 303 * X2			2720	2525	3063		
Td	= 1 + (0.5 / (1+M))			1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)			0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)			2492	1956	2968		
Qp	= Q*P			1094	260	957		
DFC	= Qp / Qe	Design Flow / Capacity	0.44	**0.44**	0.13	0.32		
		Total Entry Flows	2,311					

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Reference Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

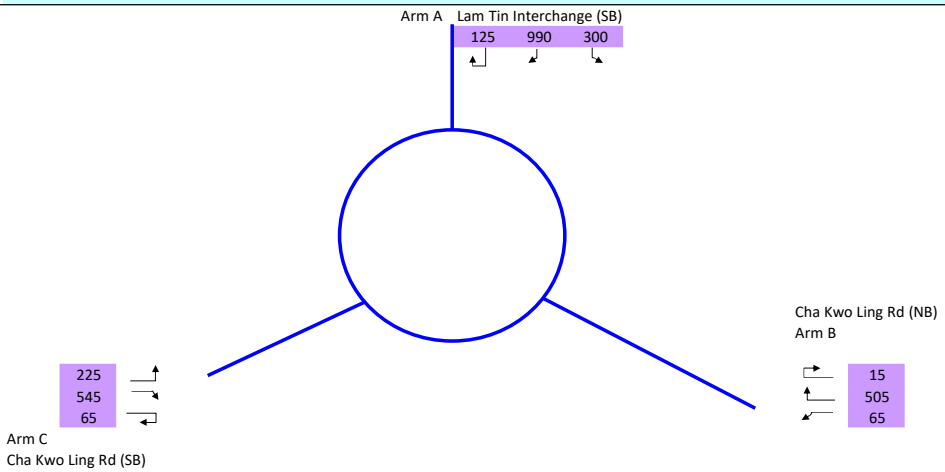


				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,890	745	955		
Qc	Circulating Flow Across Entry (pcu/hour)				695	1,650	885		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2282	1386	2452		
Qp	= Q*P				1890	745	955		
DFC	= Qp / Qe	Design Flow / Capacity	0.83		**0.83**	0.54	0.39		
		Total Entry Flows	3,590						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Reference Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

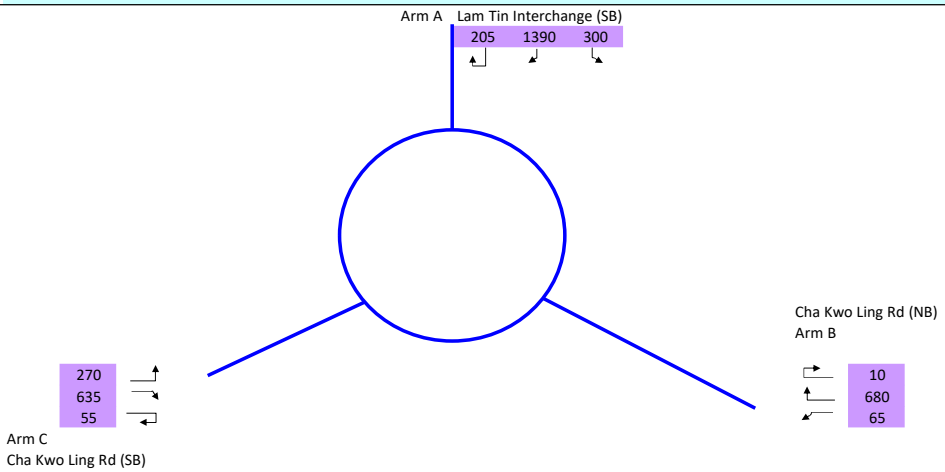


				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,415	585	835		
Qc	Circulating Flow Across Entry (pcu/hour)				625	1,180	645		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2340	1768	2669		
Qp	= Q*P				1415	585	835		
DFC	= Qp / Qe	Design Flow / Capacity	0.60		**0.60**	0.33	0.31		
		Total Entry Flows	2,835						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Design Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

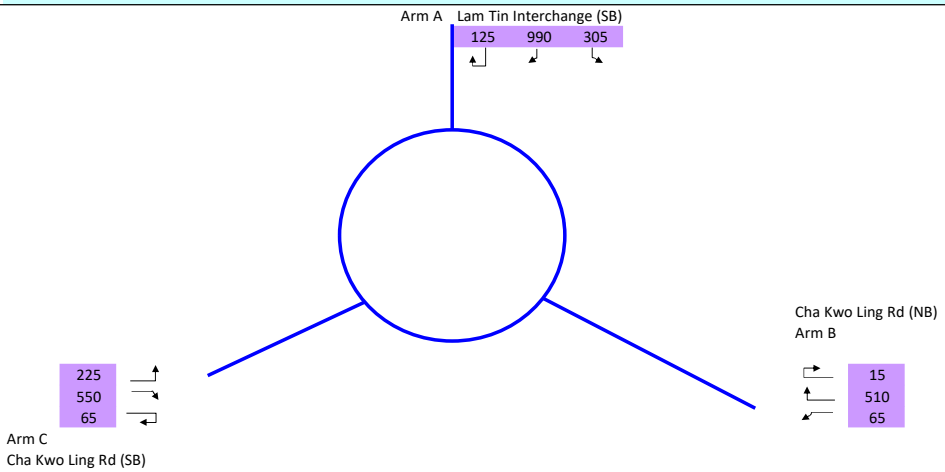


				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,895	755	960		
Qc	Circulating Flow Across Entry (pcu/hour)				700	1,650	895		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2278	1386	2443		
Qp	= Q*P				1895	755	960		
DFC	= Qp / Qe	Design Flow / Capacity	0.83		**0.83**	0.54	0.39		
		Total Entry Flows	3,610						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Design Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			



				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,420	590	840		
Qc	Circulating Flow Across Entry (pcu/hour)				630	1,180	650		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2336	1768	2665		
Qp	= Q*P				1420	590	840		
DFC	= Qp / Qe	Design Flow / Capacity	0.61		**0.61**	0.33	0.32		
		Total Entry Flows	2,850						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Yau Tong Road — Design Year: 2024

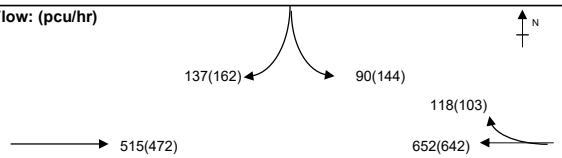
Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	B	1	3.300						1945	1945	249	0.128		228	0.117	
(EB)	↑	B	1	3.300						2085	2085	266	0.128		244	0.117	
Yau Tong Road	↰	D	3	4.500	17					1900	1900	90	0.047		144	0.076	
(SB)	↱	D	3	4.000		13				1930	1930	137	0.071		162	0.084	
Cha Kwo Ling Road	↑	A	1,2	3.800						1995	1995	652	0.327	0.327	642	0.322	0.322
(WB)	↱	C	2	3.000		13				1840	1840	118	0.064		103	0.056	

Pedestrian Crossing	Ep	1,2,4	MIN GREEN + FLASH =	5	+	10	=	15	
	Fp	2,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Gp	4	MIN GREEN + FLASH =	5	+	9	=	14	
	Hp	3,4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

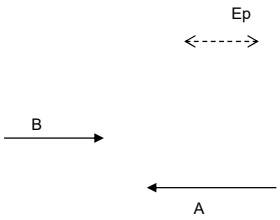
Flow: (pcu/hr)



Group	A,D,Gp	B,C,D,Gp	Group	A,D,Gp	B,C,D,Gp
y	0.192	0.327	y	0.173	0.322
L (sec)	34	40	L (sec)	30	36
C (sec)	100	100	C (sec)	90	90
y pract.	0.594	0.540	y pract.	0.600	0.540
R.C. (%)	210%	65%	R.C. (%)	246%	68%

Stage / Phase Diagrams

1.



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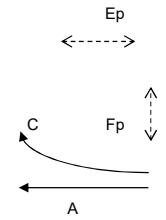

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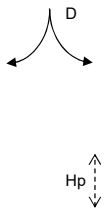

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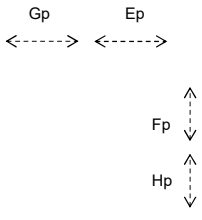


5.

I/G= 2		I/G= 5		I/G= 6		I/G= 14	14	I/G=	
I/G= 2		I/G= 5		I/G= 6	10	I/G= 14		I/G=	

Date: 02 Oct 2024 — **Junction:** (B) Cha Kwo Ling Road / Yau Tong Road

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Yau Tong Road — Design Year: 2035

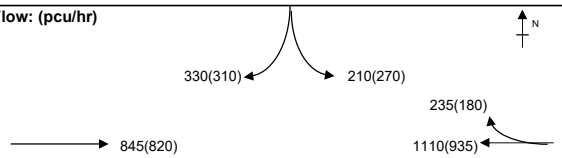
Description: 2035 Reference Flows (Improvement scheme) — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road		B	3	3.300						1945	1945	408	0.210	0.210	396	0.204	
Yau Tong Road (SB)		D	2	3.300	17					1785	1785	173	0.097		186	0.104	
		D	2	3.300	20	16				1915	1920	186	0.097	0.097	199	0.104	
		D	2	3.300		13				1870	1870	181	0.097		195	0.104	0.104
Cha Kwo Ling Road (WB)		A	1	3.800						1995	1995	700	0.351	0.351	580	0.291	0.291
		A	1	3.000		13		36%	34%	1840	1845	645	0.351		535	0.290	

Pedestrian Crossing	Ep	1,3	MIN GREEN + FLASH =	5	+	10	=	15
	Fp	1	MIN GREEN + FLASH =	5	+	9	=	14
	Gp	3	MIN GREEN + FLASH =	5	+	9	=	14
	Hp	2,3	MIN GREEN + FLASH =	5	+	5	=	10

Notes:

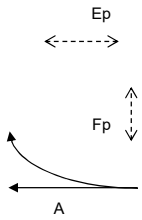
Flow: (pcu/hr)



Group	A,D,Gp	A,D,B	Group	A,D,Gp	A,D,B
y	0.448	0.658	y	0.395	0.598
L (sec)	34	13	L (sec)	34	13
C (sec)	120	120	C (sec)	120	120
y pract.	0.645	0.803	y pract.	0.645	0.803
R.C. (%)	44%	22%	R.C. (%)	63%	34%

Stage / Phase Diagrams

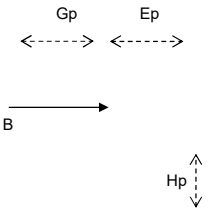
1.



2.



3.



4.

5.

I/G= 5		I/G= 6		I/G= 5		I/G=	
I/G= 5		I/G= 6		I/G= 5		I/G=	

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Yau Tong Road — Design Year: 2035

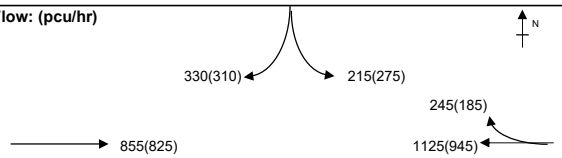
Description: 2035 Design Flows (Improvement scheme) — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road		B	3	3.300						1945	1945	413	0.212	0.212	398	0.205	
Yau Tong Road (SB)	↰	D	2	3.300	17					1785	1785	175	0.098		187	0.105	
	↰↑	D	2	3.300	20	16				1915	1920	187	0.098	0.098	202	0.105	
	↱	D	2	3.300		13				1870	1870	183	0.098		196	0.105	0.105
Cha Kwo Ling Road (WB)	↑	A	1	3.800						1995	1995	713	0.357	0.357	587	0.294	0.294
	↑→	A	1	3.000		13		37%	34%	1835	1845	657	0.358		543	0.294	

Pedestrian Crossing								
	Ep	1,3	MIN GREEN + FLASH =	5	+	10	=	15
	Fp	1	MIN GREEN + FLASH =	5	+	9	=	14
	Gp	3	MIN GREEN + FLASH =	5	+	9	=	14
	Hp	2,3	MIN GREEN + FLASH =	5	+	5	=	10

Notes:

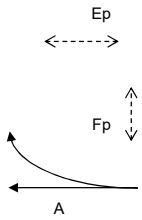
Flow: (pcu/hr)



Group	A,D,Gp	A,D,B	Group	A,D,Gp	A,D,B
y	0.455	0.667	y	0.399	0.604
L (sec)	34	13	L (sec)	34	13
C (sec)	120	120	C (sec)	120	120
y pract.	0.645	0.803	y pract.	0.645	0.803
R.C. (%)	42%	20%	R.C. (%)	62%	33%

Stage / Phase Diagrams

1.



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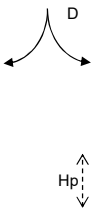

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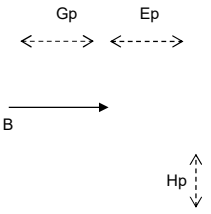


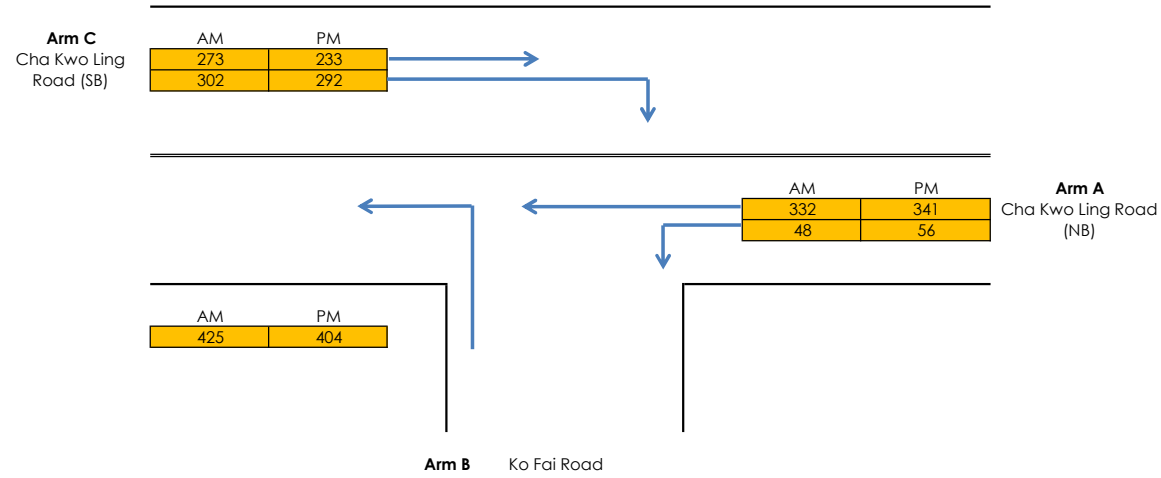
4.

5.

I/G= 5		I/G= 6		I/G= 5		I/G=		I/G=	
I/G= 5		I/G= 6		I/G= 5		I/G=		I/G=	

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction: Cha Kwo Ling Road / Ko Fai Road (C)			Designed by: SWY
Scheme: 2024 Observed Flows			Checked by: JPP
Design Year: 2024	Job No.: CHK50748310		Date: Oct-24
Arm A:	Cha Kwo Ling Road (NB)		
Arm B:	Ko Fai Road		
Arm C:	Cha Kwo Ling Road (SB)		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.80
Blockage of major road right turn	Y/N?	N		w(c-b)	2.87
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	48	Calculated Parameters	D	0.57
	Vl(b-a)	31		E	0.948
	Vr(b-c)	48		F	0.848
	Vr(c-b)	26		Y	0.576

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	273.35	233.4
	q(c-b)	301.95	291.7
	q(a-b)	48.1	56.1
	q(a-c)	331.8	341.5
	q(b-a)	0	0
	q(b-c)	425.25	404.1
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	636.831	634.3
	Q(c-b)	564.556	561.4
RFC's	c-b	0.53	0.52
	b-ac	0.67	0.64
RFC		**0.67**	**0.64**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

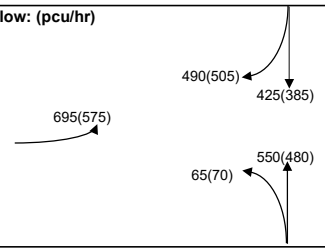
Junction: Cha Kwo Ling Road / Ko Fai Road — Design Year: 2035

Description: 2035 Reference Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road		A	1	3.300						1945	1945	425	0.219		385	0.198	
Cha Kwo Ling Road (NB)	↑	B	2	3.300	15			22%	27%	1905	1895	293	0.154	0.154	262	0.138	
	↑	B	2	3.300						2085	2085	322	0.154		288	0.138	0.138
Ko Fai Road (EB)	↰	C	1,3	4.000	12.5					1800	1800	695	0.386		575	0.319	
Pedestrian Crossing		Ep	2,3	MIN GREEN + FLASH =			5	+	5	=	10						
		Fp	2	MIN GREEN + FLASH =			5	+	5	=	10						
		Gp	3	MIN GREEN + FLASH =			5	+	5	=	10			*			*
		Hp	1,3	MIN GREEN + FLASH =			5	+	6	=	11						

Notes:

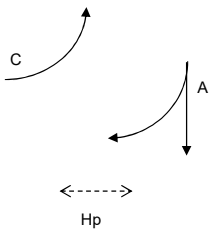
Flow: (pcu/hr)



Group	C,Fp	A,B,Gp	Group	C,Fp	A,B,Gp
y	0.386	0.412	y	0.319	0.405
L (sec)	19	17	L (sec)	19	17
C (sec)	100	100	C (sec)	100	100
y pract.	0.729	0.747	y pract.	0.729	0.747
R.C. (%)	89%	81%	R.C. (%)	128%	85%

Stage / Phase Diagrams

1.



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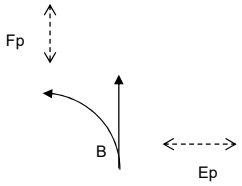

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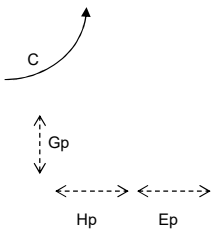


4.

5.

I/G= 2		I/G= 5		I/G= 2	10	I/G=		I/G=	
I/G= 2		I/G= 5		I/G= 2	10	I/G=		I/G=	

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Ko Fai Road — Design Year: 2035

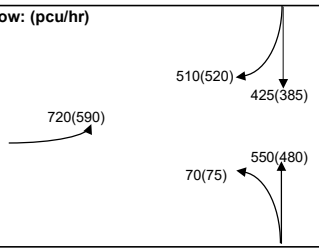
Description: 2035 Design Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road		A	1	3.300						1945	1945	425	0.219		385	0.198	
Cha Kwo Ling Road	↱	B	2	3.300	15			24%	28%	1900	1890	296	0.156	0.156	264	0.140	
(NB)	↑	B	2	3.300						2085	2085	324	0.155		291	0.140	0.140
Ko Fai Road (EB)	↰	C	1,3	4.000	12.5					1800	1800	720	0.400		590	0.328	

Pedestrian Crossing	Ep	2,3	MIN GREEN + FLASH =	5	+	5	=	10	
	Fp	2	MIN GREEN + FLASH =	5	+	5	=	10	
	Gp	3	MIN GREEN + FLASH =	5	+	5	=	10	*
	Hp	1,3	MIN GREEN + FLASH =	5	+	6	=	11	

Notes:

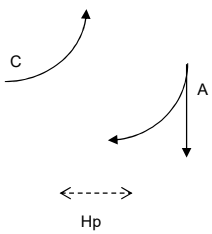
Flow: (pcu/hr)



Group	C,Fp	A,B,Gp	Group	C,Fp	A,B,Gp
y	0.400	0.425	y	0.328	0.414
L (sec)	19	17	L (sec)	19	17
C (sec)	100	100	C (sec)	100	100
y pract.	0.729	0.747	y pract.	0.729	0.747
R.C. (%)	82%	76%	R.C. (%)	122%	80%

Stage / Phase Diagrams

1.



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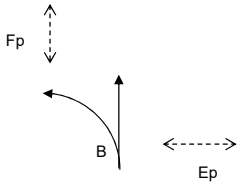

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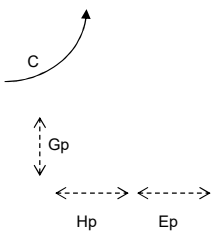


4.

5.

I/G= 2		I/G= 5		I/G= 2	10	I/G=		I/G=	
I/G= 2		I/G= 5		I/G= 2	10	I/G=		I/G=	

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

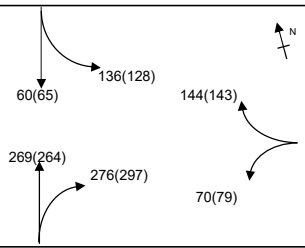
Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2024

Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road		A	1	3.300						1945	1945	269	0.138		264	0.136	
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	136	0.087	0.087	128	0.082	0.082
(SB)	↑	C	2	3.600			4.7			1780	1780	60	0.034		65	0.037	
Ko Chiu Road	↱	B	3	3.500	10	16				1735	1730	102	0.059		106	0.061	0.061
(WB)	↱	B	3	3.800		12				1900	1900	112	0.059	0.059	116	0.061	
Pedestrian Crossing		Dp	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Ep	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Fp	4	MIN GREEN + FLASH =			10	+	8	=	18			*			*

Notes:

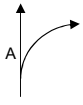
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.291	0.291	y	0.300	0.300
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	116%	106%	R.C. (%)	110%	100%

Stage / Phase Diagrams

1.



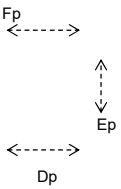
2.



3.



4.



5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=	
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=	

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

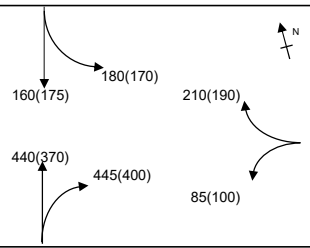
Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2035

Description: 2035 Reference Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road		A	1	3.300						1945	1945	440	0.226		370	0.190	
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	180	0.115	0.115	170	0.109	0.109
(SB)	↑	C	2	3.600			4.7			1780	1780	160	0.090		175	0.098	
Ko Chiu Road	↱	B	3	3.500	10	16				1745	1730	141	0.081		138	0.080	0.080
(WB)	↱	B	3	3.800		12				1900	1900	154	0.081	0.081	152	0.080	
Pedestrian Crossing		Dp	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Ep	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Fp	4	MIN GREEN + FLASH =			10	+	8	=	18			*			*

Notes:

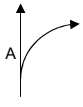
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.431	0.431	y	0.399	0.399
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	46%	39%	R.C. (%)	58%	50%

Stage / Phase Diagrams

1.



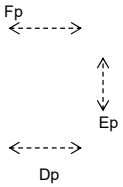
2.



3.



4.



5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=	
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=	

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

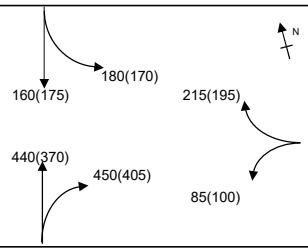
Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2035

Description: 2035 Design Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road		A	1	3.300						1945	1945	440	0.226		370	0.190	
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	180	0.115	0.115	170	0.109	0.109
(SB)	↑	C	2	3.600			4.7			1780	1780	160	0.090		175	0.098	
Ko Chiu Road	↰↑	B	3	3.500	10	16				1745	1735	144	0.083		141	0.081	0.081
(WB)	↱	B	3	3.800		12				1900	1900	156	0.082	0.082	154	0.081	
Pedestrian Crossing		Dp	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Ep	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Fp	4	MIN GREEN + FLASH =			10	+	8	=	18			*			*

Notes:

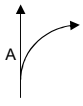
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.435	0.435	y	0.404	0.404
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	45%	38%	R.C. (%)	56%	49%

Stage / Phase Diagrams

1.



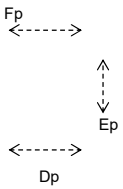
2.



3.



4.

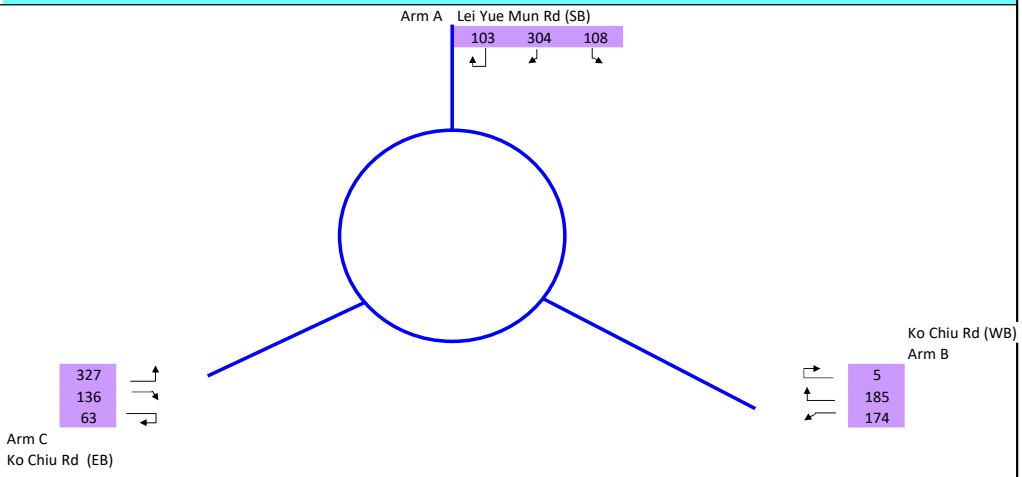


5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=	
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=	

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2024 Observed Flow AM Peak		Checked by:	JPP
Design Year:	2024	Job No.: CHK50748310	Date:	OCT, 2024
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

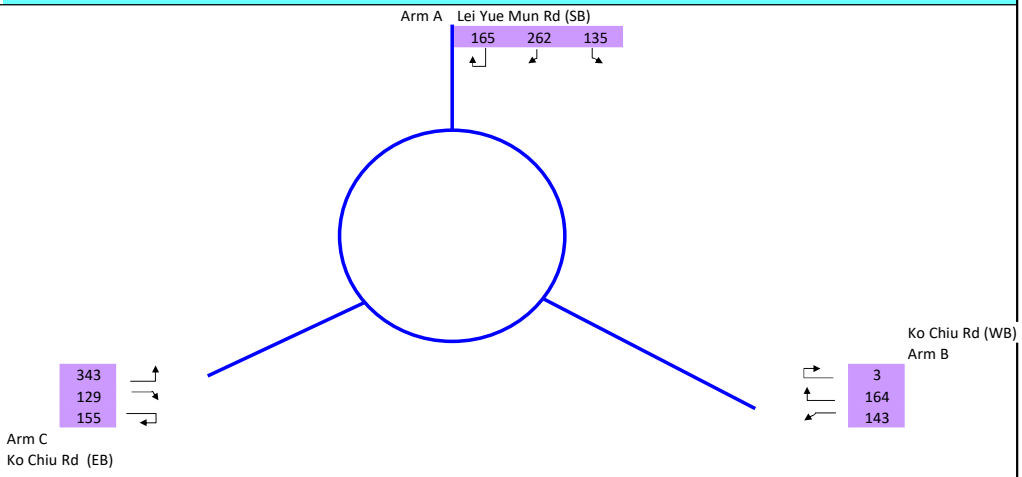


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		514	364	526		
Qc	Circulating Flow Across Entry (pcu/hour)		203	469	292		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2457	1640	2261		
Qp	= Q*P		514	364	526		
DFC	= Qp / Qe	Design Flow / Capacity	0.21	0.22	**0.23**		
		Total Entry Flows	1,404				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2024 Observed Flow PM Peak		Checked by:	JPP
Design Year:	2024	Job No.: CHK50748310	Date:	OCT, 2024
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

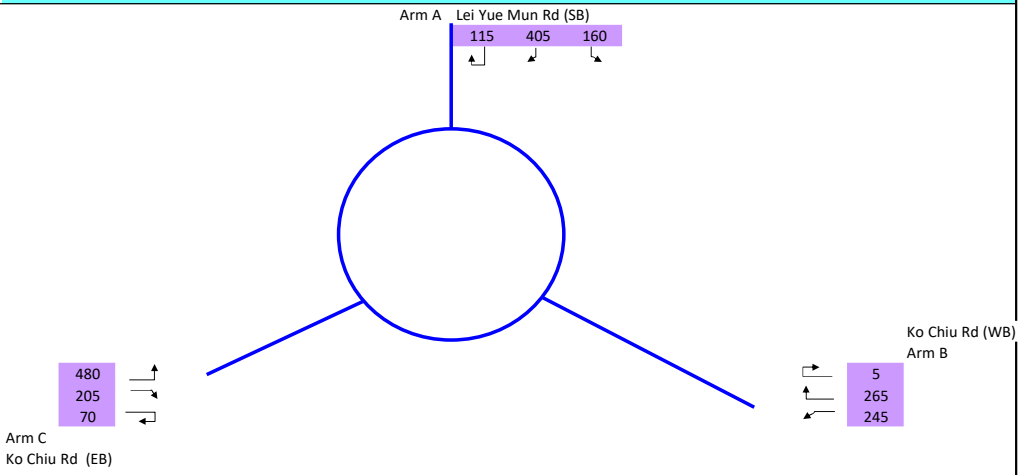


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		562	310	627		
Qc	Circulating Flow Across Entry (pcu/hour)		287	582	332		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2388	1565	2229		
Qp	= Q*P		562	310	627		
DFC	= Qp / Qe	Design Flow / Capacity	0.24	0.20	**0.28**		
		Total Entry Flows	1,499				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Reference Flow AM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	OCT, 2024
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

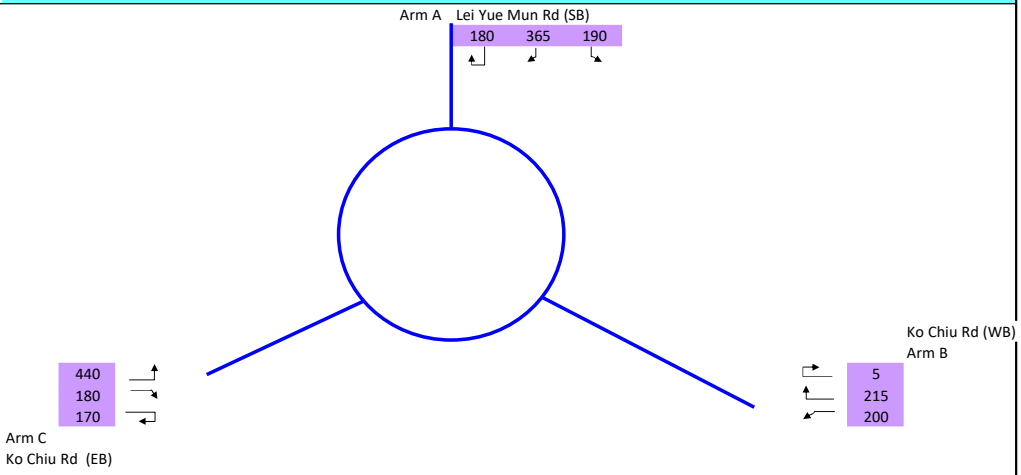


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		680	515	755		
Qc	Circulating Flow Across Entry (pcu/hour)		280	590	385		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2394	1560	2186		
Qp	= Q*P		680	515	755		
DFC	= Qp / Qe	Design Flow / Capacity	0.35	0.28	0.33	**0.35**	
		Total Entry Flows	1,950				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Reference Flow PM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	OCT, 2024
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

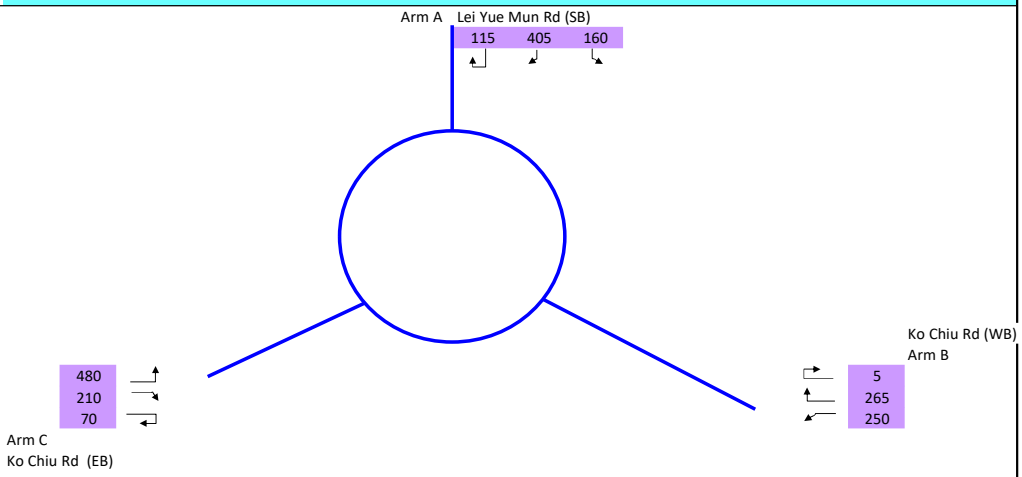


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		735	420	790		
Qc	Circulating Flow Across Entry (pcu/hour)		355	715	400		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2331	1478	2174		
Qp	= Q*P		735	420	790		
DFC	= Qp / Qe	Design Flow / Capacity	0.36	0.32	0.28	**0.36**	
		Total Entry Flows	1,945				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Design Flow AM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	OCT, 2024
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

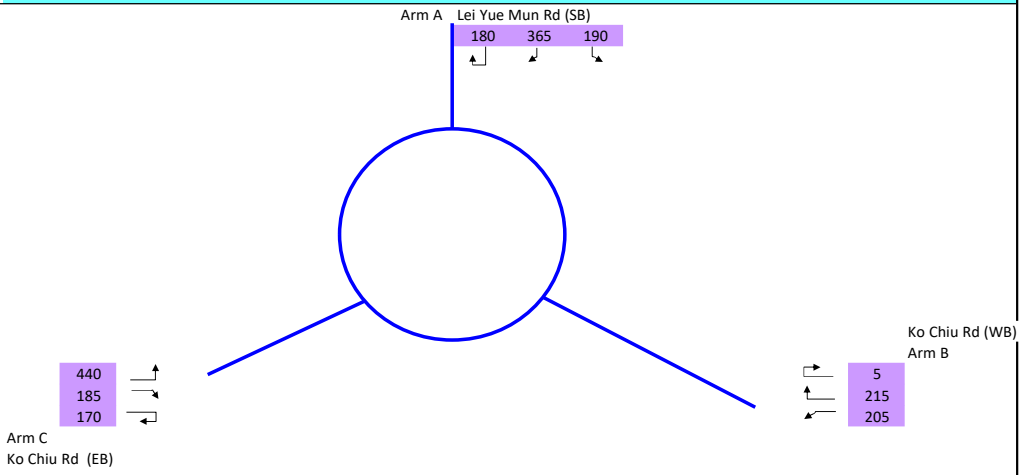


			ENTRY ARM	A	B	C		
INPUT PARAMETERS								
V	Approach Half Width (m)			7.43	6.50	6.70		
E	Entry Width (m)			9.60	8.50	9.76		
L	Effective Length of Flare (m)			9.70	4.62	10.48		
R	Entry Radius (m)			40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)			38.70	38.70	38.70		
A	Entry Angle (degree)			38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)			680	520	760		
Qc	Circulating Flow Across Entry (pcu/hour)			285	590	385		
P	Peak Hour Factor			1.0	1.0	1.0		
OUTPUT PARAMETERS								
S	= 1.6 (E - V) / L	Sharpness of flare		0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)			1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))			8.69	7.34	8.28		
M	= EXP ((D-60) /10)			0.12	0.12	0.12		
F	= 303 * X2			2634	2224	2509		
Td	= 1 + (0.5 / (1+M))			1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)			0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)			2389	1560	2186		
Qp	= Q*P			680	520	760		
DFC	= Qp / Qe	Design Flow / Capacity	0.35	0.28	0.33	**0.35**		
		Total Entry Flows	1,960					

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Design Flow PM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	OCT, 2024
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				



		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		735	425	795		
Qc	Circulating Flow Across Entry (pcu/hour)		360	715	400		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2327	1478	2174		
Qp	= Q*P		735	425	795		
DFC	= Qp / Qe	Design Flow / Capacity	0.37	0.32	0.29	**0.37**	
		Total Entry Flows	1,955				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road — Design Year: 2024

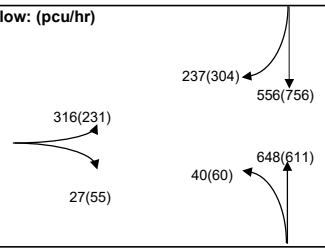
Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road		C	2,3	4.200	25					1920	1920	153	0.080		112	0.058	
	⌐	D	3	4.600		11.5				1960	1960	27	0.014	0.014	55	0.028	0.028
Lei Yue Mun Road (SB)	↑	H	1,2,3	3.300						1945	1945	556	0.286		756	0.389	
	↱	B	2	3.600		13.2				1775	1775	117	0.066		151	0.085	
	↱	B	2	3.750		8.5				1810	1810	120	0.066	0.066	153	0.085	0.085
Lei Yue Mun Road (NB)	↰↑	A	1	3.850	10			12%	19%	1965	1945	329	0.167	0.167	319	0.164	
	↑	A	1	3.900						2145	2145	359	0.167		352	0.164	0.164

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20

Notes:

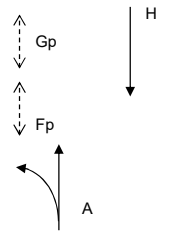
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.247	0.248	y	0.222	0.277
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	236%	230%	R.C. (%)	268%	190%

Stage / Phase Diagrams

1.



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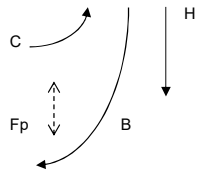

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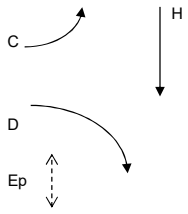

4.

5.

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I/G= 5		I/G= 5		I/G= 5		I/G=		I/G=	

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road — Design Year: 2035

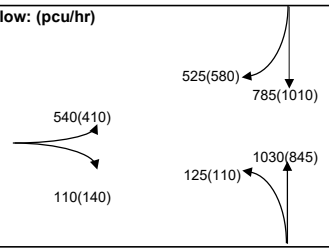
Description: 2035 Reference Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road		C	2,3	4.200	25					1920	1920	262	0.136		199	0.104	
	⌐	D	3	4.600		11.5				1960	1960	110	0.056	0.056	140	0.071	0.071
Lei Yue Mun Road (SB)	↑	H	1,2,3	3.300						1945	1945	785	0.404		1010	0.519	
	↱	B	2	3.600		13.2				1775	1775	260	0.146		287	0.162	
	↱	B	2	3.750		8.5				1810	1810	265	0.146	0.146	293	0.162	0.162
Lei Yue Mun Road (NB)	↰↑	A	1	3.850	10			23%	24%	1935	1930	548	0.283	0.283	452	0.234	
	↑	A	1	3.900						2145	2145	607	0.283		503	0.234	0.234

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20

Notes:

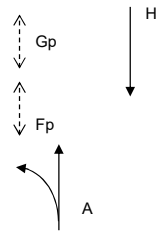
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.419	0.486	y	0.338	0.468
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	98%	68%	R.C. (%)	142%	71%

Stage / Phase Diagrams

1.



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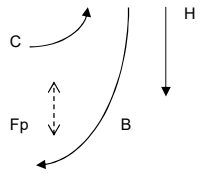

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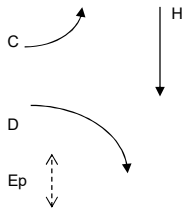

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I/G= 5		I/G= 5		I/G= 5		I/G=		I/G=	
I/G= 5		I/G= 5		I/G= 5		I/G=		I/G=	

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road — Design Year: 2035

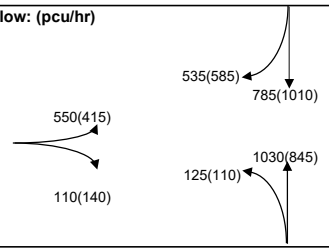
Description: 2035 Design Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road		C	2,3	4.200	25					1920	1920	267	0.139		201	0.105	
	⌐	D	3	4.600		11.5				1960	1960	110	0.056	0.056	140	0.071	0.071
Lei Yue Mun Road	↑	H	1,2,3	3.300						1945	1945	785	0.404		1010	0.519	
(SB)	↱	B	2	3.600		13.2				1775	1775	265	0.149		290	0.163	
	↱	B	2	3.750		8.5				1810	1810	270	0.149	0.149	295	0.163	0.163
Lei Yue Mun Road	↰↑	A	1	3.850	10			23%	24%	1935	1930	548	0.283	0.283	452	0.234	
(NB)	↑	A	1	3.900						2145	2145	607	0.283		503	0.234	0.234

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20

Notes:

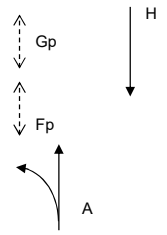
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.422	0.488	y	0.339	0.469
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	97%	67%	R.C. (%)	141%	71%

Stage / Phase Diagrams

1.



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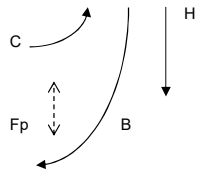

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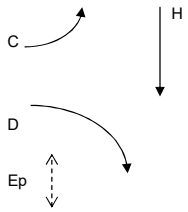

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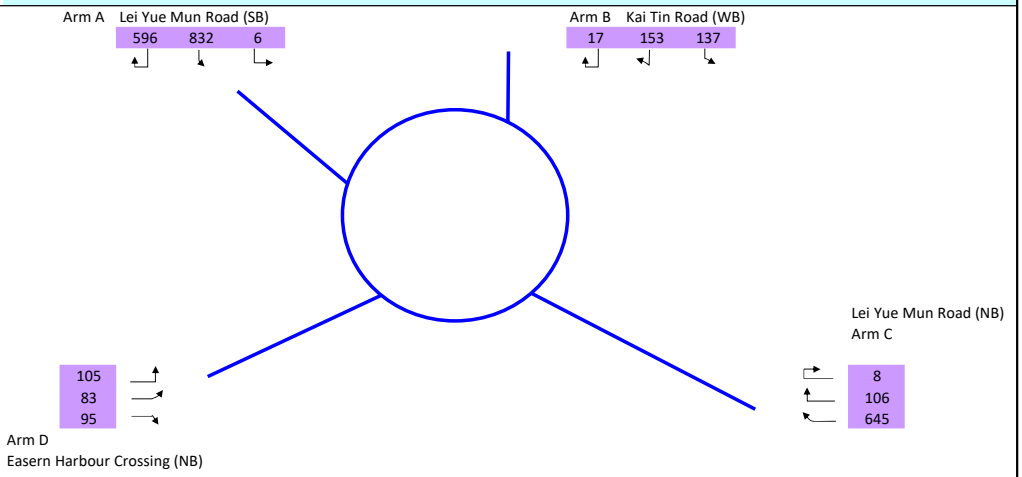
I/G= 5		I/G= 5		I/G= 5		I/G=		I/G=	
I/G= 5		I/G= 5		I/G= 5		I/G=		I/G=	

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2024 Observed Flow AM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

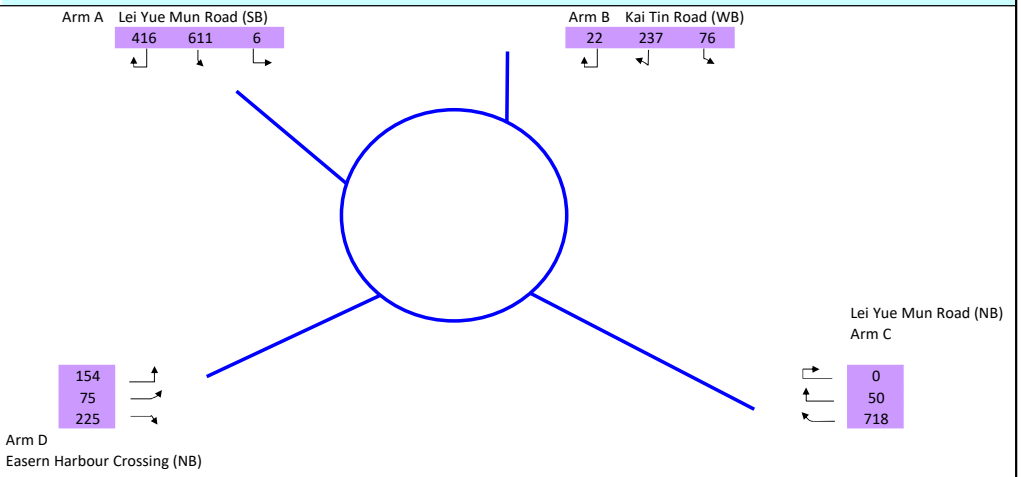


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,434	307	759	283
Qc	Circulating Flow Across Entry (pcu/hour)		309	1,531	766	1,525
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1997	1210	1964	1589
Qp	= Q*P		1434	307	759	283
DFC	= Qp / Qe	Design Flow / Capacity 0.72	**0.72**	0.25	0.39	0.18
		Total Entry Flows 2,782				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2024 Observed Flow PM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

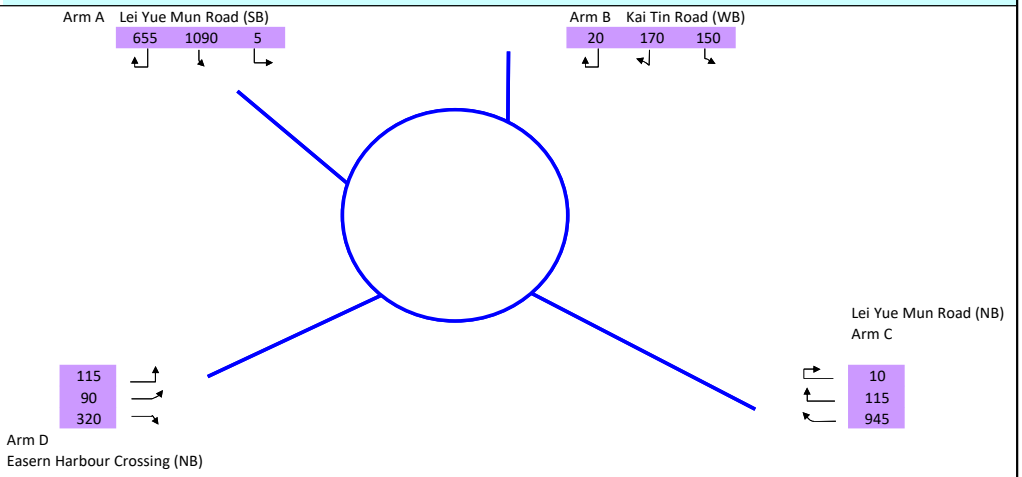


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,034	335	768	454
Qc	Circulating Flow Across Entry (pcu/hour)		372	1,252	675	1,443
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1963	1355	2015	1638
Qp	= Q*P		1034	335	768	454
DFC	= Qp / Qe	Design Flow / Capacity 0.53	**0.53**	0.25	0.38	0.28
		Total Entry Flows 2,590				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Reference Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

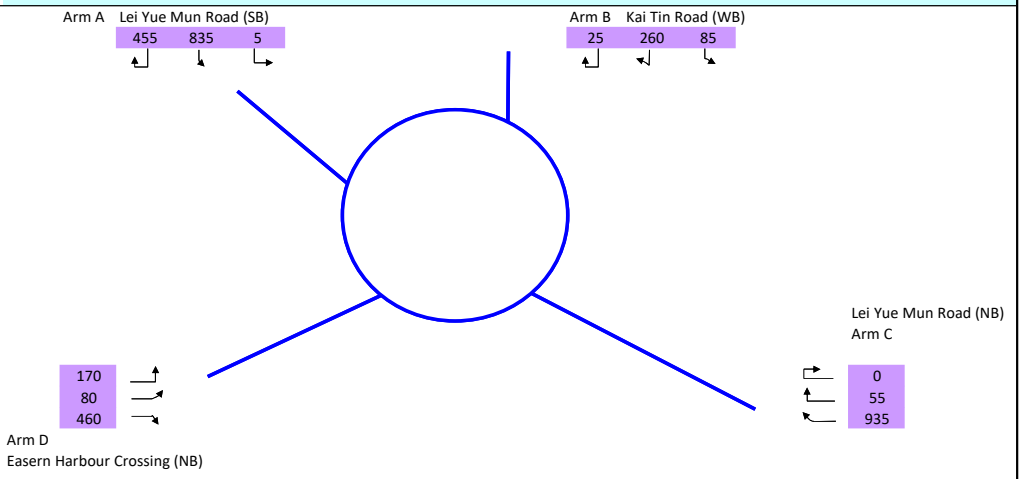


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,750	340	1,070	525
Qc	Circulating Flow Across Entry (pcu/hour)		555	2,075	845	1,915
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1862	928	1920	1358
Qp	= Q*P		1750	340	1070	525
DFC	= Qp / Qe	Design Flow / Capacity 0.94	**0.94**	0.37	0.56	0.39
		Total Entry Flows 3,685				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Reference Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

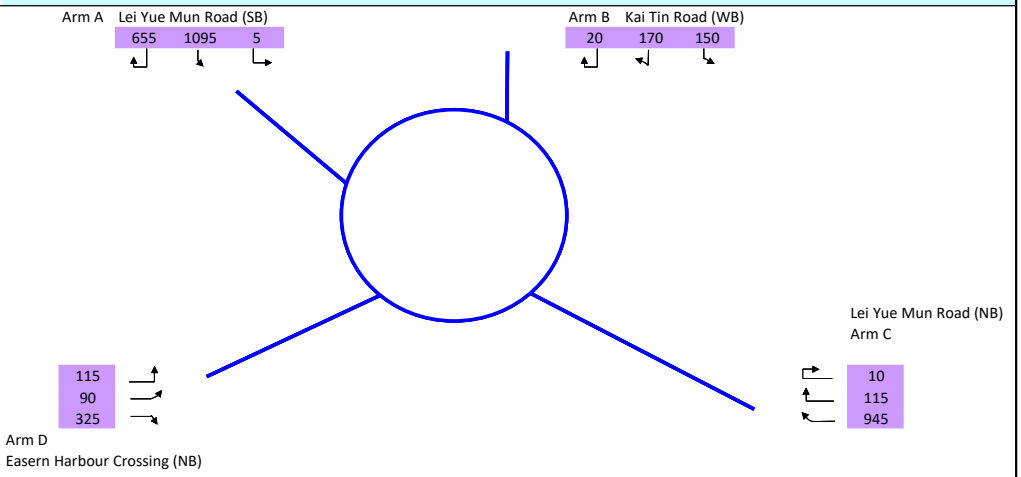


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,295	370	990	710
Qc	Circulating Flow Across Entry (pcu/hour)		620	1,750	740	1,730
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1826	1097	1979	1467
Qp	= Q*P		1295	370	990	710
DFC	= Qp / Qe	Design Flow / Capacity 0.71	**0.71**	0.34	0.50	0.48
		Total Entry Flows 3,365				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Design Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

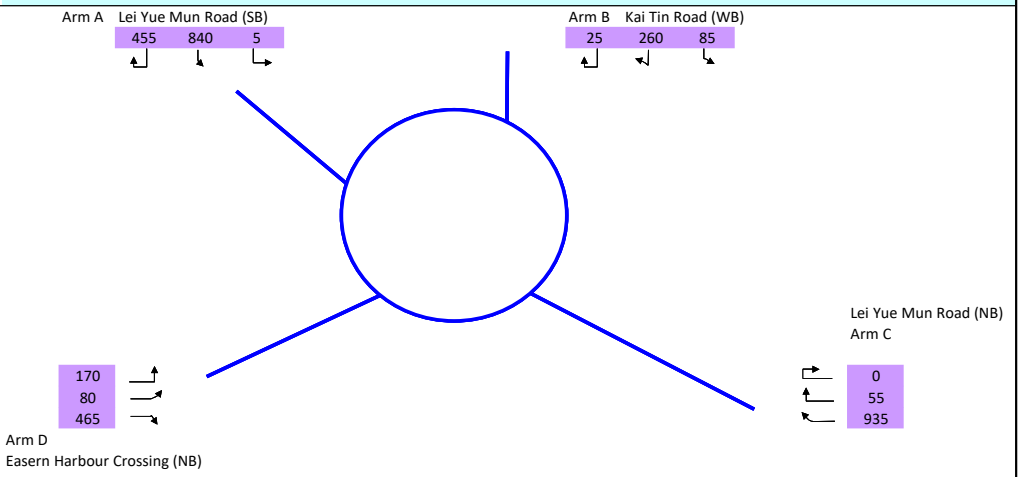


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,755	340	1,070	530
Qc	Circulating Flow Across Entry (pcu/hour)		560	2,085	845	1,915
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1859	923	1920	1358
Qp	= Q*P		1755	340	1070	530
DFC	= Qp / Qe	Design Flow / Capacity 0.94	**0.94**	0.37	0.56	0.39
		Total Entry Flows 3,695				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Design Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: OCT, 2024
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			



		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,300	370	990	715
Qc	Circulating Flow Across Entry (pcu/hour)		625	1,760	740	1,730
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1824	1092	1979	1467
Qp	= Q*P		1300	370	990	715
DFC	= Qp / Qe	Design Flow / Capacity 0.71	**0.71**	0.34	0.50	0.49
		Total Entry Flows 3,375				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass — Design Year: 2024

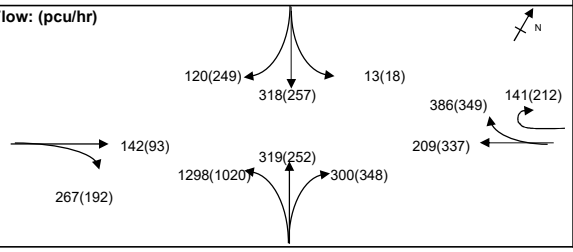
Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street		A	1	3.500	11			8%	14%	1945	1930	159	0.082		132	0.068	
	⌜	A	1	3.600		20				1965	1965	120	0.061		249	0.127	
Wai Yip Street (NB)	←	F	1,2,3	3.900	28					1905	1905	1298	0.681	0.681	1020	0.535	0.535
	↑	C	3	3.900						2145	2145	218	0.102		213	0.099	
	↑→	C	3	3.500		18.6		51%	80%	2020	1975	205	0.101		196	0.099	
	⌜	C	3	3.650		15				1925	1925	196	0.102		191	0.099	
Kwun Tong Bypass (EB)	↑→	B	2	3.650		27		35%	39%	2080	2075	218	0.105		152	0.073	
	⌜	B	2	4.100		23				1815	1815	191	0.105		133	0.073	
Wai Fat Road (WB)	↑	D	4	3.650						1980	1980	209	0.106		337	0.170	
	⌜	D	4	3.650		25				2000	2000	198	0.099		179	0.090	
	⌜	D	4	3.000		19				1905	1905	188	0.099		170	0.089	
	↖	E	4	9.550		6				1085	1085	141	0.130	0.130	212	0.195	0.195

Pedestrian Crossing	Gp	2	MIN GREEN + FLASH =	13	+	12	=	25
	Hp	1,3,4	MIN GREEN + FLASH =	5	+	9	=	14
	Ip	2,3	MIN GREEN + FLASH =	5	+	10	=	15
	Jp	4	MIN GREEN + FLASH =	11	+	10	=	21
	Kp	1,2,3	MIN GREEN + FLASH =	7	+	13	=	20
	Lp	4	MIN GREEN + FLASH =	5	+	10	=	15
	Mp	4	MIN GREEN + FLASH =	5	+	5	=	10

Notes:

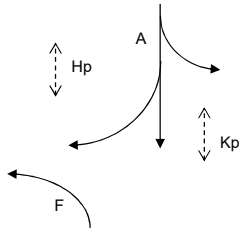
Flow: (pcu/hr)



Group	A,B,C,D	F,E	Group	A,B,C,D	F,E
y	0.387	0.811	y	0.411	0.731
L (sec)	17	20	L (sec)	17	20
C (sec)	140	140	C (sec)	140	140
y pract.	0.791	0.771	y pract.	0.791	0.771
R.C. (%)	104%	-5%	R.C. (%)	92%	6%

Stage / Phase Diagrams

1.



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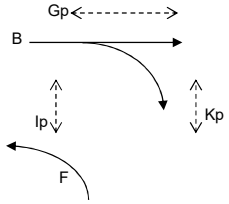

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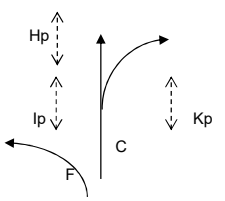

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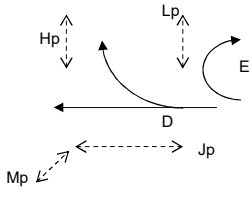

5.

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I/G= 5		I/G=		I/G=		I/G= 17		I/G=	

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass — Design Year: 2035

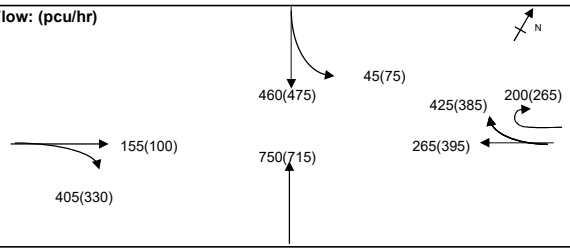
Description: 2035 Reference Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street		A	1	3.500	11			29%	45%	1890	1850	157	0.083	0.083	168	0.091	0.091
	↑	A	1	3.500						2105	2105	174	0.083		191	0.091	
Wai Yip Street (NB)	↑	C	1	3.500						1965	1965	362	0.184		345	0.176	
	↑	C	1	3.500						2105	2105	388	0.184		370	0.176	
Kwun Tong Bypass (EB)	↱	B	2	3.650		27		48%	56%	2065	2055	298	0.144	0.144	228	0.111	
	↱	B	2	4.100		23				1815	1815	262	0.144		202	0.111	0.111
Wai Fat Road (WB)	↑	D	3	3.650						1980	1980	265	0.134		395	0.199	0.199
	↱	D	3	3.650		25				2000	2000	218	0.109	0.109	197	0.099	
	↱	D	3	3.000		19				1905	1905	207	0.109		188	0.099	
	↘	E	3	9.550		6				1085	1085	200	0.184		265	0.244	

Pedestrian Crossing	Gp	2	MIN GREEN + FLASH =	9	+	6	=	15
	Hp	1,3	MIN GREEN + FLASH =	5	+	7	=	12
	Ip	2	MIN GREEN + FLASH =	6	+	12	=	18
	Jp	3	MIN GREEN + FLASH =	9	+	7	=	16
	Kp	1,2	MIN GREEN + FLASH =	7	+	9	=	16
	Lp	3	MIN GREEN + FLASH =	5	+	4	=	9

Notes:

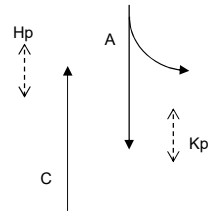
Flow: (pcu/hr)



Group	Lp,C,B	C,B,D	Group	A,B,D	C,B,D
y	0.329	0.438	y	0.402	0.486
L (sec)	25	12	L (sec)	13	12
C (sec)	140	140	C (sec)	140	140
y pract.	0.739	0.823	y pract.	0.816	0.823
R.C. (%)	125%	88%	R.C. (%)	103%	69%

Stage / Phase Diagrams

1.



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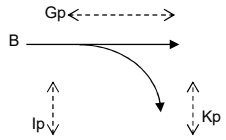

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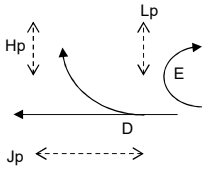

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Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass — Design Year: 2035

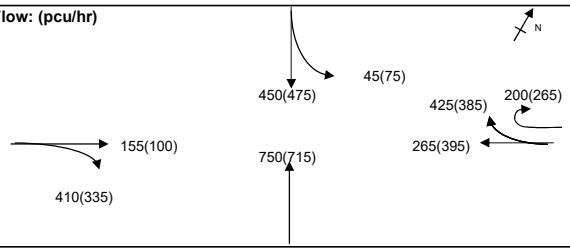
Description: 2035 Design Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street		A	1	3.500	11			29%	45%	1890	1850	153	0.081	0.081	168	0.091	0.091
	↑	A	1	3.500						2105	2105	171	0.081		191	0.091	
Wai Yip Street (NB)	↑	C	1	3.500						1965	1965	362	0.184		345	0.176	
	↑	C	1	3.500						2105	2105	388	0.184		370	0.176	
Kwun Tong Bypass (EB)	↱	B	2	3.650		27		49%	57%	2065	2055	301	0.146	0.146	231	0.112	0.112
	↱	B	2	4.100		23				1815	1815	264	0.145		204	0.112	
Wai Fat Road (WB)	↑	D	3	3.650						1980	1980	265	0.134		395	0.199	0.199
	↱	D	3	3.650		25				2000	2000	218	0.109	0.109	197	0.099	
	↱	D	3	3.000		19				1905	1905	207	0.109		188	0.099	
	↘	E	3	9.550		6				1085	1085	200	0.184		265	0.244	

Pedestrian Crossing	Gp	2	MIN GREEN + FLASH =	9	+	6	=	15
	Hp	1,3	MIN GREEN + FLASH =	5	+	7	=	12
	Ip	2	MIN GREEN + FLASH =	6	+	12	=	18
	Jp	3	MIN GREEN + FLASH =	9	+	7	=	16
	Kp	1,2	MIN GREEN + FLASH =	7	+	9	=	16
	Lp	3	MIN GREEN + FLASH =	5	+	4	=	9

Notes:

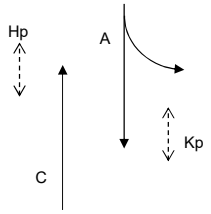
Flow: (pcu/hr)



Group	Lp,C,B	C,B,D	Group	A,B,D	C,B,D
y	0.330	0.439	y	0.403	0.487
L (sec)	25	12	L (sec)	13	12
C (sec)	140	140	C (sec)	140	140
y pract.	0.739	0.823	y pract.	0.816	0.823
R.C. (%)	124%	87%	R.C. (%)	103%	69%

Stage / Phase Diagrams

1.



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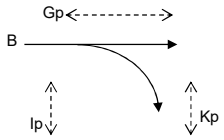

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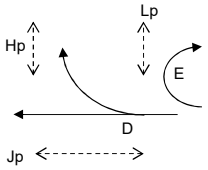

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I/G= 5		I/G= 5		I/G= 5		I/G=	

ARUP

Appendix E

Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN “RESIDENTIAL (GROUP E)” ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

ENVIRONMENTAL ASSESSMENT

Date	November 2024
Prepared by	Wendy Tin / Kyle Kam Environmental Consultant / Assistant Environmental Consultant
Signed	
Approved by	Tony Cheng Senior Manager
Signed	
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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at Yau Tong Marine Lot No.70, Tung Yuen Street (hereinafter collectively called "Application Site"). The Application Site is zoned as "Residential (Group E)" "R(E)" under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP). Figure 1.1 Shows the Location of the Application Site.

1.1.2 Ramboll Hong Kong Limited is commissioned by the Applicants to provide environmental consultancy services and prepare the relevant submissions to demonstrate the environmental sustainability of the Proposed Development for this Section 16 planning application.

1.1.3 The master layout plan (MLP) is provided by the project architect – P&T Group. The traffic forecast for vehicular emission impact assessment and road traffic noise impact assessment is provided by the project traffic consultant – MVA Asia Ltd.

1.2 Application Site and its Environ

1.2.1 The Application Site falls within an area zoned "R(E)" under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP). The area of the Site is about 2,419 m^2 and currently occupied by Wah Tung Godown Building.

1.2.2 The Application Site is bounded by Tung Yuen Street to the east and Ko Fai Road to the north. The surrounding areas are currently dominated by industrial and residential uses. Figure 1.1 Shows the Location of the Application Site and its environs.

1.3 Proposed Development

1.3.1 The Proposed Development consist of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium for shop and services, eating place, and clubhouse with two level of basements for carparking and loading/ unloading spaces.

1.3.2 The residential towers have a various building height, ranging from ~ 80 mPD to ~ 100 mPD, and the level of first residential floor is ranging from 21.10 mPD.

1.3.3 Detailed development parameters can be referred to Table 1.1 below.

Table 1.1 Development Parameters of the Proposed Development

Tower		
No. of Residential Floors	25	19
Typical Floor Height (m)	1-18/F: 3.10 19/F: 3.4 20-24/F :3.15 25/F: 3.95	3.1
Floor Level of lowest Residential Floor (mPD)	21.10	
Building Height (mPD)	100	80
Ancillary Facilities	Shop and Services, Eating place (3 storeys podium)	
Total no. of residential Units	342	

Completion year	2032
Site Area (m^2)	2,419

1.3.4 The master layout plan, floor plans and section plan of the Proposed Development are shown in Appendix 1.1.

1.4 Key Environmental Issues and Study Approach

Noise

1.4.1 As mentioned, the Application Site is situated immediate to nearby carriageways including Tung Yuen Street and Ko Fai Road. Road traffic noise impact assessment (detailed in Section 3) was therefore conducted to address the potential adverse traffic noise impact that would be generated from these local roads.

1.4.2 Apart from road traffic noise impact, the Application Site is surrounded by various industrial establishments such as concrete batching plants, vehicle repair workshop, Kwun Tong Wholesale Fish Market, Tung Yuen Street Food Market, Yau Tong Saltwater Pumping Station and recycling workshop. In view of the Application Site is located in close proximity to the nearby industrial uses, an industrial noise impact assessment (detailed in Section 4) was carried out to address the potential adverse industrial noise impact on the Proposed Development.

1.4.3 There is no railway noise source identified in the vicinity within 300m of the Application Site and thus, no adverse railway noise impact is anticipated on the Proposed Development.

Air Quality

1.4.4 The Application Site is subject to the nearby emissions from road traffic, concrete batching plants, marine emissions and active chimneys in the industrial areas, so an air quality impact assessment was conducted to assess the air quality concentrations and to recommend mitigation measures, if applicable, to be incorporated in the Proposed Development. The quantitative air quality impacts are addressed in a separate assessment report.

Waste Management and Land Contamination Review

1.4.5 The historical land use and existing condition have been studied for the purpose to identify if there is/was any potentially land contaminating activity held onsite, and actions recommended to be taken afterwards. The details will be discussed in Section 5.

1.4.6 The potential waste management issues in connection with the construction and operation of the Proposed Development Sites will be discussed in Section 5. Waste management Practices and mitigation measures will be recommended in order to alleviate the impacts, where necessary.

1.5 Interim Industrial / Residential Interface

1.5.1 The presence of Industrial / Residential ("I/R") interface scenario has long been a circumstance when the Yau Tong Bay was first zoned as CDA. The Application Site is located at the southwestern fringe of Yau Tong Industrial Area (YTIA). Based on the information, the YTIA is rezoned to "CDA", "R(E)", and "Commercial" zone with the intention of phasing out the existing industrial activities. Currently there are still a number of existing industrial operations in the vicinity of the Application Site under other "CDA" sub-zones and "R(E)" zone, for example the fish market to the southwest

of the Application Site. According to the Notes of the OZP, the "CDA" zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. Under the "R(E)" zone, existing industrial uses will be tolerated, while new industrial developments are not permitted in order to avoid perpetuation of I/R interface problems.

1.5.2 It should be emphasised that various recommendations based on the findings of this Environmental Assessment Report have been incorporated in the MLP of the Proposed Development with a view to fully addressing the interim I/R interface issues, including but not limited to the followings:

(i) Podium Design

Podium of 14.40mPD have been incorporated in the current design so that the residential uses start on elevated levels. It can reduce the air quality and noise impacts induced from the nearby roads, especially Tung Yuen Street and Ko Fai Road.

(ii) Building Layout / Orientation

Since the Application Site is located next to Redland Concrete Ltd, single aspect building design has been adopted as a precautionary layout design to minimize the potential noise impact from this industrial noise activity, the similar approach of the adjacent residential development, the Coastline I.

(iii) Direct Noise Mitigation Measures – Enhanced Acoustic Balcony (Baffle Type) in ProPECC PN 5/23 (EAB (BT)- (EPD-PN)]

As mentioned in Section 3.7.6, EAB (BT)- (EPD) with sidewall are proposed for living rooms to mitigate the road traffic noise impact. The industrial noise modelling results shows that there is no exceedance for NSRs F1-01 and F1-02, which immediately next to the concrete batching plant. In fact, the sidewall in the provision of the EAB (BT)- (EPD) applied at F1-01 and F1-02 could be consider as an effective barrier to provide further protection and completely blocked the line of sight from the NSRs to the concrete batching plant. Thus, the predicted industrial noise level in F1-01 and F1-02 should be lower as than modelling results. To present a worst-case scenario, such barrier correction has not applied at the mentioned NSRs in the assessment.

1.5.3 It should be emphasised the findings of this environmental assessment report confirm that there would not be any adverse noise or air quality impact with respect to the Proposed Development. That is, the predicted road traffic and industrial noise levels would comply with the relevant standards and air pollutant concentrations and odour at the fresh air intake locations for the clubhouse would comply with the Air Quality Objectives and odour criterion respectively. Nevertheless, in view of the nearby industrial activities are occurring in close proximity of the Application Site, the applicants would provide channels to assist the future residents to deal with their complaints relating to I/R interface issues of the Proposed Development. For instance, a designated hotline would be setup by the future management office to handle complaints with respect to the interim I/R interface matters. The future management office would also help future owners actively communicate and liaise with the nearby industrial operators to minimise disruption to the future residents.

1.6 Structure of the Environmental Assessment Report

1.6.1 According to the appraisal above, the environmental assessment reports are set out as follows:

- Section 2 Construction Noise Impact Assessment
- Section 3 Road Traffic Noise Impact Assessment
- Section 4 Industrial Noise Impact Assessment
- Section 5 Land Contamination Review and Waste Management
- Section 6 Overall Conclusion of the Environmental Assessment

2. CONSTRUCTION NOISE IMPACT ASSESSMENT

2.1 Introduction

2.1.1 The noise impact assessment is prepared to evaluate potential construction noise impact to the surroundings and to recommend mitigation measures where practicable to attenuate the impact.

2.2 Construction Phase Impact

2.2.1 During the construction phase of the proposed development, major noise impacts would arise from piling works, operation of Powered Mechanical Equipment (PME), and construction-related traffic.

Construction Noise Criteria

2.2.2 Construction noise is controlled under the Noise Control Ordinance (NCO) which prohibits the use of powered mechanical equipment (PME) during the restricted hours (7 p.m. to 7 a.m. on normal weekdays and any time on a public holiday, including Sunday) without a valid Construction Noise Permit (CNP) from the Authority. The criteria and procedures for issuing such a permit are specified in the "Technical Memorandum on Noise From Construction Works Other than Percussive Piling" (TM1). While there is no planned construction works to be carried out during the restricted hours, TM1 should be followed in case there is any need to carry out works in such time period in future.

2.2.3 With effect from 1 November 1996, the use of specified powered mechanical equipment (SPME) for carrying out construction work other than percussive piling and/ or the carrying out of prescribed construction work (PCW) within a designated area are also brought under control. The relevant technical details are provided in the "Technical Memorandum on Noise from Construction Work in Designated Areas" (TM2).

2.2.4 Percussive pilling is controlled similarly by a construction noise permit system and described in the NCO and the "Technical Memorandum On Noise From Percussive Piling" (TM3) which restrict the number of hours during which piling can be conducted. Percussive piling is prohibited between 7 p.m. and 7 a.m. and on holidays (including Sundays). Percussive piling during the daytime (i.e. between 7 a.m. and 7 p.m. on any day not being a holiday) may be carried out in accordance with the permitted hours and other conditions under a valid construction noise permit.

2.2.5 For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities, noise limits as shown in below Table are set out in the "Practice Note for Professional Persons Environmental Consultative Committee" (ProPECC) PN/1 issued in 2024.

Table 2.1 Noise Limit for Daytime Construction Activities

NSR	0700 to 1900 Hours on Any Day Not Being a Sunday or General Holiday, Leq (30 min), dB(A)
Dwelling	75
School	70 (65 during examinations)

Notes:

(i) The above standards apply to uses which rely on opened windows for ventilation;

(ii) The above standards shall be viewed as the maximum permissible noise levels assessed at 1 m from the external façade.

2.2.6 In all circumstances, future contractor will be required to exercise adequate mitigation measures to minimise potential construction noise impact on the surrounding noise sensitive uses.

Mitigation Measures

2.2.7 Sufficient noise mitigation measures should be introduced in the development to alleviate potential noise impacts on nearby NSRs. The Contractor(s) will be required under the contract to ensure regular maintenance of all plant and equipment, and that noise generation at source would be minimized and practicable noise mitigation measures would be in use. The Contractor(s) will be required to adopt quiet type construction plants (e.g. EPD's quality powered mechanical equipment (QPME) inventory), wherever practicable. Similarly, quieter method other than percussive piling will be adopted as far as practicable for any piling works subject to ground investigation result (which usually dictates the piling method). Movable noise barriers will also be erected around noisy plants in order to minimize noise generation at source. With these measures in place noise generation due to construction activities would be minimized.

2.2.8 The following general noise mitigation measures are recommended for implementation:

- Use of quieter equipment and construction method where practicable;
- Application of properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds or shields, etc.;
- Use of electric-powered equipment where applicable instead of diesel-powered or pneumatic-powered equipment;
- Erecting noise enclosures/ movable noise barriers around noisy plants;
- Only well-maintained plants should be operated on-site;
- Plants should be serviced regularly during the construction programme;
- Noisy activities can be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background noise;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from noise sensitive receivers;
- Location of noise emitting plants at maximum possible distances from sensitive receivers;
- Contractual clauses for construction works; and
- Schedule of noisy operations during non-restricted hours where possible.

2.2.9 The above-mentioned noise mitigation measures will be included in the contractual clauses for implementation by the contractor(s) during the construction stage.

2.2.10 "Recommended Pollution Control Clauses for Construction Contracts" is available on EPD website. These clauses spell out the recommended noise control measures to be implemented by the contractor(s) during the construction stage of the Project. The

Project Proponent will include the "Recommended Pollution Control Clauses for Construction Contracts" in the construction contract(s).

2.2.11 With these measures in place, construction noise due to the Proposed Development can be minimized, and no significant noise impact is anticipated.

2.3 Conclusion

2.3.1 With the implementation of recommended mitigation measures, including the use of QPMEs, installing temporary noise barrier and enclosure for PMEs as required in ProPECC PN 1/24, quiet construction methods and applying good site practices and together with the clauses of the "Recommended Pollution Control Clauses for Construction Contracts" in the construction contract(s) implemented by the contractor(s), the noise impact generated during the construction works on the NSRs will be minimised.

3. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

3.1 Introduction

3.1.1 This road traffic noise impact assessment is prepared to address road traffic noise impact on the noise sensitive uses of the Proposed Development and to recommend mitigation measures where practicable to attenuate the impact.

3.2 Assessment Criteria

3.2.1 Noise standards are recommended in Chapter 9, "Environment", of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against possible noise impact from road traffic, railway and aircrafts.

3.2.2 For the Proposed Development, only dwellings will rely on openable window for ventilation purpose. The clubhouse will be provided with air-conditioning system and will not be provided with any openable windows / openings for ventilation.

3.2.3 According to the guidelines, the criterion for road traffic noise impact on domestic premises (habitable rooms) is $L_{10(1\text{-hour})}$ 70dB(A). This criterion applies to uses which rely on openable windows for ventilation.

3.3 Assessment Methodology

3.3.1 In this assessment, the potential noise impact arising from nearby existing and future road carriageways on the development has been assessed. It involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows along existing and future road carriageways situated within or in the vicinity of the Application Site. Calculation of predicted road traffic noise were based on the worst-case peak hour traffic flows projected within a 15-year period from the target completion date (Year 2032) of the Proposed Development. For worst-case scenario evaluation, the assessment year was chosen to be year 2047, which has the maximum forecasted traffic flow within the 15-year period. The year 2047 traffic forecast data is prepared by the project traffic consultant and attached in Appendix 3.1.

3.3.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" (CRTN) has been applied to predict the hourly L10(1-hour) noise levels generated from road traffic at selected representative NSRs. Practicable environmental mitigation measures have been recommended, where necessary. The predicted noise levels were compared with the relevant HKPSG noise criterion (i.e., L10(1-hour) 70dB(A)).

3.3.3 Based on the site visit, the construction works at the YTIL 45 has already been started, the building blocks of the YTIL 45 is considered in this assessment as noise barriers.

3.4 Road Characteristics

3.4.1 Appendix 3.1 presents the predicted 2047 peak hour traffic data (i.e. road speed, traffic volume and percentage of heavy vehicle) on the main road carriageways surrounding the Application Site. The Tung Yuen Street is considered to be the dominant road traffic noise sources contributing on the Proposed Development. All roads are assumed with an impervious surface.

3.5 Noise Sensitive Receivers

3.5.1 All residential dwellings with openable windows/doors of habitable room (noise sensitive use) for prescribed ventilation purposes have been assigned with assessment points. All assessment points were taken at 1.2m above the floor and 1m away from

the facade of openable windows in rooms of sensitive use. Figure 3.1 shows the location of the NSRs of dwellings for road traffic noise impact assessment.

3.6 Road Traffic Impact Assessment Result (Base Case)

3.6.1 The assessment result for dwelling under base case scenario is presented in Detailed result is presented in Appendix 3.2 and summarised below.

Table 3.1 Assessment Result under Base Case Scenario

Scenario	Max Predicted Noise Level dB(A)	Total Number of Exceedances	Compliance Rate
AM	74	88	75%
PM	74	80	77%

3.6.2 Based on the result table above, scenario for AM peak flow is considered to be the worst-case scenario. Noise mitigation measures are recommended for the Proposed Development based on the AM scenario to attenuate the road traffic noise impact.

3.7 Proposed Road Traffic Noise Mitigation Measures

3.7.1 Noise mitigation measures have been duly studied and applied where practicable.

a. Podium Building

3.7.2 Since the Proposed Development on slope with the Tung Yuen Street at lower mPD level (+3.9 to +4.6 mPD) than the Proposed Development (+21.10 mPD FFL for first typical residential floor) podium (+14.40 mPD) has been provided to the Application Site. The podium would provide some shielding effects and increase the separation between the noise sources for the residential units.

b. Acoustic Window / Enhanced Acoustic Balcony (Baffle Type) (AW(BT)-(EPD-PN) / EAB(BT)-(EPD-PN)

3.7.3 Innovative noise mitigation measures are being explored in recent years. Baffle type acoustic windows and acoustic doors have been adopted for numerous residential developments for attenuating road traffic noise. It is understood that Environmental Protection Department (EPD) has issued the ProPECC PN 5/23 Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact (hereafter referred as "EPD-PN") for mitigating road traffic noise impact.

3.7.4 The reference cases in EPD-PN have been proposed in the Proposed Development. It refers to the type of window that has an inner sliding panel behind the outer opening, both readily openable, for creating an air gap for the supply of fresh air with noise mitigation effect. It comprises two glazing: -

(i) the outer window system with side hung openable window; and

(ii) the inner sliding panel.

3.7.5 The "designed setting" to reduce noise entering indoor area is achieved by placing the inner sliding panel behind the openable window, so that noise from outside cannot pass through the opening window and enter indoor area directly. As there is no gap at top and bottom of the sliding panel, direct transmission of sound energy into the habitable room is avoided. Instead, outdoor noise has to pass through the gap between the inner sliding panel and outer façade aside the opening window in order to enter indoor area. The design allows natural ventilation through the aforementioned gap (although extent of natural ventilation may be inferior to the case without the inner

sliding panel behind) and prevent most noise from entering indoor environment. According to the latest PNAP APP-130: "Lighting and Ventilation Requirements – Performance-based Approach", the proposed EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) are considered complying with prescribed ventilation requirement if the net opening when the inner sliding panel is moved to another side with least obstruction to the openable window at the outer façade.

3.7.6 A road traffic noise sound attenuation of EAB(BT)-(EPD-PN) with sidewall applied in 14m^2 living rooms reaches 8.0 dB(A), and AW(BT)-(EPD-PN) applied in 8m^2 bedroom can reach 6.0 dB(A). The indicative EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) design adopted in the Proposed Development is shown in Error! Reference source not found..

3.7.7 The outer opening size & room size also play a significant role in affecting the sound attenuation performance. The sound attenuation performance provided by EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) increases with room size because of the longer reverberation time and lower reverberation effect in larger room. Due to the room size difference between the Proposed Development and the EPD-PN, further adjustment is needed and is made by accounting the difference between the room size between the Proposed Development and the EPD-PN. As a conservative approach, the corrected noise level would not be greater than the EPD-PN even the room size of the Proposed Development is larger than the EPD-PN. Error! Reference source not found. shows the sound attenuation adjustment of EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) adopted in the Proposed Development. In case, the noise reduction of the proposed EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) is higher than the residual exceedance, it is assumed that the reduction is equal to the residual exceedance for conservative assessment approach.

3.8 Road Traffic Impact Assessment Result (Mitigated Case)

3.8.1 The predicted road traffic noise effects on the selected NSRs based on the noise mitigation measures discussed above were assessed and presented in Appendix 3.5. With the implementation of the above recommended mitigation measure, full compliance can be achieved for the residential towers. The compliance rate would be 100%.

3.9 Conclusion

3.9.1 Road traffic noise impact assessment has been carried out for the Proposed Development.

3.9.2 Effective noise mitigation measures have been explored, which include podium building, acoustic window (baffle type), acoustic balcony (baffle type).

3.9.3 With the implementation of the above mitigation, no exceedance is found, i.e., 100% full compliance with the traffic noise standard. No adverse road traffic noise impact is anticipated for the Proposed Development. Figure 3.2 and Appendix 3.6 show the location and schedule of the consolidated noise mitigation measures respectively.

4. INDUSRTIAL NOISE IMPACT ASSESSMENT

4.1 Introduction

4.1.1 The aim of this study is to assess potential noise impacts arising from nearby industrial noise source of the industrial buildings and activities on the Proposed Development. Practicable noise mitigation measures would be recommended, where necessary.

4.1.2 There is a planning application (A/K15/129) of residential development is located at 18-20 Sze Shan Street southeast to the Proposed Development (hereinafter referred as "129 Approval Scheme") recently approved in 2023. The information from this recently approved planning application is referenced for this assessment. Site visits had been carried out in Aug, Sep, Nov, Dec 2023, and Feb, Oct and Nov 2024 to review and update the information of the industrial activities in the area in comparison with that identified in the 129 Approval Scheme. In general, the industrial noise sources identified in the 129 Approval Scheme remains. Apart from that identified in the 129 Approval Scheme, there is a temporary recycling workshop "全記" located north of the Ko Fai Road.

4.1.3 Since the Application Site is located next to Redland Concrete Ltd, single aspect building design has been adopted as a precautionary layout design to minimize the potential noise impact from this industrial noise activity, the similar approach of the adjacent residential development, the Coastline I.

4.2 Assessment Criteria

4.2.1 Industrial noise impact assessment has been conducted in accordance with the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM), published under the Noise Control Ordinance (NCO). The IND-TM specifies the applicable Acceptable Noise Levels (ANLs) at Noise Sensitive Receivers (NSRs) which are dependent on the Area Sensitivity Rating (ASR) and the time period concerned. The ASR of NSR is determined based on the perceived usage of the study area and the presence of any influencing factors such as major roads, industrial areas, and airports.

4.2.2 The Application Site is located in urban area. Since there are a number of industrial establishments surrounding the site, such as Mai Tong Industrial Building, Ajisen Group Tower, Safer Industrial Building, Wholesale Fish Market, Redland Concrete Ltd., as well as other industrial buildings within 300m from the site etc), the Application Site is considered to be either directly or indirectly affected by these influence factors. According to the TM for the Assessment of Noise from Places or Construction Sites, an Urban Area with directly or indirectly affected by the Influence Factor is considered to having the Area sensitivity rating (ASR) of "C". Noise standards of 70 dB(A) and 60 dB(A) are adopted for daytime and night-time respectively.

4.2.3 For the façade facing away from the clusters of the industrial establishment, i.e. facing towards the Victoria Harbour, these façades are considered to be not affected by the influencing factor, and so ASR "B" is adopted.

4.2.4 Figure 4.1 shows the applicable ASR of the noise sensitive facades of the Proposed Development.

Table 4.1 Acceptable Noise Level (ANLs), dB(A)

Time Period	ASR	
	B	C
Day and Evening (0700 to 2300 hours)	65	70
Night (2300 to 0700 hours)	55	60

4.3 Industrial Noise Sources

Site Inspections

4.3.1 According to the recent site surveys carried out in Aug, Sep, Nov, Dec 2023, and Feb, Oct and Nov 2024, there are various industrial establishments in the vicinity of the Application Site. During site surveys, the industrial noise sources identified would include Saltwater Pumping Station, Redland Concrete Ltd., Kwun Tong Wholesale Fish Market, Tung Yuen Street Cooked Food Market, Tung Lee Motor Services Centre, Ko's Brother Hardware Shop, and Cooling Towers at the roof top of Ajisen Group. For the concrete batching plant at the eastern end of Tung Yuen Street, i.e. China Concrete Co. Limited, Hong Kong Concrete Co. Limited, their specified process licences have been expired. Additionally, to the further north of the Application Site, industrial noise generated from material screening and loading & unloading activities as well as were observed temporary recycling workshop "全記" at YTML No.1-4.

4.3.2 Although the Specified Process Licences (SP Licence) of China Concrete Co. Limited and Hong Kong Concrete Co. Limited has been expired and their zoning is for residential use, the industrial noise coming from these concrete batching plants will be considered in the assessment as a hypothetic conservative scenario.

4.3.3 Site inspections, for both day & evening time and night-time, were conducted in Aug, Sep, Nov & Dec 2023, and Feb, Oct and Nov 2024 to verify and update the industrial activities information, if necessary. Figure 4.2 shows the locations of the identified noise sources in the vicinity of the Application Site.

4.3.4 Photo records of site investigation are shown in Appendix 4.1.

Noise Measurement for the Industrial Activities

4.3.5 Noise measurements were carried out by using a calibrated Bruel&Kjaer (B&K) Precision Integration Sound Level Meter Type 2250L, which complies with International Electrotechnical Commission Publications 651:1979 (Type 1) and 804:1985 (Type 1). The weather condition was fine with calm wind during measurements, which satisfied the required criteria. The equipment was properly calibrated immediately prior to and following each measurement by a B&K Sound Level Calibrator Type 4321.

4.3.6 Sound Power Levels (SWLs) of the noise activities are determined in accordance with standard acoustical principles, and "International Standard ISO 3746: Acoustics – Determination of sound power levels of noise sources using sound pressure – survey method using an enveloping measurement surface over a reflecting plane" (herein referred as ISO 3746), where necessary and practicable.

4.3.7 For 全記, standard acoustic principle was adopted for measuring the noise level generated from the industrial activities carried out in it. Details is shown in Appendix 4.2.

4.3.8 Measurement locations and data of the industrial noise sources are shown in Appendix 4.2.

4.3.9 Calculations of the SWLs are shown in Appendix 4.3.

4.3.10 Table 4.2 below lists out the identified industrial noise sources and the respective SWLs based on the findings of recent site surveys. The derived SWLs have taken into account the acoustic characteristics of tonality, impulsiveness and intermittency, if any.

Table 4.2 Identified Industrial Noise Sources

Noise Sources	Observations	Key Noise Sources	Noise Source IDs	Type of Industrial Noise Sources (Point Source/ Area Source)	Sound Power Level (SWLs), dB(A)	
					Day & Evening time	Nighttime
China Concrete Co. Limited	General Description and Characteristics • As observed from site surveys, the plant is enclosed without any opening at the top and sides. The main openings were located at the entrance / exit in front of Tung Yuen Street. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 71.8 dB(A) to 81.9 dB(A). • Given the size of the openings are considerable large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • No night-time operation was being observed.	Concrete Batching Plant (Concrete Lorry Mixer)	CCC_1	Area Source	96.3	Nil
		Concrete Batching Plant (Concrete Lorry Mixer)	CCC_2	Area Source	95.2	Nil
		Concrete Lorry Mixer Washing Bay	CCC_3	Area Source	100.4	Nil
		Concrete Lorry Mixer Washing Bay	CCC_4	Area Source	100.4	Nil
		Concrete Batching Plant (Tanker)	CCC_5	Area Source	94.3	Nil
		Concrete Batching Plant (Tanker)	CCC_6	Area Source	97.9	Nil
		Screw Pumping Barge	CCC_7	--	102.0	Nil
Hong Kong Concrete Co. Limited	General Description and Characteristics • Site inspections revealed that the concrete batching plant is enclosed without any opening at the top and sides, resulting in no direct line of sight of the concrete lorry mixed and the associated loading operation within the concrete batching plant to all NSRs of the Proposed Development. There are only openings at the entrance / exit in front of Tung Yuen Street. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 74.4 dB(A) and 82.8 dB(A). • Given the size of the openings are considerable large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • No night-time operation was being observed.	Concrete Batching Plant (Concrete Lorry Mixer)	HKA_1	Area Source	102.4	Nil
		Concrete Batching Plant (Tanker)	HKA_2	Area Source	96.2	Nil
		Screw Pumping Barge	HKA_3	--	102.0	Nil

Kwun Tong Wholesale Fish market	<u>General Description and Characteristics</u> • According to site investigations and as confirmed with the staff of the Wholesale Fish Market, peak hours of the operation of Fish Market are 07:00 – 12:00 for day-time and 04:00 – 6:00 for night-time. During day-time (07:00-12:00), noisy activities include fish unloading activities from fishing boats and lorries from restaurants or supermarkets picking up and packing from the Fish Market before noon which started from the early morning. During night-time (04:00-06:00), there are mainly fish unloading activities from fishing boats. <u>Derivation of Sound Power Level (SWL)</u> • The measured noise levels of the openings range from 64.3 dB(A) to 76.2 dB(A) for day-time and 63.3 dB(A) to 74.3 dB(A) for night-time. • Please refer to Appendix 4.2 for noise measurement details. <u>Time Period of Operation</u> • Both daytime and night-time operations were observed.	Operation Noise	Day & Evening time: WFM_1; Night-time: WFM_1N	Area Source	92.9	91.6
		Loading and Unloading By Marine Vessels	Day & Evening time: WFM_2; Night-time: WFM_2N	Point Source	96.7	94.8
Cooked Food Stall	<u>General Description and Characteristics</u> • The Cooked Food Stall comprises two ordinary cooking stove equipment which are considered to be the major noise sources. <u>Derivation of Sound Power Level</u> • The measured noise levels of the opening was 63.8 dB(A). • Given the size of the openings are considerably large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). <u>Time Period of Operation</u> • The operating hours is observed to be between 07:30 to 17:00. Thus, no night-time operation is anticipated.	Operation Noise	CFS_1	Area Source	75.3	Nil
Ajisen Group Tower	<u>General Description and Characteristics</u> • Four medium size (A) and one small size (B) of cooling towers were identified at the roof top of the building. According to on-site observation, the diameter of four medium size cooling towers is within the range of 1.5m – 2m; while the diameter of the smaller cooling tower is estimated within 1.2m – 1.5m. It is assumed that all 5 nos. of cooling towers are in operation. <u>Derivation of Sound Power Level (SWL)</u> • Due to restriction of access, SPL* provided from catalogue in Appendix 4.5 is applied to evaluate the SWLs of cooling towers based on their estimated size. To make a conservative assumption, the medium cooling towers are assumed as model FT-50 – FT-80 with max. SPL* of 59 dB(A). **SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level according to the catalogue in Appendix 4.5.* <u>Time Period of Operation</u> • As advised by the property management staff of the Ajisen Group, there would not be any night-time operation within the building and hence the cooling towers would be shut down during night-time period.	Cooling Tower	AGT_1	Point Source	91.1	Nil
			AGT_2	Point Source	91.1	Nil
Safer Industrial Building	<u>General Description and Characteristics</u> • A forklift was parked outside the store with bulks of goods surrounded. Loading and unloading activities with the forklift were observed during site visit. <u>Derivation of Sound Power Level (SWL)</u> • The measured noise level for loading and unloading activities is 70.5 dB(A) with 5m distance from the identified noise source. <u>Time Period of Operation</u>	Loading and Unloading Activities	RCI_1	Point Source	92.5	Nil

	• As advised by the worker and site observation during night-time, there is no operation at night. Therefore, only the noise impact during day-time period is assessed.					
Yau Tong Salt Water Pumping Station	<u>General Description and Characteristics</u> • The operational plant was enclosed within the building. It was observed that there were only small sized louvers and window that emit sound. <u>Derivation of Sound Power Level (SWL)</u> • The measured noise levels of the openings range from 71.4 dB(A) to 71.8 dB(A) for day-time and 63.9 dB(A) to 64.5 dB(A) at night-time. • Given the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). <u>Time Period of Operation</u> • Both day-time and night-time operations were observed.	Operation Noise	WPS_1	Area Source	84.3	84.3
Tung Lee Motor Service Centre	<u>General Description and Characteristics</u> • Tung Lee Motor Service Centre is located at Shung Tak Wai to the further north of the Application Site. Based on observations from site surveys, the operation mainly involves insignificant grinding hammering and air-compressor noise. <u>Derivation of Sound Power Level (SWL)</u> • The measured noise levels of the openings range from 61.3 dB(A) to 61.9 dB(A). • Given the size of the openings are considerable large, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). <u>Time Period of Operation</u> • No night-time operation was being observed.	Operation Noise	TLM_1	Area Source	80.8	Nil
Redland Concrete Limited	<u>General Description and Characteristics</u> • The concrete batching plant is enclosed without any opening at the top and sides. There are only openings at the entrance / exit in front of Tung Yuen Street. <u>Derivation of Sound Power Level (SWL)</u> • The measured noise levels of the openings range from 74.8 dB(A) to 75.7 dB(A). • Given the size of the openings are considerably large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). <u>Time Period of Operation</u> • No night-time operation was being observed.	Operation Noise	RLC_1	Area Source	97.9	Nil
	<u>General Description and Characteristics</u> • Two cooling towers were identified located at the roof of Redland concrete plant. According to observations from site surveys, the diameter of cooling towers are less than 4m. <u>Derivation of Sound Power Level (SWL)</u> • Since noise measurement was unable to conduct due to restriction of access, SWLs are derived from the SPL* provided from a catalogue in Appendix 4.5 based on their estimated size. For a conservative approach, two cooling towers are assumed as model FT-225 – FT-250 with SPL* of 63 dB(A). **SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level according to the catalogue in Appendix 3.5.* <u>Time Period of Operation</u> • No night-time operation was being observed.	Cooling Tower	RLC_2	Point Source	95.1	Nil
		Cooling Tower	RLC_3	Point Source	95.1	Nil

	Derivation of Sound Power Level (SWL) • Noise measurement was not able to conduct due to restriction of access. SWL used for the industrial noise impact assessment was referenced from “TECHNICAL MEMORANDUM ON NOISE FROM CONSTRUCTION WORK OTHER THAN PERCUSSIVE PILING” (GW-TM). Time Period of Operation • No night-time operation was being observed.	Derrick Barge	RLC_4	Point Source	102.0	Nil
全記	General Description and Characteristics • As observed from site surveys, the industrial activities of the recycling workshop mainly involve screening material and loading and unloading. • Derivation of Sound Power Level (SWL) • The measured noise levels of the activities about 105 dB(A). • Appendix 4.3 shows noise measurement details and derivation of sound power level, respectively). Based on the analysis of the measurement data, no tonality correction is to be adopted in the calculation. The analysis is also shown in Appendix 4.3. Time Period of Operation • No night-time operation was being observed during the site visits.	Operation Noise	QJ_1	Area Source	105.0	Nil

4.4 Assessment Methodology

4.4.1 Standard acoustical principles were adopted for prediction of cumulative industrial noise impact. In accordance with the "Technical Memorandum On Noise From Construction Work Other Than Percussive Piling", a -10dB shielding correction was adopted where the line of sight from the representative NSR would be completely blocked by buildings or barriers. A façade correction of +3dB was assumed. Corrections for tonality, intermittency or impulsiveness shall be applied where necessary.

4.5 Noise Sensitive Receivers

4.5.1 A total of 11 Representative NSRs of residential towers nearest to the identified noise sources have been selected for the assessment. The NSRs are taken at 1m away from the façade opening and 1.2m above the floor level of habitable rooms. Figure 4.4 shows the locations of the representative NSRs.

4.6 Assessment Result (Base Case)

4.6.1 From the results of industrial noise impact assessment, it is also found that the major industrial noise source which have significant contribution to Industrial noise at the NSRs are the concrete batching plant - Redland Concrete Limited, which is found to be the same findings of the adjacent residential development, the Coastline I and II. As such, mitigation measures would be required for mitigating these exceedances.

4.6.2 As mentioned in Section 3.7.6, EAB (BT)- (EPD) with sidewall are proposed for living rooms to mitigate the road traffic noise impact. The industrial noise modelling results shows that there is no exceedance for NSRs F1-01 and F1-02, which immediately next to the concrete batching plant. In fact, the sidewall in the provision of the EAB (BT)-(EPD) applied at F1-01 and F1-02 could be consider as an effective barrier to provide further protection and completely blocked the line of sight from the NSRs to the concrete batching plant. Thus, the predicted industrial noise level in F1-01 and F1-02 should be lower as than modelling results. To present a worst-case scenario, such barrier correction has not applied at the mentioned NSRs in the assessment.

4.6.3 A summary of predicted industrial noise levels at selected NSRs are tabulated in Table 4.3 below. Detailed calculations are shown in Appendix 4.4.

Table 4.3 Industrial Noise Impact Assessment Results under Unmitigated Scenario

NSR ID	ASR	Noise Criteria, dB(A)		Predicted Noise Level, dB(A)	
		Day & Evening, dB(A)	Nighttime, dB(A)	Day & Evening, dB(A)	Nighttime, dB(A)
F1-01	C	70	60	70	46
F1-02	C	70	60	68	41
F1-03	C	70	60	65	55
F1-04	C	70	60	65	52
F2-01	B	65	55	70	40
F2-02	B	65	55	69	40
F2-03	B	65	55	69	40
F2-04	B	65	55	68	40
F2-05	B	65	55	67	40
F2-06	B	65	55	67	40
F2-07	B	65	55	67	40

4.7 Proposed Industrial Noise Mitigation Measures

Building Layout / Orientation

4.7.1 Since the Application Site is located next to the Redland Concrete Ltd, single aspect building design has been adopted as a precautionary layout design to minimize the potential noise impact from this industrial noise activity, the similar approach of the adjacent residential development, the Coastline I.

Vertical Acoustic Fin

4.7.2 Full-height vertical acoustic fins with the length from 1.8 m to 2.5 m long are proposed at strategic locations to further reduce the view angle to nearby source.

4.7.3 It is understood that erection of vertical fins near NSRs would possibly create a semi-enclosure area and hence induce possible multi-reflection effect. To minimize the possible effect, sound absorptive material (SAM) is proposed at the surface and tip of all vertical fins.

4.7.4 The proposed fixed noise mitigation measures are shown in Figure 4.4 and Table 4.4.

Table 4.4 Detailed Schedule of Noise Mitigation Measures for Industrial Noise

NSR ID	Flat	Floor	Room	Noise Mitigation Measures
F2-01	1b	1/F – 25/F	MBR	2.5 m Vertical Fin
F2-02	1b	1/F – 25/F	BR	2.5 m Vertical Fin
F2-03	1b	1/F – 25/F	BR	2.5 m Vertical Fin
F2-04	1b	1/F – 19/F	LIV/DIN	2.5 m Vertical Fin
F2-05	1b	1/F – 19/F	LIV/DIN	1.8 m Vertical Fin
F2-06	1b	1/F – 19/F	BR	1.8 m Vertical Fin
F2-07	1b	1/F – 19/F	MBR	1.8 m Vertical Fin

4.8 Assessment Result (Mitigated Case)

4.8.1 The predicted Industrial noise levels at selected NSRs for mitigated scenario are tabulated in Table 4.5. Detailed calculation is shown in Appendix 4.7. With the proposed mitigation measures in place, all NSRs comply with industrial noise standard. No exceedance is found.

Table 4.5 Industrial Noise Impact Assessment Results under mitigated Scenario

NSR ID	ASR	Noise Criteria, dB(A)		Predicted Noise Level, dB(A)	
		Day & Evening, dB(A)	Nighttime, dB(A)	Day & Evening, dB(A)	Nighttime, dB(A)
F1-01	C	70	60	70	46
F1-02	C	70	60	68	41
F1-03	C	70	60	65	55
F1-04	C	70	60	65	52
F2-01	B	65	55	63	40
F2-02	B	65	55	62	40
F2-03	B	65	55	62	40
F2-04	B	65	55	62	40
F2-05	B	65	55	62	40
F2-06	B	65	55	62	40
F2-07	B	65	55	62	40

4.9 Conclusion

4.9.1 An industrial noise impact assessment has been carried out. No unacceptable noise impact is envisaged without noise mitigation measure in place.

4.9.2 In order to avoid adverse noise impact of the future industrial noise sources onsite on the surrounding NSRs, the future contractor shall ensure that the equipment within the Proposed Development would be designed and installed to meet the HKPSG criteria.

5. WASTE MANAGEMENT AND PRELIMINARY LAND CONTAMINATION REVIEW

5.1 Introduction

5.1.1 During the construction phase of the proposed development, there would be waste generation. Practicable environmental mitigation measures are recommenced to reduce the impact to acceptable ranges.

5.1.2 Potential land contamination impacts at the Schemes due to previous land uses and/or the existing operations are also being preliminary assessed. As the subject site is currently occupied with industrial building and concrete batching plant, detail assessment and site investigation will be carried out during the detailed design stage prior to the commencement of the construction of the proposed development, if this preliminary land contamination assessment identify further study is required.

5.2 Construction Waste Disposal

5.2.1 The following legislations and guidelines are relevant to the handling, treatment and disposal of waste in HKSAR and references were made in assessing the potential impacts and their avoidance or mitigation:

- Waste Disposal Ordinance (Cap. 354);
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C);
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N); and
- Practice Note for Authorized Persons and Registered Structural Engineers – Construction and Demolition Waste (PNAP ADV-19, also known as PN for AR&RSE No. 243)

5.2.2 The following guidelines also relate to waste management and disposal:

- Waste Disposal Plan for Hong Kong (1989);
- Hong Kong Planning Standards and Guidelines (HKPSG), Chapter 9 – Environment;
- WBTC No. 2/93, Public Dumps;
- WBTC No. 2/93B, Public Filling Facilities;
- WBTC No. 12/2000, Fill Management, Hong Kong SAR Government;
- WBTC No. 12/2002, Specification Facilitating the Use of Recycled Aggregates, Works Bureau, Hong Kong SAR Government;
- WBTC No. 32/92, The Use of Tropical Hard Wood on Construction Site;
- ETWB TC(W) No. 19/2005 Environmental Management on Construction Sites;
- DEVB TC(W) No. 2/2011, Encouraging the Use of Recycled and other Green Materials in Public Works Projects;
- DEVB TC(W) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials, Development Bureau, Hong Kong SAR Government;
- DEVB TC(W) No. 8/2010, Enhanced Specification for Site Cleanliness and Tidiness, Works Bureau, Hong Kong SAR Government;
- DEVB TC(W) No. 9/2011, Enhanced Control Measures for Management of Public Fill;

- CEDD TC No. 3/2015, Management of Construction and Demolition Materials;
- ProPECC PN2/97, Handling of Asbestos Containing Materials in Buildings;
- Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes, EPD (1992); and
- Project Administration Handbook for Civil Engineering Works.

5.3 Assessment Methodology

5.3.1 The assessment of the potential waste management implications during the construction and operation phases of the Project has been conducted in accordance with Annexes 7 and 15 of the EIAO-TM, including the following tasks:

- Estimation of the types and quantities of the wastes generated;
- Evaluation of opportunities for waste reduction and re-use;
- Identification of disposal options for each type of wastes;
- Assessment of potential environmental impacts arising from the wastes management with respect of potential hazards, air and odour emissions, noise, wastewater discharge, and public transport; and
- Assessment of the impacts caused by handling, collection, transportation and re-use /disposal of wastes.

5.3.2 Prior to considering the disposal options for various types of waste, opportunities for reducing waste generation, on-site or off-site reuse and recycling have been evaluated. Measures which can be taken in the planning and design phases (e.g. by modifying the design approach) and in the construction phase for maximizing waste reduction have been separately considered. Practices to promote segregation of waste materials are additionally considered for advancing the waste management efficiency.

5.3.3 After considering the opportunities for reducing waste generation and maximizing reuse, the types and quantities of the waste required to be disposed of have been estimated and the disposal options for each type of waste have been described. The disposal method recommended for each type of waste has been taken into account the result of the assessment. The impacts caused by handling (including stockpiling, labelling, packaging and storage), collection and reuse / disposal of waste have been addressed and appropriate mitigation measures have been proposed.

5.4 Identification and Evaluation of Potential Impact during Construction Stage

5.4.1 The construction activities to be carried out for the proposed Project would generate a variety of wastes that can be divided into distinct categories based on their composition and ultimate method of disposal. The identified waste types include:

- Construction and Demolition (C&D) materials (including those from site clearance);
- General refuse generated by the workforce;
- Chemical and oily wastes due to maintenance of equipment; and
- Asbestos containing materials (ACM)

C&D Materials

5.4.2 C&D materials comprise mainly of unwanted materials, including surplus materials arising from excavations that are generated from the works (e.g. site clearance,

demolition works of substructure, site formation works, excavation work for basement). Inert soft C&D materials comprise of soil, sand, clay, slurry, etc., while hard C&D materials comprise of crushed concrete, asphalt, rock, etc. The amount of non-inert C&D materials generated during site clearance would be minor (as there is little vegetation at the Application Site). C&D materials may comprise different types of materials, including:

- Inert C&D materials (also known as public fill, including soil, rock debris, rubble earth, concrete, etc.) do not decompose and are suitable to reuse as filling materials for land reclamation and site formation. Inert C&D materials could be reused on-site as filling materials. For those inert C&D materials that cannot be reused should be delivered to Public Fill Reception Facilities.
- Non-inert C&D materials (also known as C&D waste, including bamboo, timber, paper, metal, glass, plastic, packaging wastes, etc.). Non-inert C&D materials should be reused or recycled as far as possible. For those non-inert C&D materials that cannot be reused or recycled, they should be disposed of at designated landfill sites as last resort.

5.4.3 The general waste management strategy is to avoid waste generation in the first place. Should it be unavoidable, reduction and segregation at-source should be exercised as far as practicable, and recycling and reuse should be adopted at the same time to salvage all the recyclable and reusable materials as much as possible.

5.4.4 Inert C&D materials should be re-used on-site (e.g for backfilling) if it is practical and/or delivered to public filling area or other CEDD designated public fill reception facilities. Non-inert C&D materials (i.e. C&D waste) should be re-used or recycled. For those that cannot be reused or recycled, they should be disposed of at designated landfill sites as last resort.

5.4.5 According to ETWB TC(W) 19/2005 on "Environmental Management on Construction Sites", waste management plan (WMP) becomes part of Environmental Management Plan (EMP) to be submitted to Architect/ Engineer for approval before construction works. The Project team will require the Contractor(s) to submit WMPs for approval. The WMPs will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. It will ensure that the day-to-day operations on site comply with the approved WMPs. It will control the disposal of inert C&D materials and non-inert C&D materials to public fill reception facilities and landfills, respectively, through a trip-ticket system. It will require the Contractor(s) to separate public fill from C&D materials for disposal at appropriate facilities. It will record the disposal, reuse and recycling of C&D materials for monitoring purposes.

5.4.6 The Contractor(s) should be responsible for ensuring that all on-site wastes will be collected by approved waste collectors and appropriate measures should be undertaken to minimise adverse impacts to the surrounding environment, such as dust generation. The Contractor(s) must also ensure that all necessary waste disposal permits have been obtained before actions.

5.4.7 Prior to disposal of non-inert C&D materials, it is recommended that wood, steel, glass and other metals will be collected separately for re-use and/or recycling and inert C&D materials utilized as fill materials to minimize the quantity of waste to be delivered to the Public Fill Reception Facilities and landfill. The details are shown in Table 5.1.

5.4.8 All the soil generated from the underground work should be refill on site to form the site to the required level. Other C&D materials should be used on-site as far as practicable.

5.4.9 If the total quantity of C&D materials generated from the Project is estimated to be over 50,000 m³, a Construction and Demolition Material Management Plan (C&DMMP) is required to be prepared at the feasibility study or preliminary design stage in accordance with Chapter 4 Clause 4.1.3 of Project Administration Handbook for Civil Engineering Works. The purpose of the C&DMMP is to actively seek to minimise generation of C&D materials and to reuse inert materials generated, including rock, as far as possible. The C&DMMP shall be signed off by a D1 officer. The C&DMMP has been prepared in accordance with the guidelines stipulated in Appendix 4.9 of Project Administration Handbook for Civil Engineering Works for separate submission.

Chemical Waste

5.4.10 Construction plant and equipment will require regular maintenance and servicing, which would generate waste such as solvents, lubrication oil and fuel, etc. Chemical wastes arising during the construction phase may pose serious environmental, health and safety hazards if not stored and disposed of in an appropriate manner.

5.4.11 It is difficult to quantify the amount of chemical wastes as it will solely depend on the contractor's on-site maintenance practice and the quantities of plant and vehicles utilized at the construction site. Nevertheless, it is anticipated that the quantity of chemical waste such as lubrication oil and solvent produced from equipment maintenance would be small and less than hundred litres per month.

5.4.12 The contractor is required to register as a chemical waste producer if chemical wastes would be produced from the construction activities. The Waste Disposal Ordinance (Cap 354) and its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation should be observed and complied with for control of chemical wastes.

5.4.13 Storage, handling, transportation and disposal of chemical waste should be arranged in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Waste published by the EPD. Chemical wastes such as wasted solvents, lubrication oil and fuel, etc. will need special handling and storage arrangements and should be collected by licensed collectors for subsequent disposal and appropriate treatment at licensed waste disposal facilities, for example the Chemical Waste Treatment Facility Centre (CWTC) in Tsing Yi. Mitigation and control requirements for chemical waste are provided in the "Recommended Pollution Control Clauses for Construction Contracts" available in EPD website mentioned the handling, storage and disposal of chemical wastes. With good management and site particles, adverse environmental impacts should not result.

General Refuse

5.4.14 The volume of general site wastes to be generated will depend on the Contractor's operating procedure and practices. In addition, during the construction phase, the workforce would generate general refuse, comprising food scraps, paper, empty containers etc. Rapid and effective collection of site wastes will be required to prevent waste materials being blown around by wind, flushed or leached into the environment, and odour nuisance. The amount of general refuse which is likely to arise will be largely dependent on the size of the workforce employed by the Contractor(s).

5.4.15 As no information regarding the number of workers on-site is available at this early project state, it has been assumed that about 80 workers in average will work on the Application Site during site formation at any one time. Based on a generation rate of 0.65kg per worker per day, the daily arising of general refuse during site formation would be approximately 52kg/day.

Asbestos Containing Materials (ACM)

5.4.16 Asbestos was widely used in the construction industry prior to the early 1980s for fireproofing, thermal and electrical insulation as well as in sound absorption materials. However, asbestos is currently recognized as hazardous materials, due to its etiological effects on human respiratory system.

5.4.17 As the Schemes involve the demolition of buildings/ structures that were built before 1980s, ACM may be present in the buildings within the Schemes. Thus, ACM which may be disturbed during demolition activities, should be removed and disposed of in a proper manner prior to the demolition work, so as to avoid the release of harmful asbestos fibres to environment and minimise potential hazard.

5.4.18 All ACM if confirmed to be present within the existing premises must be removed and disposed of in accordance with the Air Pollution Control Ordinance (APCO) and WDO prior to the demolition works. A Registered Asbestos Consultant and Registered Asbestos Laboratory shall be engaged to conduct investigation for the presence of ACM. An Asbestos Investigation Report, an Asbestos Abatement Plan (AAP) (if required) and a notification of commencement of asbestos abatement works commences. Also, the removal of ACMs should be carried out by a Registered Asbestos Contractor according to the approved AAP under the supervision of a Registered Asbestos Consultant. The asbestos waste generated shall be disposed of by a licensed collector in compliance with the WDO.

5.4.19 Table 5.1 below presents the estimation of waste generated during construction phase.

Table 5.1 Summary Table of Estimated Waste during Construction Phase

Waste Material Type		Estimated Quantity Generated	Disposal Method
Inert C&D materials (Soil, rock debris, rubble earth, concrete etc.)	Demolition of Existing Building	200 m^3	To be reused or recycled on site or in other projects; and delivered to Public Fill Reception Facilities for other beneficial reuse
	Excavation of Basements	6,527 m^3	
	Construction of New Buildings/Structures	80 m^3	
Non-inert C&D materials (Bamboo, timber, paper, metal, glass, plastic, packaging wastes etc.)	Demolition of Existing Building and Excavation of Basements	2,530 m^3	Disposed to NENT landfill.
	Construction of New Buildings/Structures	20 m^3	
Chemical Waste	-	Less than hundred litres /month (preliminary estimate)	To be collected by licensed chemical waste collector and delivered to CWTC

General Refuse	-	52kg/day (Preliminary estimate, assuming there are 80 workers at any one time with generation rate of 0.65kg per worker per day)	Recyclables to recyclers; non-recyclables to landfill
ACM	TBC [(b)]	TBC[(b)]	TBC[(b)]

Note:

(a) The above estimated quantities are subject to detailed design stage.

(b) As the majority of sites are managed by private owners and still in operation, further investigation is required by the asbestos specialist after land resumption, when access to the sites becomes available.

5.5 Mitigation Measures During Construction Phase

5.5.1 The mitigation measures for construction phase are recommended based on the waste management hierarchy principles. Recommendations of good site practices, waste reduction measures as well as the waste transportation, storage and collection are described in following sub-sections.

Good Site Practices

5.5.2 Appropriate waste handling, transportation and disposal methods for all waste arisings generated during the construction phase should be implemented to ensure that construction waste do not enter the nearby water sensitive receivers.

5.5.3 It is expected that adverse impacts from waste management would not arise, provided that good site practices are strictly followed. Recommendations for good site practices during construction include:

- Nomination of approved personnel, such as a site manager, to be responsible for good site practices, and making arrangements for collection of all wastes generated at the site and effective disposal to appropriate facilities;
- Training of site personnel in proper waste management and chemical waste handling procedures;
- Provision of sufficient waste disposal points and regular collection for disposal;
- Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers;
- Regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors.

5.5.4 In order to monitor the disposal of C&D material at landfills and public fill reception facilities, as appropriate, and to control fly tipping, a trip-ticket system should be included as one of the contractual requirements to be implemented by the Contractor. Reference shall be made to DEVB TCW No. 6/2010 for details.

Waste Reduction Measures

5.5.5 Good management and control can prevent the generation of significant amounts of waste. Waste reduction is best achieved at the planning and design stage, as well as

by ensuring the implementation of good site practices. Recommendations to achieve waste reduction include:

- Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal;
- Separate labelled bins shall be provided to segregate aluminium cans from other general refuse generated by the work force, and to encourage collection of by individual collectors;
- Any unused chemicals or those with remaining functional capacity shall be recycled;
- Maximising the use of reusable steel formwork to reduce the amount of c&d material;
- Prior to disposal of non-inert c&d material, it is recommended that wood, steel and other metals shall be separated for re-use and / or recycling to minimise the quantity of waste to be disposed of to landfill;
- Proper storage and site practices to minimise the potential for damage or contamination of construction materials;
- Plan and stock construction materials carefully to minimise amount of waste generated and avoid unnecessary generation of waste; and
- Minimize over ordering of concrete, mortars and cement grout by doing careful check before ordering.

5.5.6 In addition to the above good site practices and waste reduction measures, specific mitigation measures are recommended for the identified waste to minimise environmental impacts during handling, transportation and disposal of these wastes.

General Refuse

5.5.7 Recycle bins will be provided onsite to collect recyclable wastes such as paper, metal (e.g. cans), plastic and glass. Recyclable wastes will be segregated from non-recyclable waste to be stored in enclosed bins or compaction units. A reputable waste collector should be employed by the contractor to remove general refuse from the site on a daily basis. Recyclable waste will be collected in appropriate frequency to ensure no over stacking of recyclable wastes. An enclosed and covered area is preferred to reduce the occurrence of 'wind blown' light material.

Construction and Demolition Material

5.5.8 The C&D material generated from site formation should be sorted on-site into inert C&D material (that is, public fill) and non-inert C&D material. In order to minimise the impact resulting from collection and transportation of C&D materials for off-site disposal, the excavated material comprising fill material should be reused on-site as backfilling material as far as practicable. Non-inert C&D material, such as wood, plastic, steel and other metals should be reused or recycled and, as a last resort, disposed of to landfill.

5.5.9 Suitable areas should be designated within the site for temporary stockpiling of C&D material and to facilitate the sorting process. Within stockpile areas, the following measures should be taken to control potential environmental impacts or nuisance:

- Covering material during heavy rainfall;
- Locating stockpiles to minimise potential air quality, water quality and visual impacts; and

- Minimising land intake of stockpile areas as far as possible.

Chemical Wastes

5.5.10 For those processes which would generate chemical waste, it may be possible to find alternatives to eliminate the use of chemicals, to reduce the generation quantities or to select a chemical type of less impact on environment, health and safety as far as possible.

5.5.11 If chemical wastes are produced at the construction site, the Contractor should register with EPD as a Chemical Waste Producer and to follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Good quality containers compatible with the chemical wastes should be used. Appropriate labels should be securely attached on each chemical waste container indicating the corresponding chemical characteristics of the chemical waste, such as explosives, flammable, oxidising, irritant, toxic, harmful, corrosive, etc. The Contractor shall use a licensed collector to transport, and disposal of the chemical wastes generated at the Chemical Waste Treatment Centre at Tsing Yi, or other licenced facility, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

Asbestos Containing Materials

5.5.12 Due to the potential presence of ACM during the site clearance stage, asbestos investigation is required. An asbestos specialist shall be employed during the design and construction stage to investigate this issue.

5.5.13 Sufficient and reasonable lead time shall be allowed for the preparation, vetting and implementation of asbestos investigation report and asbestos abatement plan in accordance with APCO before commencement of any demolition or site clearance work.

5.5.14 Some key precautionary measures related to the handling and disposal of asbestos based on Handling of Asbestos Containing Materials in Buildings (ProPECC PN 2/97) are listed as following:

- Adoption of protection, such as full containment, mini containment, or segregation of work area;
- Provision of decontamination facilities for cleaning of workings, equipment and bagged waste before leaving the work area;
- Adoption of engineering control techniques to prevent fibre release from work area, such as use of negative pressure equipment with high efficiency particulate air (HEPA) filters to control air flow between the work area and the outside environment;
- Wetting of asbestos containing materials before and during disturbance, minimising the breakage and dropping of asbestos containing materials, and packing of debris and waste immediately after it is produced;
- Cleaning of work area by wet wiping and vacuuming with HEPA filtered vacuum cleaner;
- Coating on any surfaces previously in contact with or contained by asbestos with a sealant;
- Proper bagging, safe storage and disposal of asbestos and asbestos contaminated waste;

- Pre-treatment of all effluent from the work area before discharged; and
- Air monitoring strategy to check the leakage and clearance of the work area during and after the asbestos work.

5.6 Identification and Evaluation of Potential Impact during Operational Phase

5.6.1 During operational phase of the proposed development, since the uses are mainly residential, recreational, and social service. Disposal of chemical, livestock and clinical waste are not anticipated. Instead, general waste is anticipated to be the major type of waste generated during the operation of the proposed development. With reference to the latest data from "Monitoring of Solid Waste in Hong Kong 2022" by EPD, the MSW disposal rate was 1.51 kg/person/day in Year 2022, and the recovery rate for recycling was 32% of the MSW generation. By calculation, the MSW generation rate, disposal rate and recycled rate were 2.18 kg/person/day, 1.51 kg/person/day and 0.70 kg/person/day in 2022 respectively. Based on the estimated total number of residents and visitors for the residential and non-domestic portions of the Proposed Development is 1518 person/day and 240 person/day respectively, the total MSW generated from the operation of the Project is estimated to be 3.83 tonnes/day, in which 32% (i.e., 1.23 tonnes) would be recycled, and the remaining 68% (i.e., 2.30 tonnes) would be disposed of to the landfill.

5.6.2 The refuse shall be properly managed by suitable waste collectors so that intentional or accidental release to the surrounding environment will not occur. Storage of general refuse would generate odour nuisance and visual impact if they are not managed in a proper manner. Vermin and pests may also be attracted if the waste containers are not cleaned or maintained properly and frequently. Therefore, general refuse should be temporarily stored in proper containers with covers to avoid adverse impact to the surroundings. To reduce waste and improve recycling, sufficient properly labelled recycling bins for paper, plastic and aluminium should be provided at appropriate locations of the site to collect recyclables for off-site recycling. Regular (e.g., daily) waste removal and recyclables collecting should be arranged to avoid odour nuisance or pest/vermin problem. These waste management practices and good site practises should be properly implemented to ensure adverse environmental impacts from handling and disposal of general refuse would not arise.

5.6.3 For the food wastes such as leftovers, it is recommended an adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Also, leftovers will be placed in bags and stored in enclosed containers. Rather than disposing of the food waste to the designated landfill directly, the project proponent is recommended to deliver the food waste to the Organic Resources Recovery Centre (ORRC) to reduce the pressure on the existing landfill. Therefore, the chances of odour nuisance and hygiene issues are reduced.

5.7 Conclusion

5.7.1 The types of wastes which may be generated from the construction and operation of the Project have been identified. The quantities of waste shall be estimated during the later project design stage when more information is available. The storage, handling and disposal of the identified wastes shall follow relevant guidelines in order to minimize potential environmental nuisance to the nearby sensitive receivers.

5.8 Assessment Criteria for Preliminary Land Contamination Review

5.8.1 This preliminary land contamination review has been prepared following the below guidelines published by EPD:

- *Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management (RBRGs), EPD, Revised in April 2023*
- *Guidance Note for Contaminated Land Assessment and Remediation, EPD, Revised in April 2023*; *and*
- *Practice Guide for Investigation and Remediation of Contaminated Land (EPD's Practice Guide), EPD, Revised in April 2023*

5.8.2 As the RBRGs and the EPD's Practice Guide were the latest guidelines promulgated for use in August 2007 and August 2011 respectively, the RBRGs criteria and the requirements stated in the EPD's Practice Guide will be adopted in this land contamination review.

5.9 Review of Historical and Currently Available Information

5.9.1 The Application Site is zoned as "Residential (Group E)" (RE) under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP).

5.9.2 The Subject Site comprises an industrial building, (i.e., Wah Tung Godown). The building was 6 storeys high without basements.

5.9.3 In the aerial photograph taken in 1963 by the Lands Department (LandsD), the Application Site was depicted as a sea area. Reclamation work began around 1964, and by 1967, the Application Site had been formed and become vacant land. In 1977, a building (i.e., Wah Tung Godown Building) was constructed at Lot No. YTML 70. It is important to note that the building at YTML 70 has remained unchanged until the present day.

5.9.4 Upon review of the aerial photographs in Years 1963, 1964, 1967, 1972, 1976, 1977, 1982, 1987, 1992, 1997, 1998, 2003, 2008, 2013, 2018, and 2022 from the Lands Department (LandsD), the land uses of the Subject Site are summarized in Table 5.2. The relevant aerial photographs from LandsD are presented in Appendix 5.1.

Table 5.2 Historical Landuse Summary of the Subject Site

Period / Year	Landuse / Description	Sources of Information
	YTML70	
1963	The Application Site was a sea area.	Aerial photographs from LandsD
1964	The Application Site was a sea area.	Aerial photographs from LandsD
1967	The Application Site was being formed by reclamation and become vacant land.	Aerial photographs from LandsD
1972	The Application Site was become vacant land.	Aerial photographs from LandsD
1976	The Application Site was become vacant land.	Aerial photographs from LandsD
1977	A building (i.e., Wah Tung Godown Building) was constructed.	Aerial photographs from LandsD

Period / Year	Landuse / Description	Sources of Information
	YTML70	
1982 - 1992	No landuse change for the Application Site.	Aerial photographs from LandsD
1997	No landuse change for the Application Site.	Aerial photographs from LandsD
1998	No landuse change for the Application Site.	Aerial photographs from LandsD
2003-2022	No landuse change for the Application Site.	Aerial photographs from LandsD

Site Inspection and Observation

5.9.5 Desktop review and site inspection to the Application Site was conducted on Nov, Dec 2023 and Feb, Oct, Nov 2024. Photo records are provided in Appendix 5.2.

5.9.6 For the building (i.e., Wah Tung Godown Building) at YTML 70, it is observed that the ground floor generally consists of car park. There were no aboveground / underground oil storage tanks, chemicals and dangerous goods observed to be stored on site during the site visit. Besides, the site was fully paved with good condition.

5.9.7 Due to the nature of the existing industrial building, potential land contamination issues need to be ascertained in later stage.

Information available from BRAVO website

5.9.8 Building Records Access and Viewing On-line (BRAVO) of Buildings Departments (BD) was visited to obtain records for completed private buildings. It is observed there is one (1) building plan for the Application Site. The captured shown of BRAVO is provide in Appendix 5.3.

Information from Government Department

5.9.9 Apart from the historical aerial photos, the following Hong Kong Special Administration Region (HKSAR) Government Departments have been enquired on the latest update on the availability of land contamination and/or spillage (i.e. (i) Dangerous Goods Incidents, (iv) Explosive Storage/Spillage, (v) Spillage/Leakage of Chemical or Dangerous Goods; and (vi) Fire Incidents) for Subject Site. The summary of correspondence is tabulated in Table 5.3 below. Copy of the response letters and emails are included in Appendix 5.4.

5.9.10 As advised by Environmental Protection Department (EPD), there are 3 chemical waste producer registrations in the Application Site.

5.9.11 As advised by Civil Engineering and Development Department (CEDD), There are no licences issued for the manufacture, storage, or use of explosives in the Application Site, and no records indicating that any incidents related to explosives occurred in the concerned area.

5.9.12 As advised by Lands Department, they are not in a position to provide on the land contamination issues.

5.9.13 As advised by Fire Services Department, there are no records of dangerous goods license, fire incidents nor incidents of spillage/ leakage of dangerous goods were found at Subject Site.

Table 5.3 Enquiries and Responses on Land Contamination Issue

Consultant's Letter Ref.	Department	Response Letter Ref.	Response Date	Summary
CRC_4TYSEI00_0_0002L.24	Environmental Protection Department (EPD)	Email	4 March 2024	No record of a chemical spillage/leakage accident at the Application Site in past 5 years.
CRC_4TYSEI00_0_0003L.24	Fire Services Department (FSD)	(63) in FSD GR 6-5/4 R Pt.52	25 March 2024	No records of dangerous goods license, fire incidents nor incidents of spillage/ leakage of dangerous goods were found at Subject Site.
CRC_4TYSEI00_0_0004L.24	Planning Department (PlanD)	--	--	The response would be supplemented once available.
CRC_4TYSEI00_0_0005L.24	Lands Department (LandsD)	(167) in DLOKE 852/KPA/ 63	8 April 2024	Not in a position to provide on the land contamination issues.
CRC_4TYSEI00_0_0006L.24	Civil Engineering and Development Department (CEDD)	() in CEDD-MIN-06-20-1	7 March 2024	There are no licences issued for the manufacture, storage, or use of explosives in the Application Site, and no records indicating that any incidents related to explosives occurred in the concerned area.

Discussion

5.9.14 The whole Application Site was formed by reclamation in the 1960s and was vacant until 1977. From 1977 to 1997, a building structure was observed at YTML 70, with the land use as an industrial building. The building at YTML 70, known as Wah Tung Godown Building, have remained unchanged to this day.

5.9.15 Based on the desktop review and site inspection, considering the nature of the existing industrial building and land uses, it is concluded that the Application Site has a potential land contamination issue related to its historic land use. The potential land contamination issue needs to be ascertained in later stage.

5.10 Conclusion

5.10.1 A preliminary land contamination review has been conducted for the Application Site. Background

5.10.2 from Lands Department and building plans from Buildings Department have been reviewed. Site inspection has also been conducted to identify the potential land contamination in the Application Site.

5.10.3 In considering the nature of existing industrial building at the Application Site and the surrounding land use, further site investigations shall be conducted to determine whether potential contamination sources are present at the Application Site subject to the findings of site investigation, a detailed land contamination study and hence Contamination Assessment Plan (CAP), Environmental Site Investigation (SI) and Contamination Assessment Report (CAR), if necessary, is recommended to be

conducted and prepared in the later stage to determine the presence and extent of contamination on the Subject Site.

5.10.4 Further land contamination assessment and/or remediation works will be completed before commencement of any construction works for the development, in accordance with relevant guidelines issued by government departments.

6. OVERALL CONSULSION

6.1.1 In order to confirm the environmental acceptability of the Proposed Development, an Environmental Assessment was carried out to examine the impacts associated with the Proposed Development. Potential environmental impacts, including air and noise impact have been assessed. Quantitative Air quality Impact Assessment is included in separation submission.

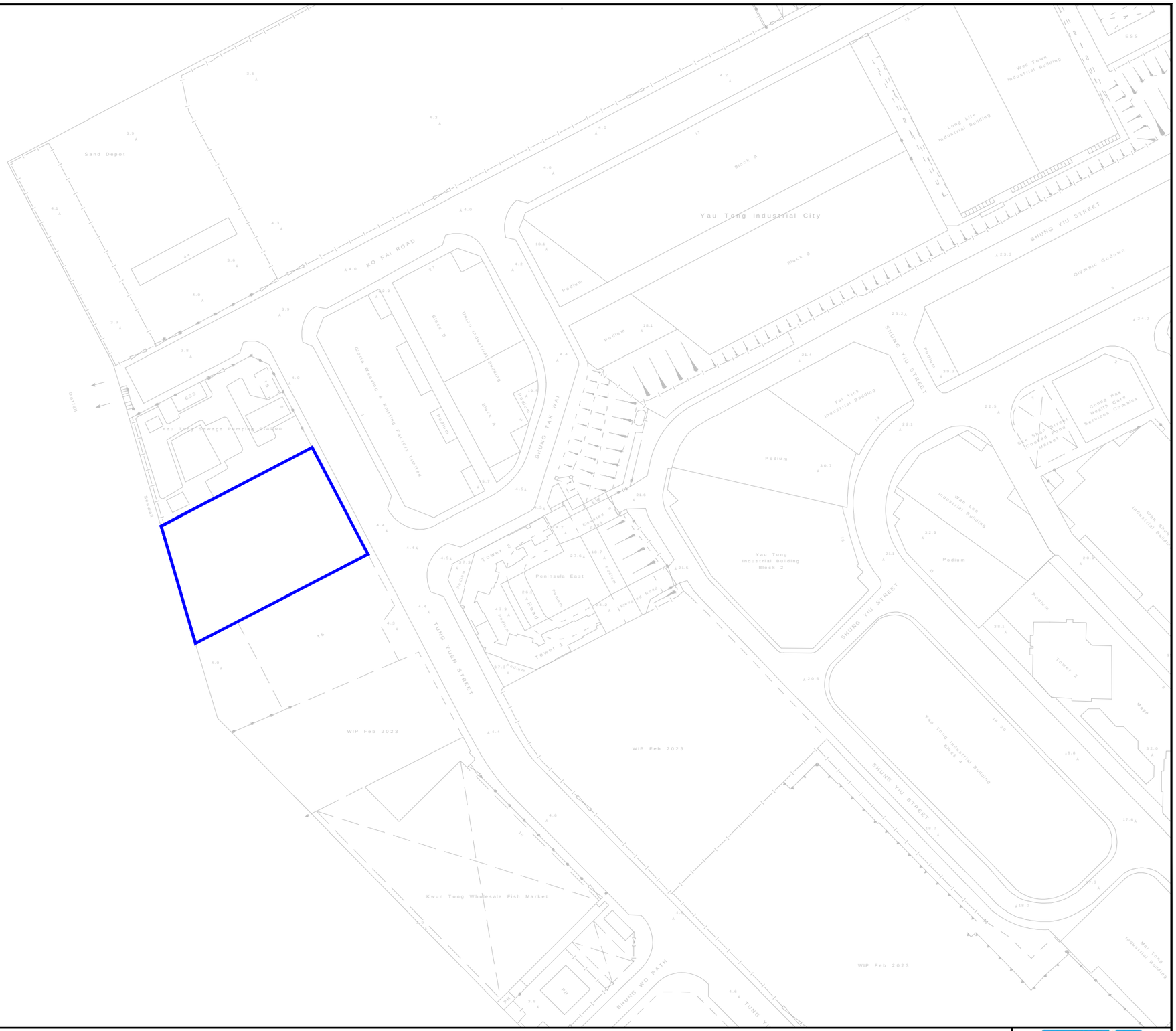
6.1.2 According to the road traffic noise impact assessment and industrial noise impact assessment, with the implementation of appropriate noise mitigation measures, the Proposed Development shall not be subject to adverse road traffic noise and industrial noise impact.

6.1.3 Due to the usage of the Project Site (i.e., industrial building and concrete batch plant), there are potential land contamination issues associated. Detail study will be carried out at later stages. The land contamination assessment and/or remediation works will be completed before commencement of any construction works for the development, if the later stage assessment demonstrated the land is contaminated.

6.1.4 With the implementation of the waste management measures, no adverse impact is anticipated due to the waste generated during construction and operational stages.

6.1.5 This Environmental Assessment confirms the feasibility of the Proposed Development from an environmental point of view.

Figure



Legend

Application Site

Figure: 1.1

Title: The Location of the Application Site and its Environmental

Project: SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

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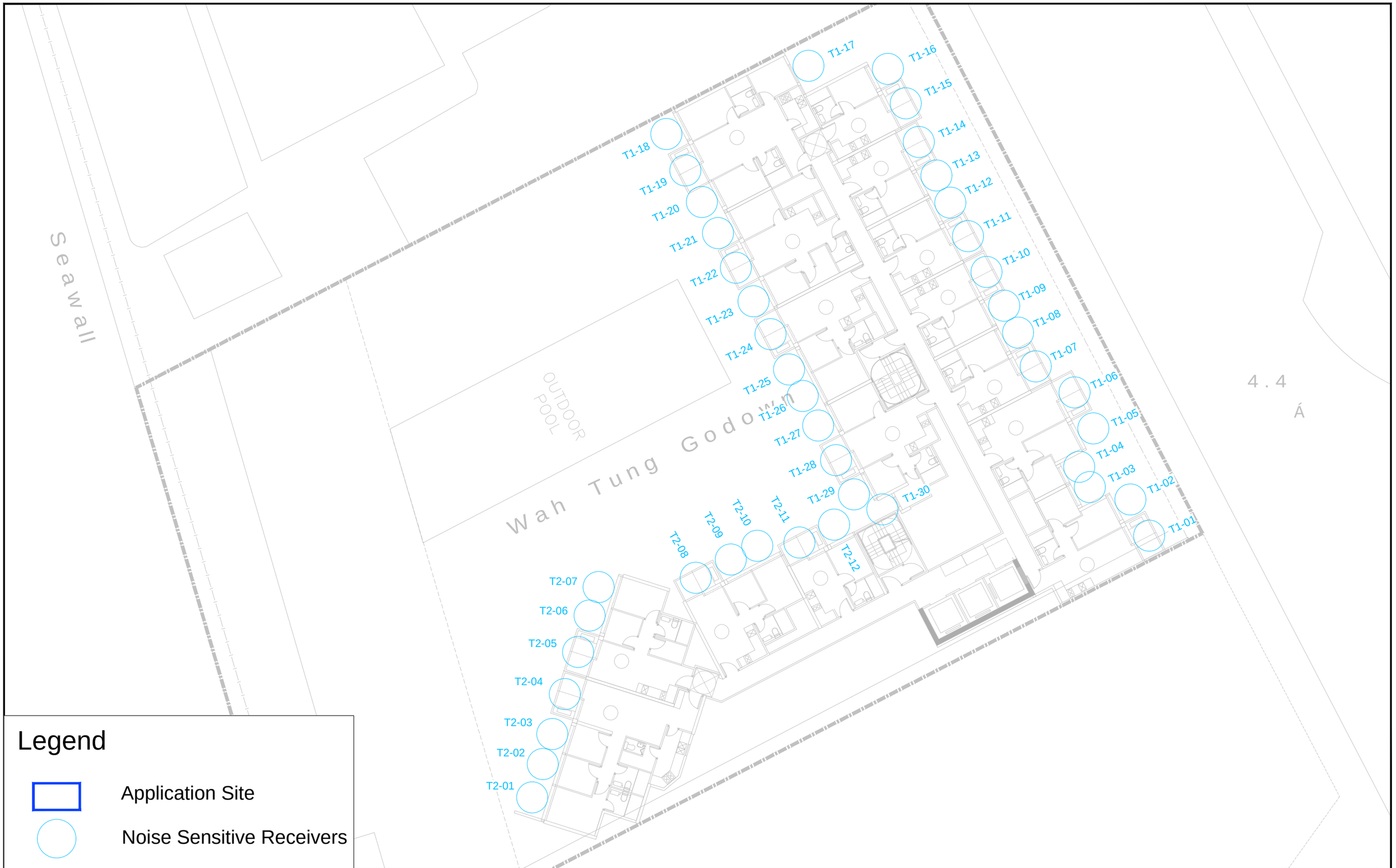

Figure: 3.1

Title: Location of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment

Project: SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

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Date:	Nov 2024

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Figure: 3.2

Title: Proposed Road Traffic Noise Mitigation Measures

Project: SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

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Figure: 4.1

Title: The Applicable ASR of the Noise Sensitive Facades of the Proposed Development

Project: SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

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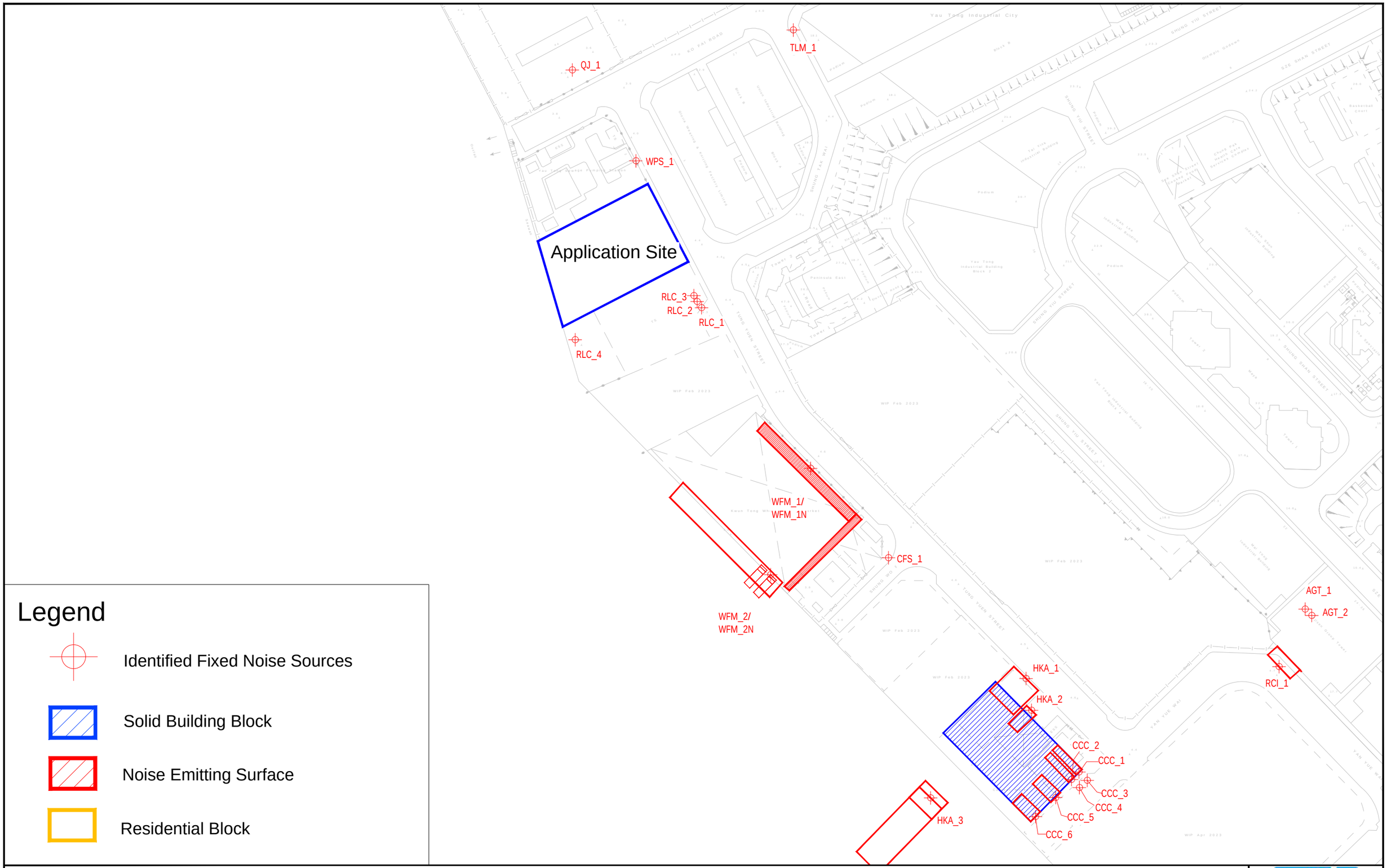

Figure: 4.2

Title: Location of Industrial Noise Sources Identified within 300m of the Application Site

Project: SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

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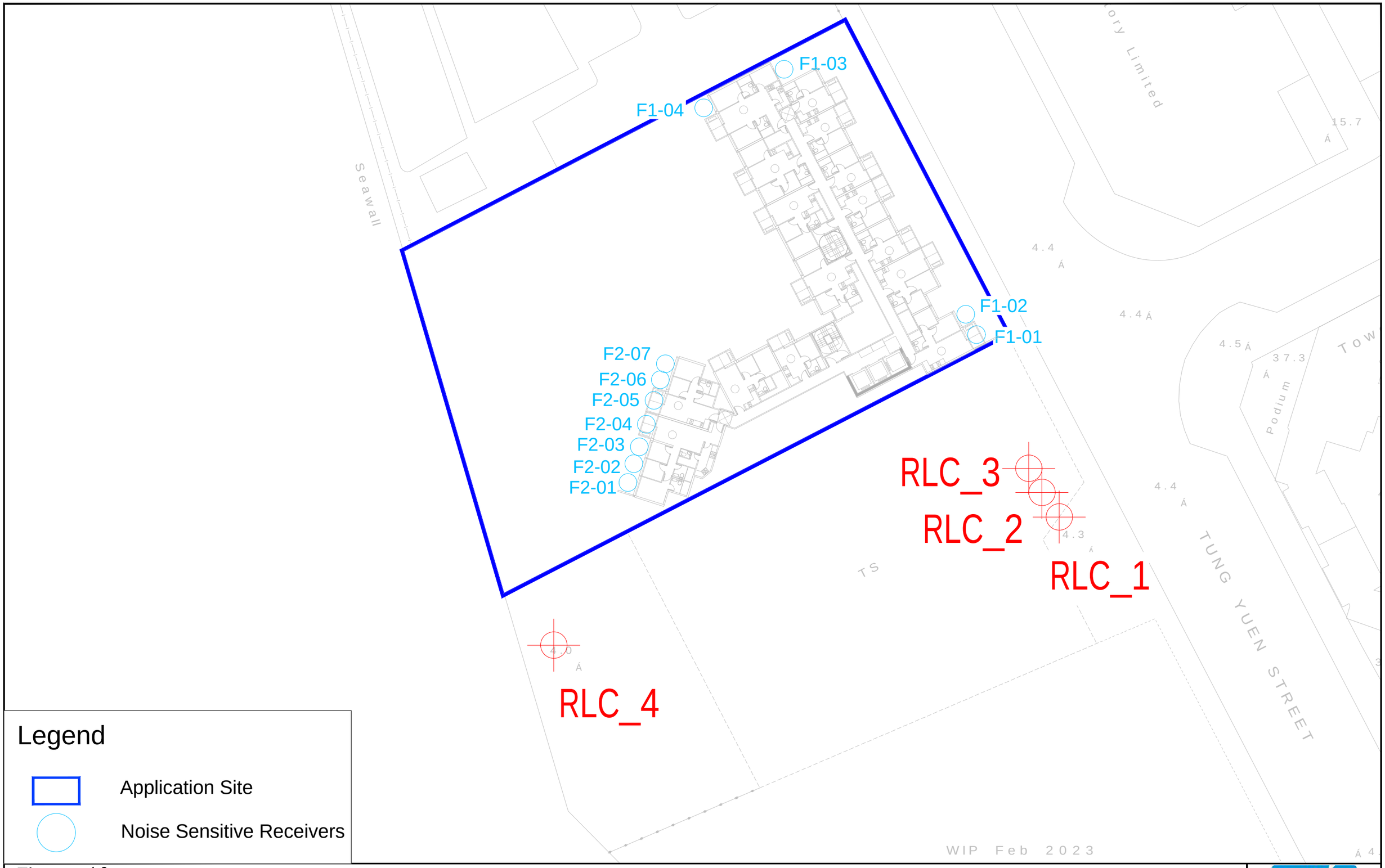

Figure: 4.3

Title: Location of Noise Sensitive Receivers for Industrial Noise Impact Assessment

Project: SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

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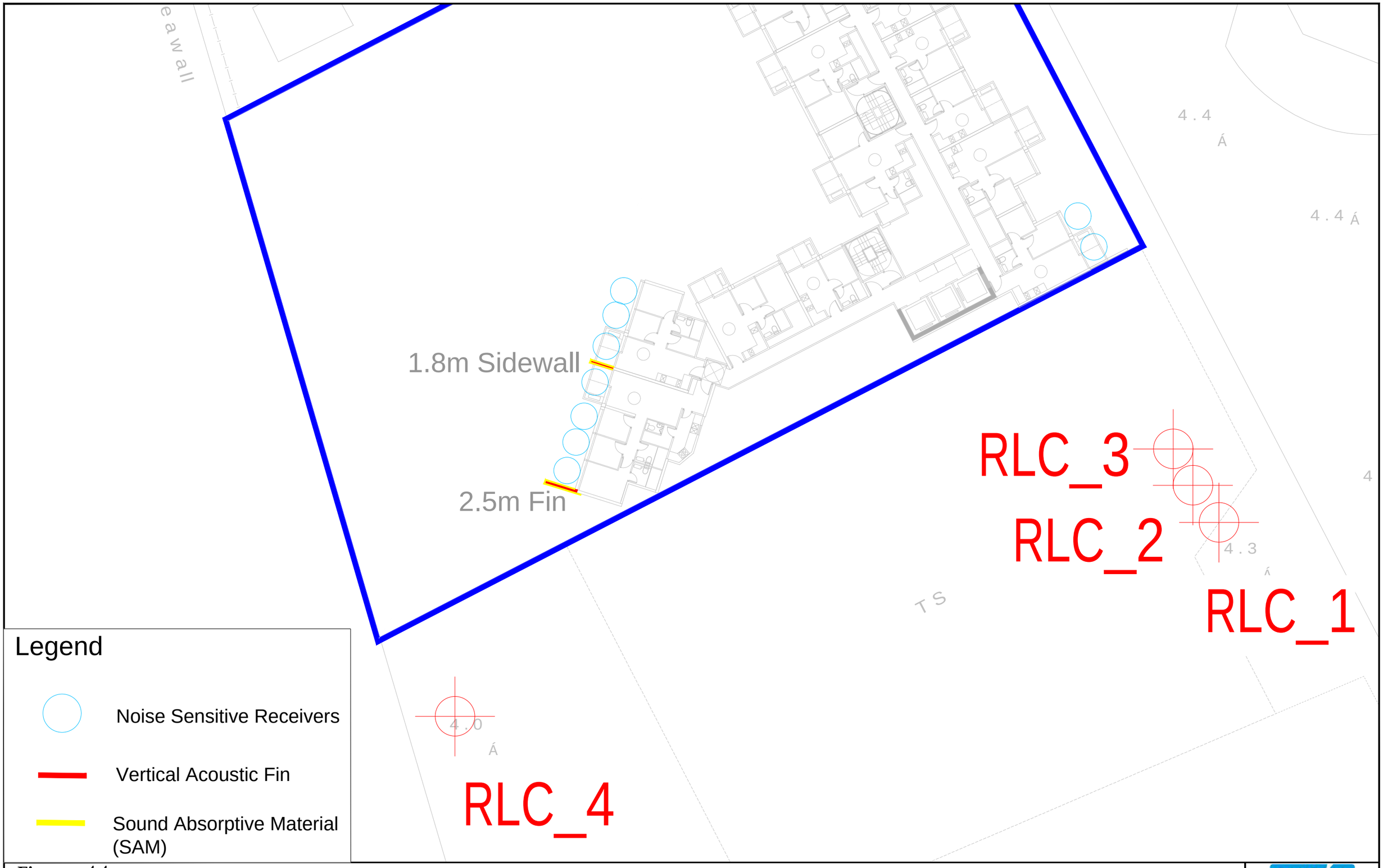

Figure: 4.4

Title: Proposed Industrial Noise Mitigation Measures

Project: SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

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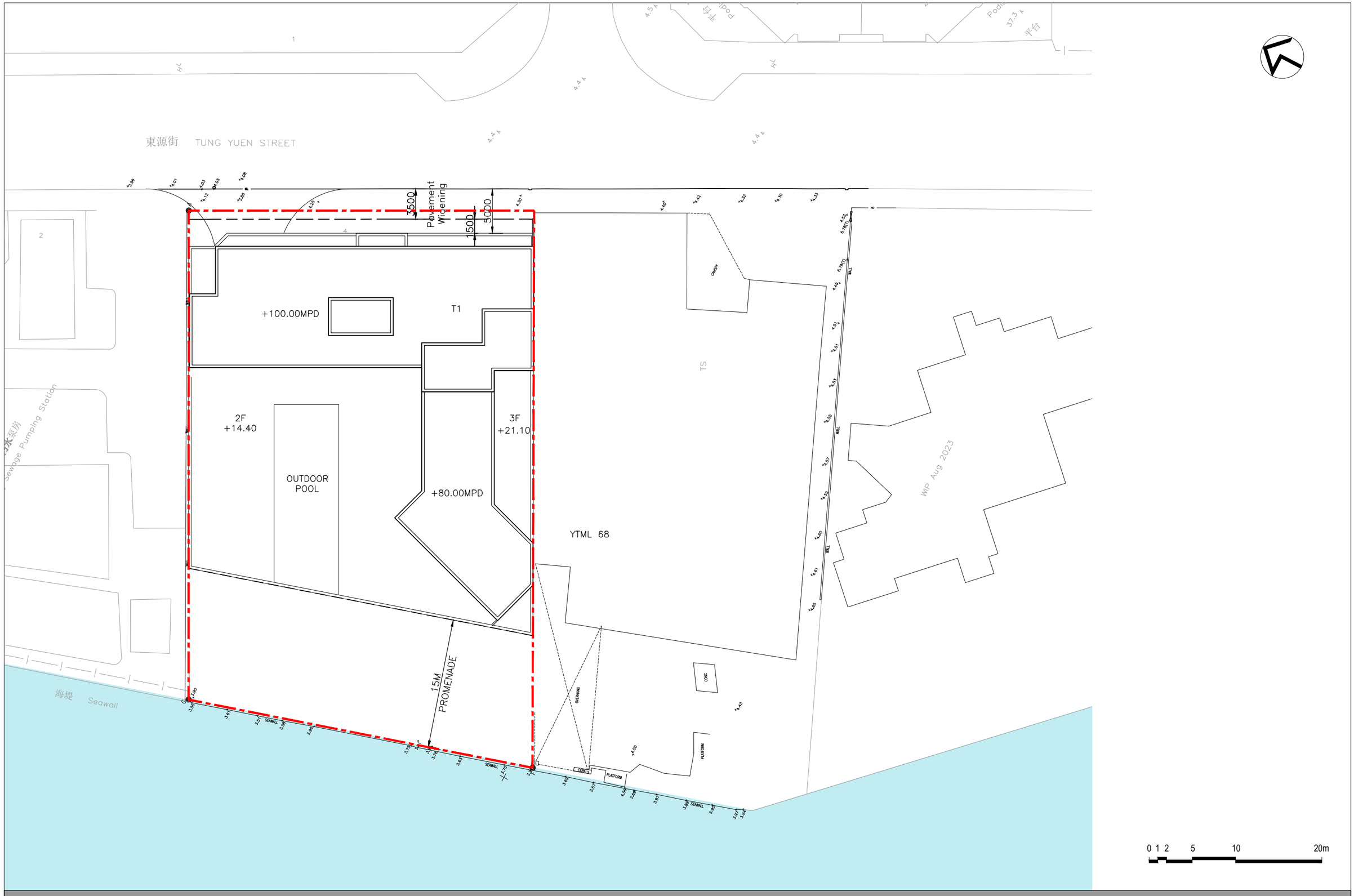
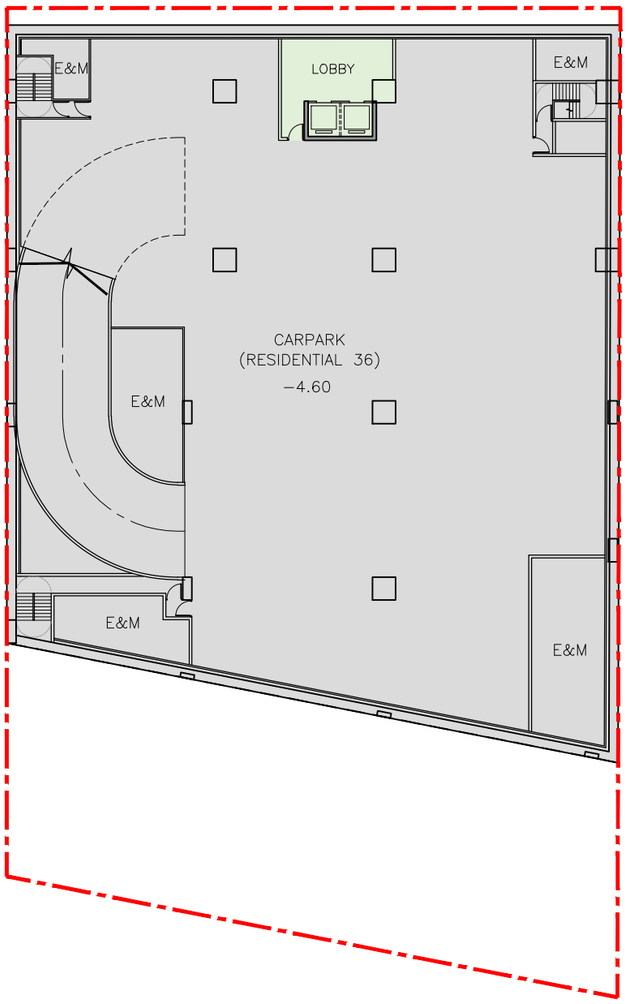
Appendix 1.1 The Master Layout Plan of the Proposed Development



A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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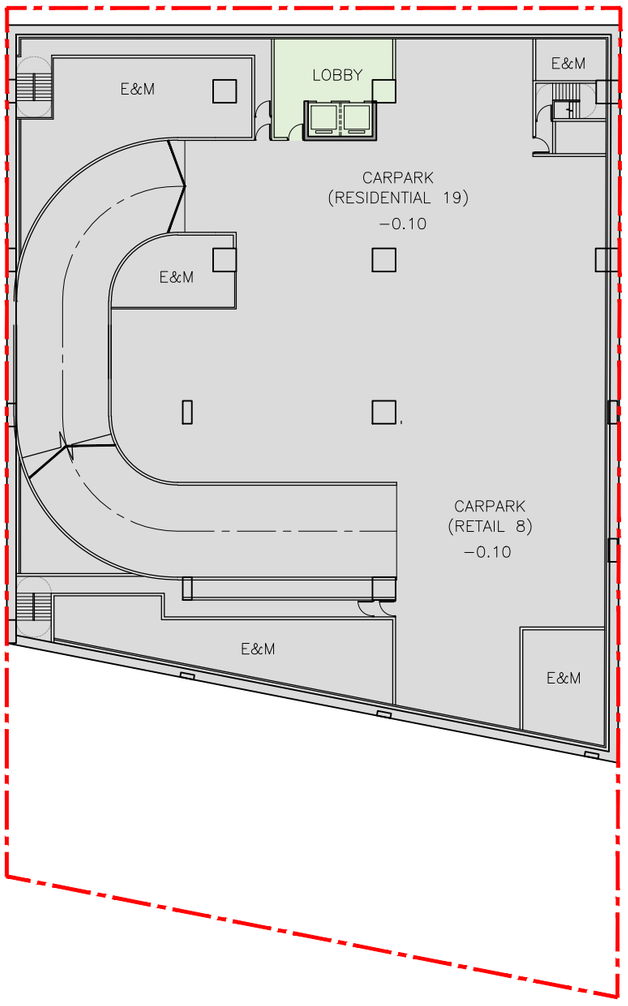
A-02 Second Basement Level (B2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

東源街 TUNG YUEN STREET

5000
1500
3500
Pavement Widening

+4.40

LOBBY

RETAIL

L&UL
+3.90

5M

RETAIL
+4.40

PUBLIC PASSAGE TO PROMENADE

RETAIL

E&M

15M PROMENADE

CANOPY

TS

WIP Aug 2023

海堤 Seawall

SEAWALL

OVERHANG

CONC

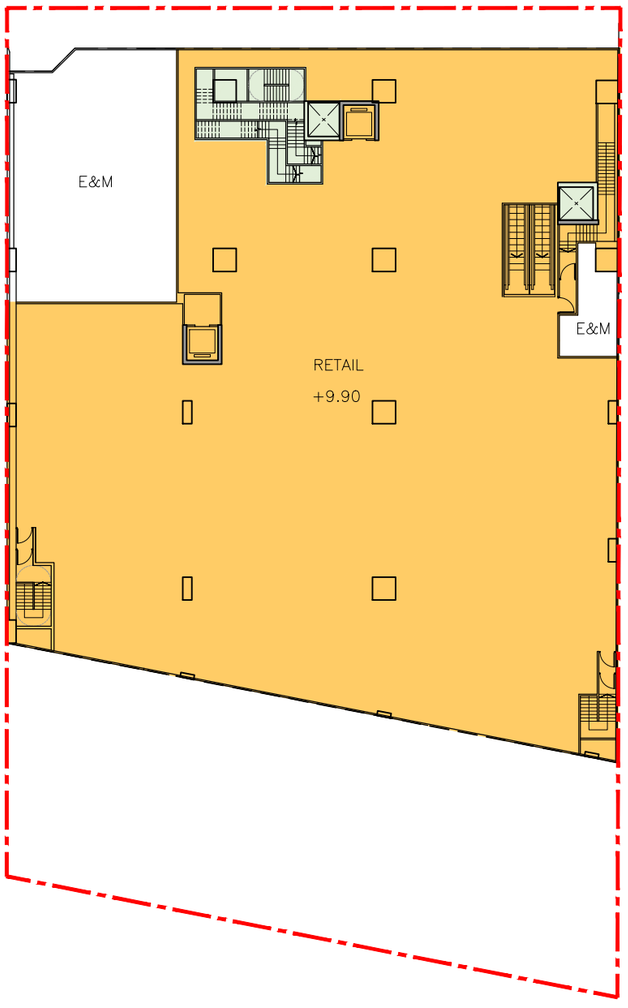
PLATFORM

WALL

0 1 2 5 10 20m

A-04 Ground Floor Level (GF) Plan

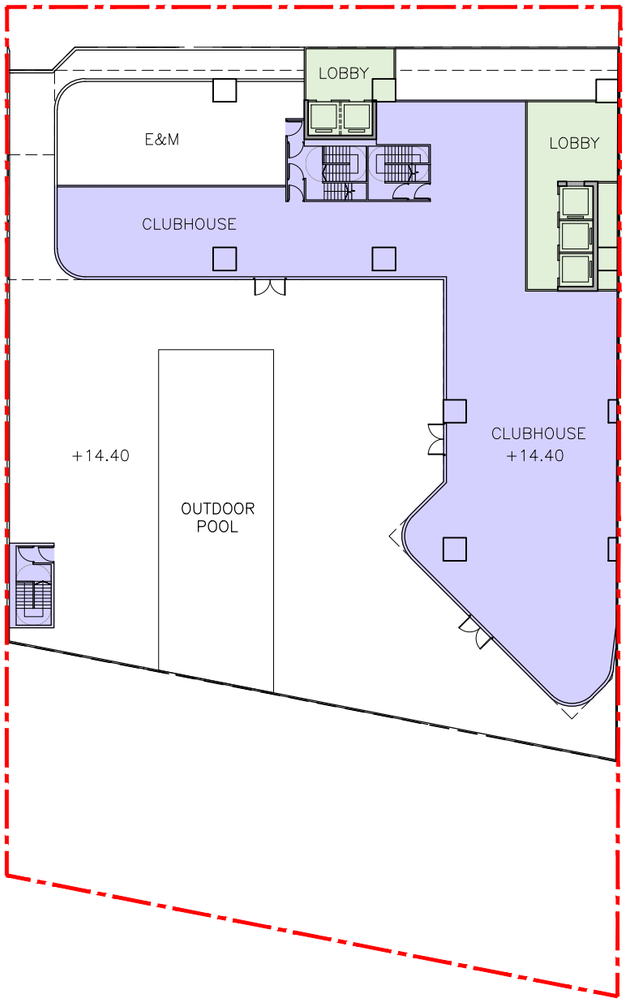
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

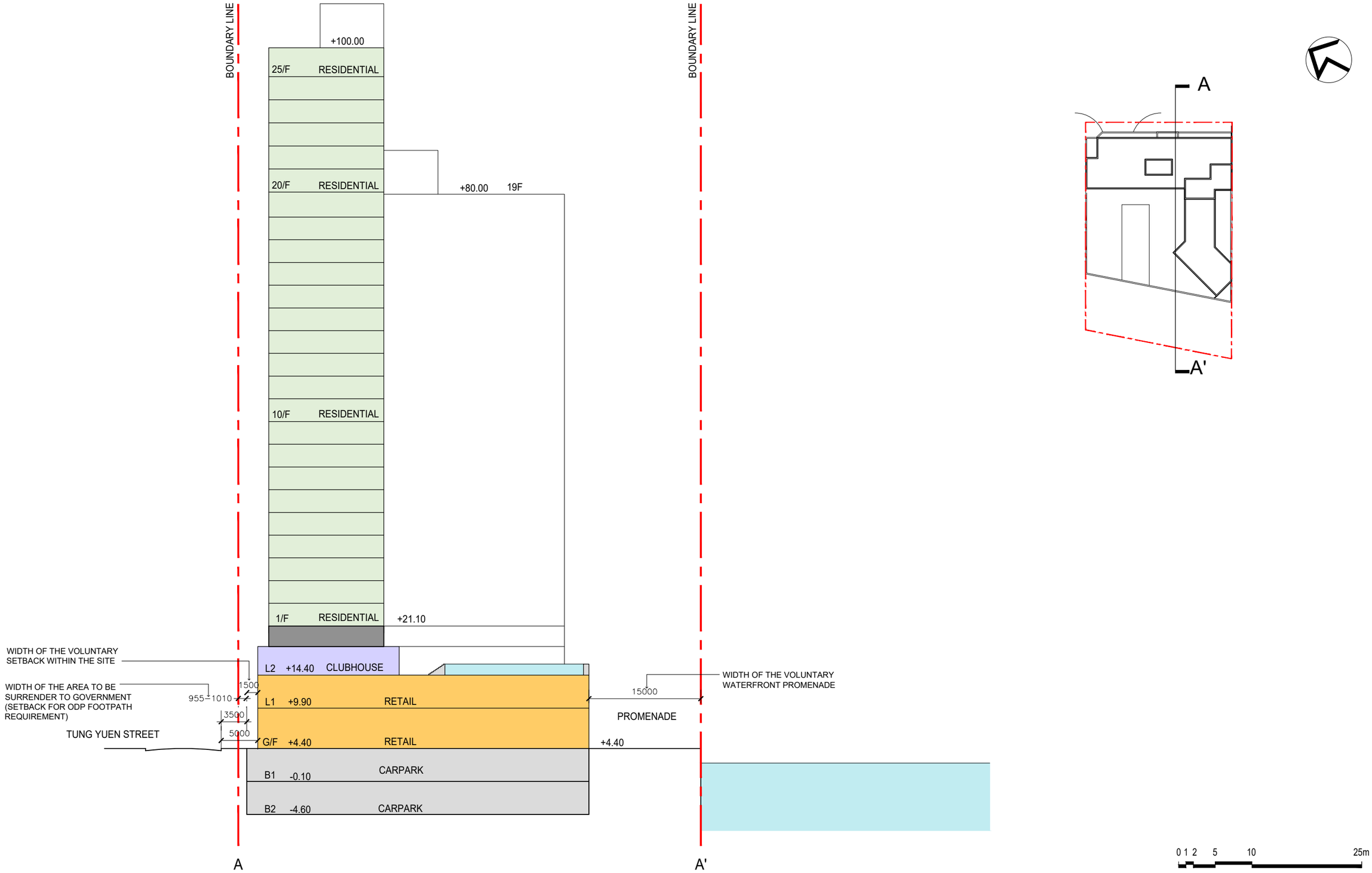
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

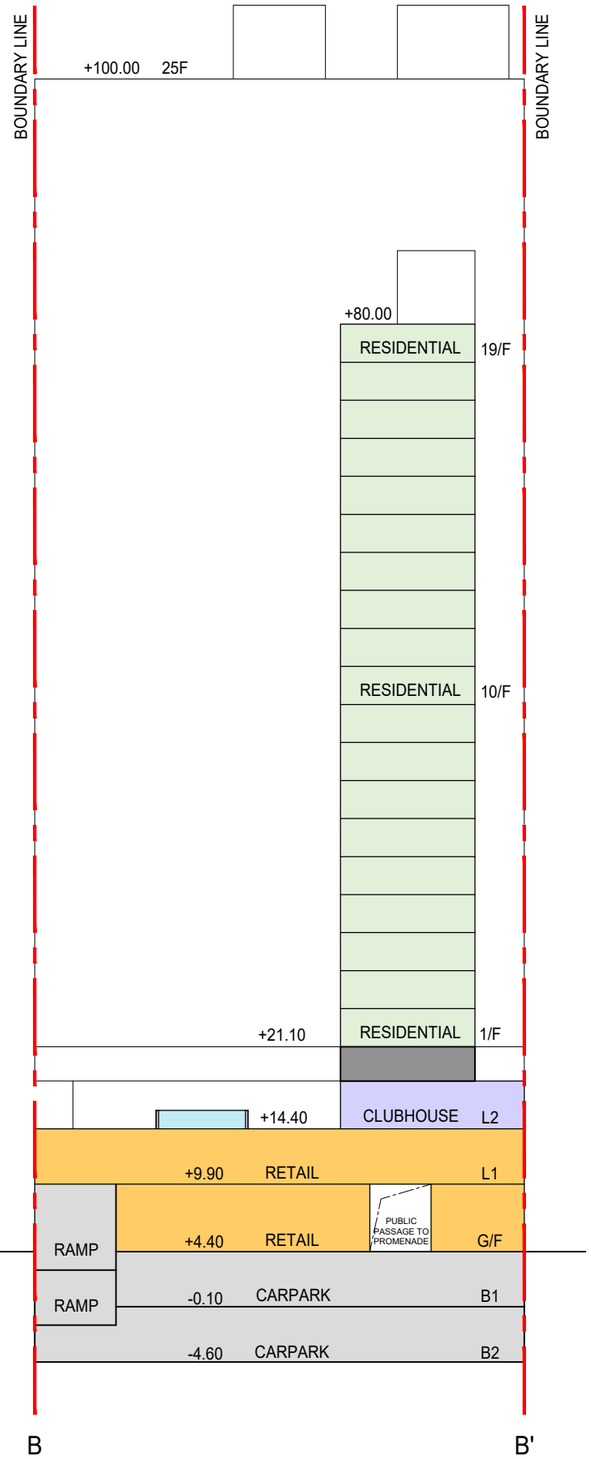
A-06 Level 2 (L2) Plan

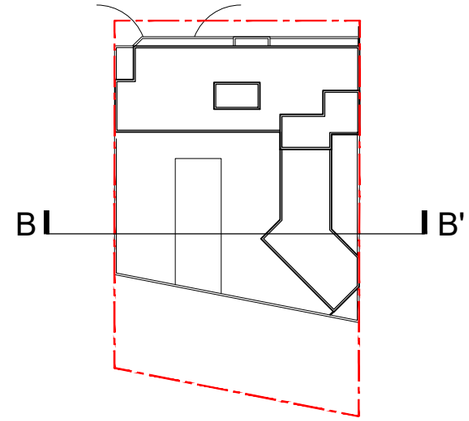
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





0 1 2 5 10 25m

A-08 Section B-B'

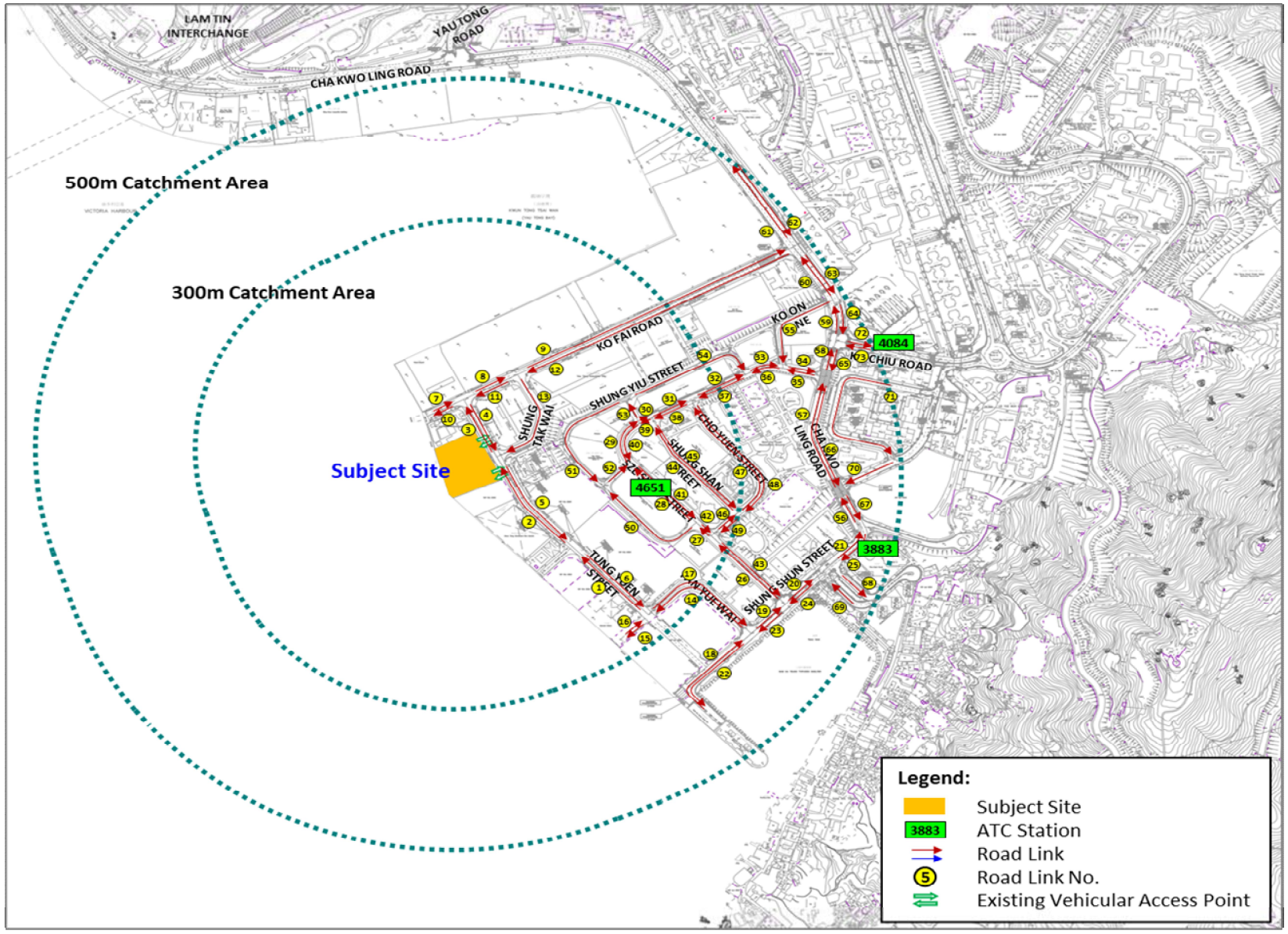
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 3.1 Traffic Forecast of Year 2047

NIA | Reference: RONOSS_2023 | Assessment Year 2047

Index	Road Name	Direction	AM Peak Traffic Volume	Light Vehicles	Heavy Vehicles	Powered Two-wheelers	PM Peak Traffic Volume	Light Vehicles	Heavy Vehicles	Powered Two-wheelers	Speed Limit
			(veh/hr)	(%)	(%)	(%)	(veh/hr)	(%)	(%)	(%)	(km/h)
1	Tung Yuen Street	NB	145	38%	58%	4%	150	53%	47%	0%	50
2	Tung Yuen Street	NB	240	38%	61%	1%	215	44%	55%	1%	50
3	Tung Yuen Street	NB	280	39%	61%	0%	280	47%	53%	0%	50
4	Tung Yuen Street	SB	85	38%	58%	5%	110	53%	47%	0%	50
5	Tung Yuen Street	SB	210	58%	40%	2%	225	56%	40%	4%	50
6	Tung Yuen Street	SB	175	59%	39%	2%	145	49%	51%	0%	50
7	Ko Fai Road	EB	60	32%	68%	0%	40	54%	46%	0%	50
8	Ko Fai Road	EB	305	39%	61%	0%	280	48%	52%	0%	50
9	Ko Fai Road	EB	540	51%	49%	1%	465	67%	27%	6%	50
10	Ko Fai Road	WB	55	31%	62%	7%	75	35%	65%	0%	50
11	Ko Fai Road	WB	100	40%	53%	8%	140	41%	59%	0%	50
12	Ko Fai Road	WB	470	61%	33%	7%	500	58%	39%	2%	50
13	Shung Tak Wai	SB	225	58%	40%	1%	235	56%	41%	3%	50
14	Yan Yue Wai	EB	130	38%	58%	3%	175	57%	43%	0%	50
15	Yan Yue Wai	EB	25	13%	88%	0%	35	77%	23%	0%	50
16	Yan Yue Wai	WB	35	22%	78%	0%	5	0%	100%	0%	50
17	Yan Yue Wai	WB	200	57%	40%	2%	155	52%	48%	0%	50
26	Sze Shan Street	NB	100	72%	28%	0%	125	71%	20%	9%	50
27	Sze Shan Street	NB	55	74%	26%	0%	90	71%	25%	4%	50
28	Sze Shan Street	NB	75	73%	27%	0%	100	71%	25%	4%	50
29	Sze Shan Street	NB	165	73%	25%	2%	175	82%	12%	6%	50
30	Sze Shan Street	NB	160	72%	26%	2%	165	82%	12%	6%	50
31	Sze Shan Street	NB	165	73%	25%	2%	175	84%	10%	6%	50
32	Sze Shan Street	NB	210	69%	26%	5%	210	79%	12%	9%	50
37	Sze Shan Street	SB	210	76%	18%	6%	200	68%	21%	11%	50
38	Sze Shan Street	SB	155	69%	28%	3%	165	64%	26%	10%	50
39	Sze Shan Street	SB	140	68%	30%	2%	155	64%	27%	9%	50
40	Sze Shan Street	SB	105	68%	29%	3%	105	59%	31%	9%	50
41	Sze Shan Street	SB	90	67%	33%	0%	120	73%	27%	0%	50
42	Sze Shan Street	SB	80	67%	33%	0%	100	73%	27%	0%	50
43	Sze Shan Street	SB	130	78%	22%	0%	115	81%	16%	3%	50
44	Shung Shan Street	NB	20	83%	0%	17%	40	90%	0%	10%	50
45	Shung Shan Street	SB	35	79%	21%	0%	50	73%	18%	9%	50
46	Cho Yuen Street	NB	75	55%	35%	10%	55	58%	33%	9%	50
47	Cho Yuen Street	NB	85	65%	29%	6%	55	49%	37%	14%	50
48	Cho Yuen Street	SB	95	78%	10%	13%	55	82%	12%	6%	50
49	Cho Yuen Street	SB	75	76%	14%	10%	50	81%	19%	0%	50
50	Shung Yiu Street	NB	30	80%	20%	0%	35	78%	22%	0%	50
51	Shung Yiu Street	SB	60	77%	23%	0%	70	76%	16%	8%	50
52	Shung Yiu Street	NB	65	78%	22%	0%	85	78%	16%	6%	50
53	Shung Yiu Street	NB	70	66%	34%	0%	85	63%	22%	15%	50
54	Shung Yiu Street	NB	50	40%	60%	0%	50	45%	45%	9%	50

Confidential



Confidential

Appendix 3.2 Road Traffic Noise Impact Assessment Result (Base Case)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)
Base Case

T1																													
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	74	74	73	72	75	75	73	73	73	74	74	74	74	74	74	74	71	63	57	55	54	54	53	53	52	51	51	50	49	45
2	24.2	74	74	72	72	74	74	73	74	74	74	74	74	74	74	74	74	71	64	57	56	55	54	54	53	53	52	52	51	51	47
3	27.3	73	74	72	72	74	74	73	73	73	73	73	73	73	73	73	73	71	64	57	56	55	55	54	54	53	53	52	52	51	47
4	30.4	73	73	71	71	73	73	73	73	73	73	73	73	73	73	73	73	71	64	57	56	56	55	54	54	53	53	53	52	52	48
5	33.5	73	73	71	71	73	73	72	73	73	73	73	73	73	73	73	73	70	63	57	56	56	55	55	54	54	53	53	53	52	48
6	36.6	72	72	71	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	53	53	53	52	48
7	39.7	72	72	70	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	54	53	53	53	49
8	42.8	72	72	70	70	72	72	71	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	54	53	53	53	49
9	45.9	71	71	70	69	71	72	71	71	71	71	71	71	71	71	71	71	69	63	57	56	56	55	55	54	54	54	53	53	53	49
10	49	71	71	69	69	71	71	71	71	71	71	71	71	71	71	71	71	69	63	57	56	56	55	55	54	54	54	53	53	53	49
11	52.1	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	55	54	54	54	53	53	53	49
12	55.2	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	54	54	54	53	53	53	53	48
13	58.3	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	57	56	55	55	54	54	54	53	53	53	53	48
14	61.4	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	55	54	54	54	53	53	53	53	48
15	64.5	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	53	48
16	67.6	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
17	70.7	69	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
18	73.8	69	69	68	67	69	69	69	69	69	69	69	69	69	69	69	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	53	52	52	48
20	80.3	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
21	83.45	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	53	53	53	53	52	52	52	48
22	86.6	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
23	89.75	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
24	92.9	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	48
25	96.05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	61	55	54	--	--	--	--	--	--	52	52	52	48
		12	12	6	5	12	12	10	12	12	12	12	12	12	12	12	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		74	74	73	72	75	75	73	74	74	74	74	74	74	74	74	74	71	64	57	56	56	55	55	54	54	54	53	53	53	49
Exceedance		12			12			12		12		12		12		12		4				0			0			0			

T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	53	53	53	54	55	55	56	52	52	51	51	50
2	24.2	55	56	56	56	57	57	57	54	53	53	52	51
3	27.3	56	57	57	57	57	58	58	54	54	54	53	52
4	30.4	57	57	57	58	58	58	58	55	54	54	53	52
5	33.5	57	58	58	58	58	58	58	55	54	54	53	53
6	36.6	58	58	58	58	58	58	59	55	55	54	53	53
7	39.7	58	58	58	58	58	58	59	55	55	54	54	53
8	42.8	58	58	58	58	58	59	59	55	55	54	54	53
9	45.9	58	58	58	58	58	58	59	55	55	54	54	53
10	49	58	58	58	58	58	58	58	55	55	54	54	53
11	52.1	58	58	58	58	58	58	58	55	55	54	54	53
12	55.2	58	58	58	58	58	58	58	55	55	54	54	53
13	58.3	58	58	58	58	58	58	58	55	55	54	54	53
14	61.4	58	58	58	58	58	58	58	55	54	54	54	53
15	64.5	58	58	58	58	58	58	58	55	54	54	53	53
16	67.6	57	58	58	58	58	58	58	55	54	54	53	53
17	70.7	57	57	58	58	58	58	58	54	54	54	53	53
18	73.8	57	57	57	58	58	58	58	54	54	54	53	53
19	76.9	57	57	57	57	58	58	58	54	54	54	53	53
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	59	59	55	55	54	54	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	88
Compliance Level:	74%
Max. Noise Level:	75

Noted:
Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)
Base Case

T1																													
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	74	74	72	72	74	74	73	73	73	73	74	74	74	74	74	74	71	63	56	55	54	53	53	52	51	51	50	50	49	45
2	24.2	73	74	72	72	74	74	73	73	73	74	74	74	74	74	74	74	71	63	57	55	55	54	53	53	52	52	51	51	50	46
3	27.3	73	73	72	71	73	73	73	73	73	73	73	73	73	73	73	73	71	63	57	56	55	54	54	53	53	52	52	51	51	47
4	30.4	73	73	71	71	73	73	72	73	73	73	73	73	73	73	73	73	70	63	57	56	55	54	54	53	53	53	52	52	51	47
5	33.5	72	72	71	71	73	73	72	72	72	72	72	72	72	72	72	72	70	63	57	56	55	55	54	54	53	53	52	52	52	48
6	36.6	72	72	70	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	55	55	54	54	53	53	53	52	52	48
7	39.7	72	72	70	70	72	72	71	72	72	72	72	72	72	72	72	72	69	63	57	56	55	55	54	54	54	53	53	52	52	48
8	42.8	71	71	70	69	71	72	71	71	71	71	71	71	71	71	71	71	69	63	57	56	55	55	54	54	54	53	53	53	52	48
9	45.9	71	71	69	69	71	71	71	71	71	71	71	71	71	71	71	71	69	63	57	56	55	55	54	54	54	53	53	53	52	48
10	49	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	54	54	54	53	53	53	52	48
11	52.1	70	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	56	56	55	55	54	54	54	53	53	53	52	48
12	55.2	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	54	54	54	53	53	53	53	52	48
13	58.3	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
14	61.4	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
15	64.5	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	53	53	53	53	52	52	48
16	67.6	69	69	68	68	70	70	69	70	70	70	70	70	70	70	70	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
17	70.7	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
18	73.8	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
20	80.3	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
21	83.45	68	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	47
22	86.6	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	52	52	52	52	52	47
23	89.75	68	68	66	66	68	68	68	68	68	68	68	68	68	68	68	69	66	60	55	54	54	53	53	53	52	52	52	52	52	47
24	92.9	68	68	66	66	68	68	68	68	68	68	68	68	68	68	68	68	66	60	55	54	54	53	53	53	52	52	52	52	51	47
25	96.05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	60	55	54	--	--	--	--	--	--	52	52	52	48
		10	11	5	5	11	11	9	11	11	11	11	11	11	11	11	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		74	74	72	72	74	74	73	73	73	74	74	74	74	74	74	74	71	63	57	56	55	55	54	54	54	53	53	53	52	48
Exceedance		11			11			11		11		11		11		11		3				0			0			0			

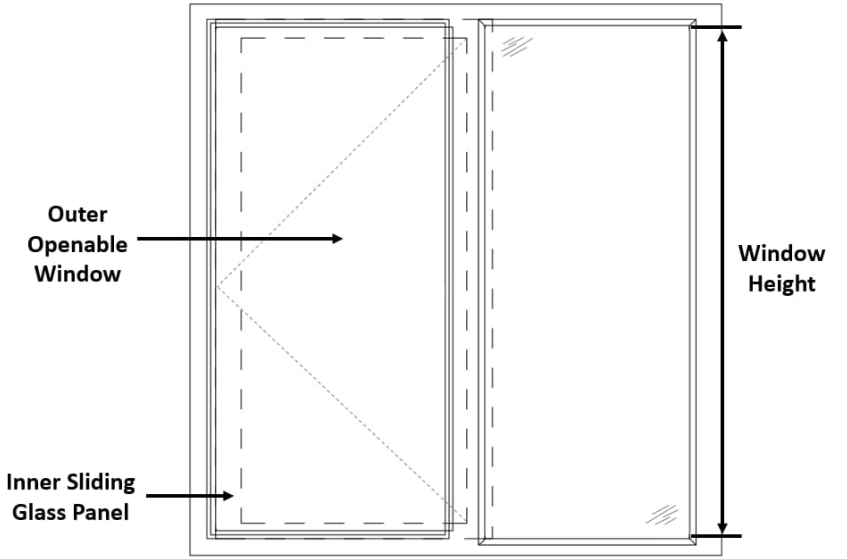
T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	52	53	53	54	54	55	55	52	51	51	50	49
2	24.2	55	55	55	56	56	57	57	53	53	53	52	51
3	27.3	56	56	57	57	57	57	57	54	54	53	52	51
4	30.4	57	57	57	57	58	58	58	54	54	53	53	52
5	33.5	57	57	57	58	58	58	58	54	54	54	53	52
6	36.6	57	57	58	58	58	58	58	54	54	54	53	52
7	39.7	57	58	58	58	58	58	58	55	54	54	53	53
8	42.8	58	58	58	58	58	58	58	55	54	54	53	53
9	45.9	58	58	58	58	58	58	58	55	54	54	53	53
10	49	58	58	58	58	58	58	58	55	54	54	53	53
11	52.1	58	58	58	58	58	58	58	55	54	54	53	53
12	55.2	57	58	58	58	58	58	58	55	54	54	53	53
13	58.3	57	57	58	58	58	58	58	55	54	54	53	53
14	61.4	57	57	57	58	58	58	58	54	54	54	53	53
15	64.5	57	57	57	58	58	58	58	54	54	54	53	53
16	67.6	57	57	57	57	57	58	58	54	54	54	53	53
17	70.7	57	57	57	57	57	57	57	54	54	54	53	52
18	73.8	57	57	57	57	57	57	57	54	54	53	53	52
19	76.9	57	57	57	57	57	57	57	54	54	53	53	52
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	58	58	55	54	54	53	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	80
Compliance Level:	77%
Max. Noise Level:	74

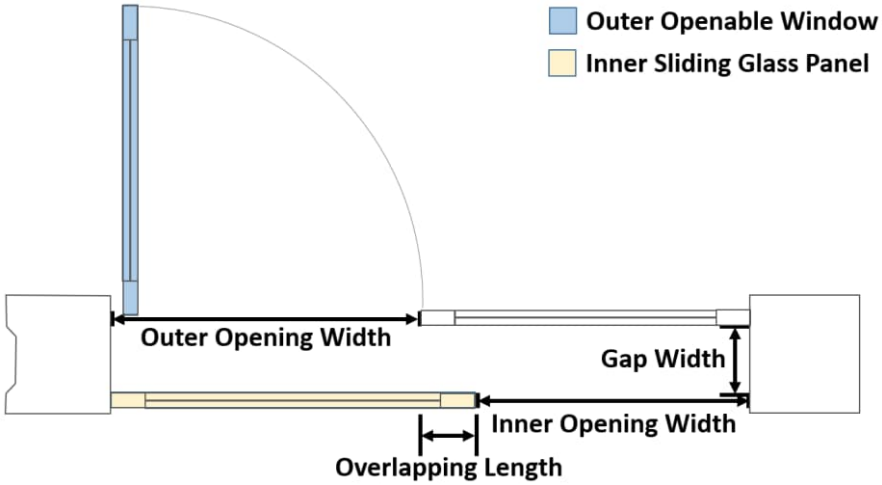
Noted:
Noise level exceed stardand of 70 dB(A)

Appendix 3.3 Indicative Design of EAB(BT)-(EPD-PN) & AW(BT)-(EPD-PN) Adopted in the Proposed Development

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



INTERNAL VIEW (NOT TO SCALE)



PLAN (NOT TO SCALE)

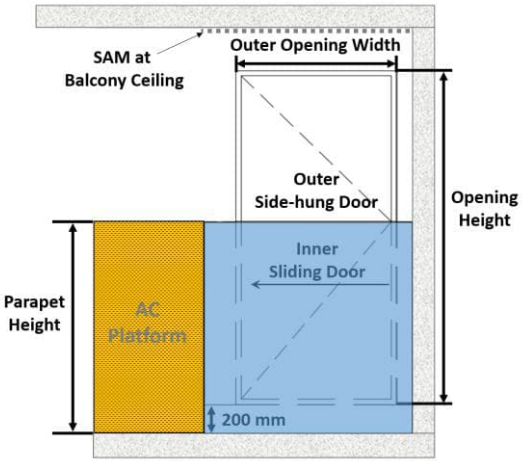
Possible Designs of "Acoustic Window (Baffle Type)" for 8m² and 18m² rooms					
Room Size (m^2)	**Room Dimensions (mm^3)**	**Inner Window Opening (mm^2)**	**Outer Window Opening (mm^2)**	**Overlapping Length (mm)**	**Gap Width (mm)**
8	**3200 (W) x 2500 (D) x 3400 (H)**	**580 (W) x 870 (H)**	**600 (W)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

Notes:

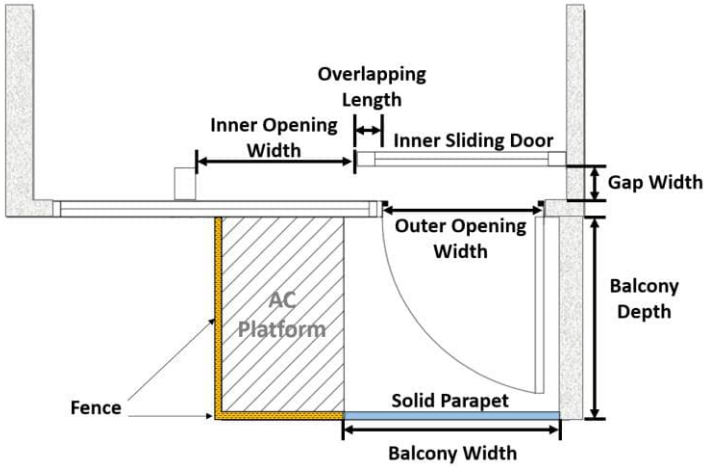
a. These are feasible designs of AW(BT) for 8m² and 18m² rooms.

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

(II) Possible designs of "Enhanced Acoustic Balcony (Baffle Type)" in 14m^2 and 18m^2 habitable rooms (i.e. dining room, living room or bedroom)



EXTERNAL VIEW (NOT TO SCALE)



PLAN (NOT TO SCALE)

Fence (≥ 70% Permeability) Solid Parapet

Possible Designs of "Enhanced Acoustic Balcony (Baffle Type)" for 14m^2 and 18m^2 rooms								
Room size (m^2)	**Room Dimensions (mm^3)**	**Balcony Width (mm)**	**Balcony Depth (mm)**	**Parapet Height (mm)**	**Inner Opening (mm^2)**	**Outer Opening (mm^2)**	**Overlapping Length (mm)**	**Gap Width (mm)**
14	**3400 (W) x 4100 (D) x 3100 (H)**	**≥ 1440**	**≥ 1300**	**≥ 1450**	**1025 (W) x 2210 (H)**	**1150 (W) x 2210 (H)**	**≥ 100**	**100**
18	**5300 (W) x 3390 (D) x 3400 (H)**	**≥ 2055**	**≥ 1300**	**≥ 1450**	**1150 (W) x 2210 (H)**	**1150 (W) x 2210 (H)**	**≥ 100**	**100**

Notes:
1. These are feasible designs of EAB for 14m^2 and 18m^2 rooms. The room with EAB should meet the natural lighting and ventilation requirements in regulations 30 & 31 of the Building (Planning) Regulations (B(P)R). The AC platform should comply with the requirements under Appendix B of Code of Practice on Access for External Maintenance 2021 (AfEM Code), and balconies for residential buildings should comply with the criteria and conditions set out in Joint Practice Note (JPN) 1 for application of exemption from gross floor area and/or site coverage under the B(P)R.
2. SAM at balcony ceiling refers to sound absorptive material of noise reduction coefficient ≥ 0.7. It is an essential feature to attain the basic noise reduction performance in Annex B.
3. Comparable noise performance is anticipated should the AC platform be replaced by balcony with solid parapet.

Appendix 3.4 Sound Attenuation Adjustment of EAB(BT)-(EPD-PN) & AW(BT)-(EPD-PN) Adopted in the Proposed Development

Adjustment of Sound Attenuation for Traffic Noise Impact Assessment

Reference Case

Case ID	Acoustic Window/ Door System	SAM at 100mm gap	MPA	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)
BAL	AB(BT)-EPD PN	No	No	100	≥100	14	8.0

Case ID	Acoustic Window/ Door System	SAM at 100mm gap	MPA	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)
W	AW(BT)-EPD PN	No	No	100 to 175	≥100	8	6.0

Proposed Development							Reference Case					
NSRs with Acoustic Window / Balcony (Baffle Type)	Tower	Room	Referred Case ID	Max. Noise Level, dB(A)	Required Max. Sound Attenuation, dB(A)	Room area (RA), m^2	Air Gap, mm	Overlapping length (Mullion Included), mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)	Adjustment: 10xlog(RA/RAref)	Adjusted sound attenuation, dB(A)
N1-01	T1	LIV/DIN	BAL	74	3.6	17.5	100	≥100	14	8.0	0.0	8.0
N1-02	T1	MBR	W	74	3.9	6.2	100 to 175	≥100	8	6.0	-1.1	4.9
N1-03	T1	BR	W	73	2.2	4.5	100 to 175	≥100	8	6.0	-2.5	3.5
N1-04	T1	BR	W	72	1.7	4.5	100 to 175	≥100	8	6.0	-2.5	3.5
N1-05	T1	MBR	W	75	4.1	6.2	100 to 175	≥100	8	6.0	-1.1	4.9
N1-06	T1	LIV/DIN	BAL	75	4.2	16.4	100	≥100	14	8.0	0.0	8.0
N1-07	T1	LIV/DIN	BAL	73	2.9	10.3	100	≥100	14	8.0	-1.3	6.7
N1-08	T1	MBR	W	74	3.2	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-09	T1	MBR	W	74	3.2	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-10	T1	LIV/DIN	BAL	74	3.3	10.3	100	≥100	14	8.0	-1.3	6.7
N1-11	T1	LIV/DIN	BAL	74	3.5	10.3	100	≥100	14	8.0	-1.3	6.7
N1-12	T1	MBR	W	74	3.7	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-13	T1	MBR	W	74	3.7	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-14	T1	LIV/DIN	BAL	74	3.7	10.3	100	≥100	14	8.0	-1.3	6.7
N1-15	T1	LIV/DIN	BAL	74	3.9	10.3	100	≥100	14	8.0	-1.3	6.7
N1-16	T2	MBR	W	74	3.9	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-17	T2	BR	W	71	1.0	5.4	100 to 175	≥100	8	6.0	-1.7	4.3

Appendix 3.5 Road Traffic Noise Impact Assessment Result (Mitigated Case)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs)
Mitigated Case

T1																														
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	66	69	69	69	70	67	66	68	68	67	67	70	70	67	68	70	67	63	57	55	54	54	53	53	52	51	51	50	49	45
2	24.2	66	69	69	68	69	66	67	69	69	67	67	69	69	67	67	70	67	64	57	56	55	54	54	53	53	52	52	51	51	47
3	27.3	65	69	68	68	69	66	66	69	69	67	67	69	69	67	67	69	67	64	57	56	55	55	54	54	53	53	52	52	51	47
4	30.4	65	68	68	68	68	65	66	69	69	66	66	69	69	66	66	69	66	64	57	56	56	55	54	54	53	53	53	52	52	48
5	33.5	65	68	67	67	68	65	66	68	68	66	66	68	68	66	66	68	70	63	57	56	56	55	55	54	54	53	53	53	52	48
6	36.6	64	67	67	70	68	64	65	68	68	66	66	68	68	66	66	68	70	63	57	56	56	55	55	54	54	53	53	53	52	48
7	39.7	64	67	70	70	67	64	65	68	68	65	65	68	68	65	65	68	70	63	57	56	56	55	55	54	54	54	53	53	53	49
8	42.8	64	67	70	70	67	64	65	67	67	65	65	67	67	65	65	67	70	63	57	56	56	55	55	54	54	54	53	53	53	49
9	45.9	63	66	70	69	67	64	64	67	67	65	65	67	67	65	65	67	69	63	57	56	56	55	55	54	54	54	53	53	53	49
10	49	63	66	69	69	66	63	64	67	67	64	64	67	67	64	64	67	69	63	57	56	56	55	55	54	54	54	53	53	53	49
11	52.1	63	66	69	69	66	63	70	67	66	64	64	66	66	64	64	67	69	62	57	56	55	55	55	54	54	54	53	53	53	49
12	55.2	63	66	69	69	66	63	70	66	66	64	64	66	66	64	64	66	69	62	57	56	55	55	54	54	54	53	53	53	53	48
13	58.3	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	57	56	55	55	54	54	54	53	53	53	53	48
14	61.4	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	55	54	54	54	53	53	53	53	48
15	64.5	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	53	48
16	67.6	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
17	70.7	69	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
18	73.8	69	69	68	67	69	69	69	69	69	69	69	69	69	69	69	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	53	52	52	48
20	80.3	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
21	83.45	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	53	53	53	53	52	52	52	48
22	86.6	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
23	89.75	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
24	92.9	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	48
25	96.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	61	55	54	-	-	-	-	-	-	52	52	52	48
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64	57	56	56	55	55	54	54	54	53	53	53	49
Exceedance		0			0			0		0		0		0		0		0				0			0			0			

T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	53	53	53	54	55	55	56	52	52	51	51	50
2	24.2	55	56	56	56	57	57	57	54	53	53	52	51
3	27.3	56	57	57	57	57	58	58	54	54	54	53	52
4	30.4	57	57	57	58	58	58	58	55	54	54	53	52
5	33.5	57	58	58	58	58	58	58	55	54	54	53	53
6	36.6	58	58	58	58	58	58	59	55	55	54	53	53
7	39.7	58	58	58	58	58	58	59	55	55	54	54	53
8	42.8	58	58	58	58	58	59	59	55	55	54	54	53
9	45.9	58	58	58	58	58	58	59	55	55	54	54	53
10	49	58	58	58	58	58	58	58	55	55	54	54	53
11	52.1	58	58	58	58	58	58	58	55	55	54	54	53
12	55.2	58	58	58	58	58	58	58	55	55	54	54	53
13	58.3	58	58	58	58	58	58	58	55	55	54	54	53
14	61.4	58	58	58	58	58	58	58	55	54	54	54	53
15	64.5	58	58	58	58	58	58	58	55	54	54	53	53
16	67.6	57	58	58	58	58	58	58	55	54	54	53	53
17	70.7	57	57	58	58	58	58	58	54	54	54	53	53
18	73.8	57	57	57	58	58	58	58	54	54	54	53	53
19	76.9	57	57	57	57	58	58	58	54	54	54	53	53
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	59	59	55	55	54	54	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	0
Compliance Level:	100%
Max. Noise Level:	70

Noted:

- Noise level exceed stardand of 70 dB(A)
- Enhanced Acoustic Baclony (Baffle Type)- EPD PN
- Acoustic Window (Baffle Type)- EPD PN

Confidential

Appendix 3.6 Proposed Overall Noise Mitigation Measures Schedule

Schedule of Noise Mitigation Measures

NSR	Room	Floor	Noise Mitigation Measures
N1-01	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-02	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-03	BR	1 - 6/F	Acoustic Window (Baffle Type)-EPD PN
N1-04	BR	1 - 5/F	Acoustic Window (Baffle Type)-EPD PN
N1-05	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-06	LIV/DIN	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-07	LIV/DIN	1 - 10/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-08	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-09	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-10	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-11	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-12	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-13	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-14	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-15	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-16	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-17	BR	1 - 4/F	Acoustic Window (Baffle Type)-EPD PN

Appendix 4.1 Photo Records of Site Investigation

Site Surveys and Photo Records

Source ID: QJ_1

Name	Date of Observation	Time of Observation	Photo
全記	16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	 

Site Surveys and Photo Records

Source ID: WPS_1

Name	Date of Observation	Time of Observation	Photo
Yau Tong Salt Water Pumping Station	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	   

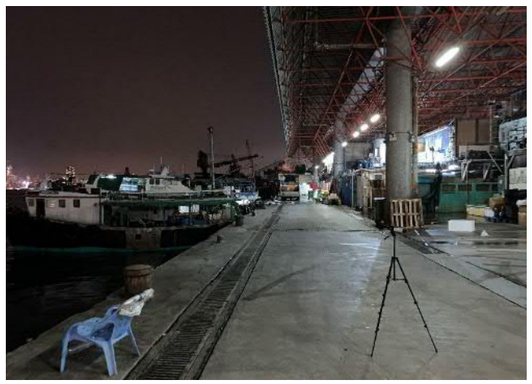
Site Surveys and Photo Records

Source ID: TLM_1

Name	Date of Observation	Time of Observation	Photo
Tung Lee Motor Service Centre	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	  

Site Surveys and Photo Records

Source ID: WFM_1-WFM_2

Name	Date of Observation	Time of Observation	Photo
Wholesale Fish Market	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	       

Site Surveys and Photo Records

Source ID: CFS_1

Name	Date of Observation	Time of Observation	Photo
Cooked Food Stall	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	     

Site Surveys and Photo Records

Source ID: CCC_1-CCC_7

Name	Date of Observation	Time of Observation	Photo
China Concrete Co. Limited	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	    

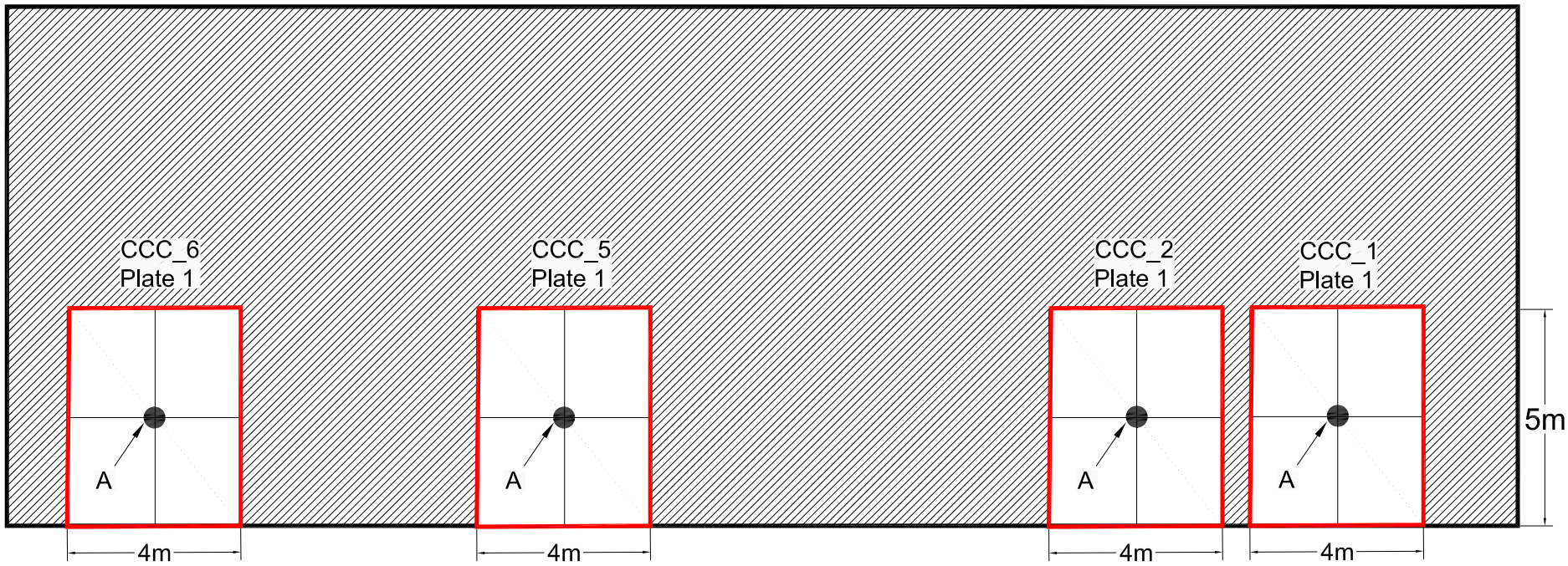
Site Surveys and Photo Records

Source ID: HKA_1 - HKA_3

Name	Date of Observation	Time of Observation	Photo
Hong Kong Concrete Co. Limited	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	    

Appendix 4.2 Detailed Measurement Locations and Data

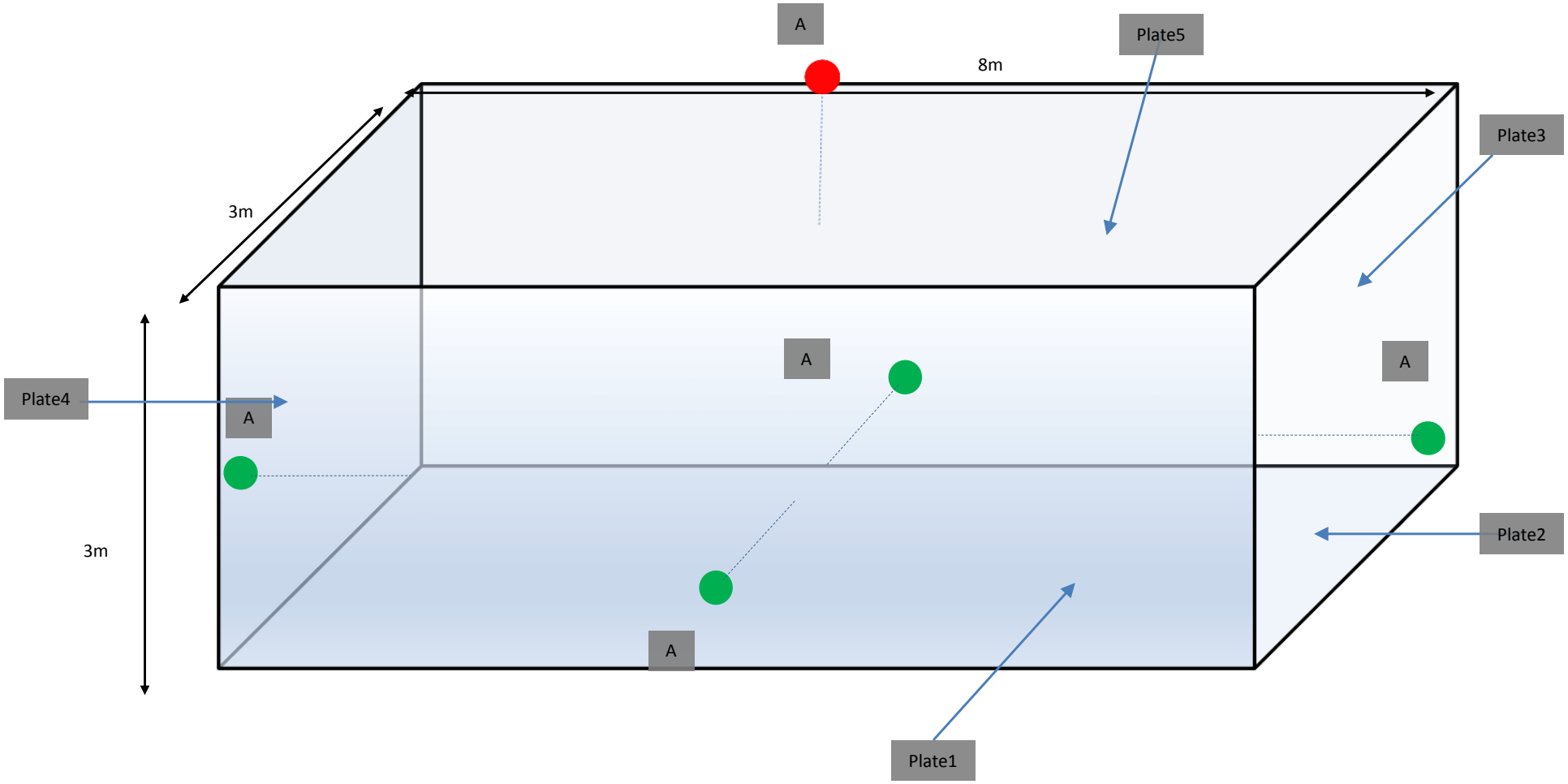
China Concrete Company Limited



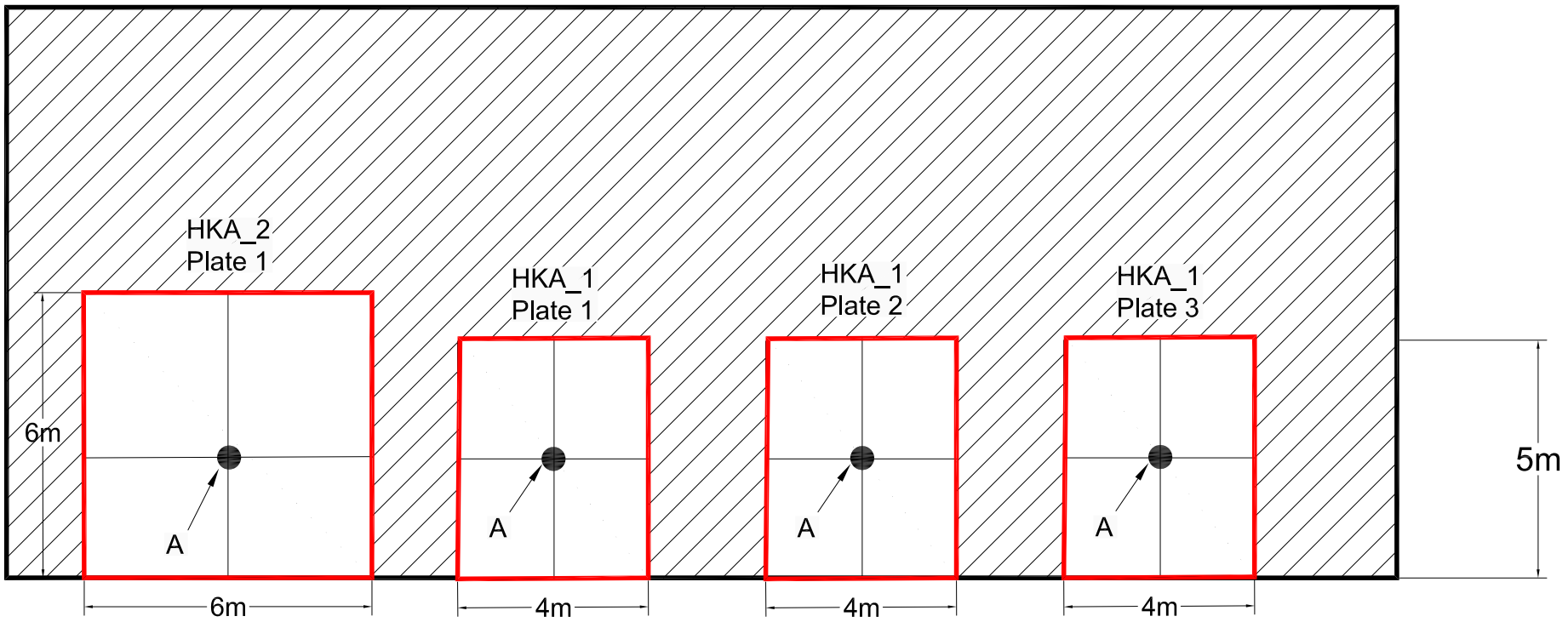
Legends:

Measuring Points

Non-leakage Surface


A
Plate5
8m
3m
Plate3
A
A
Plate4
A
3m
Plate2
A
Plate1

Hong Kong Concrete Co. Limited

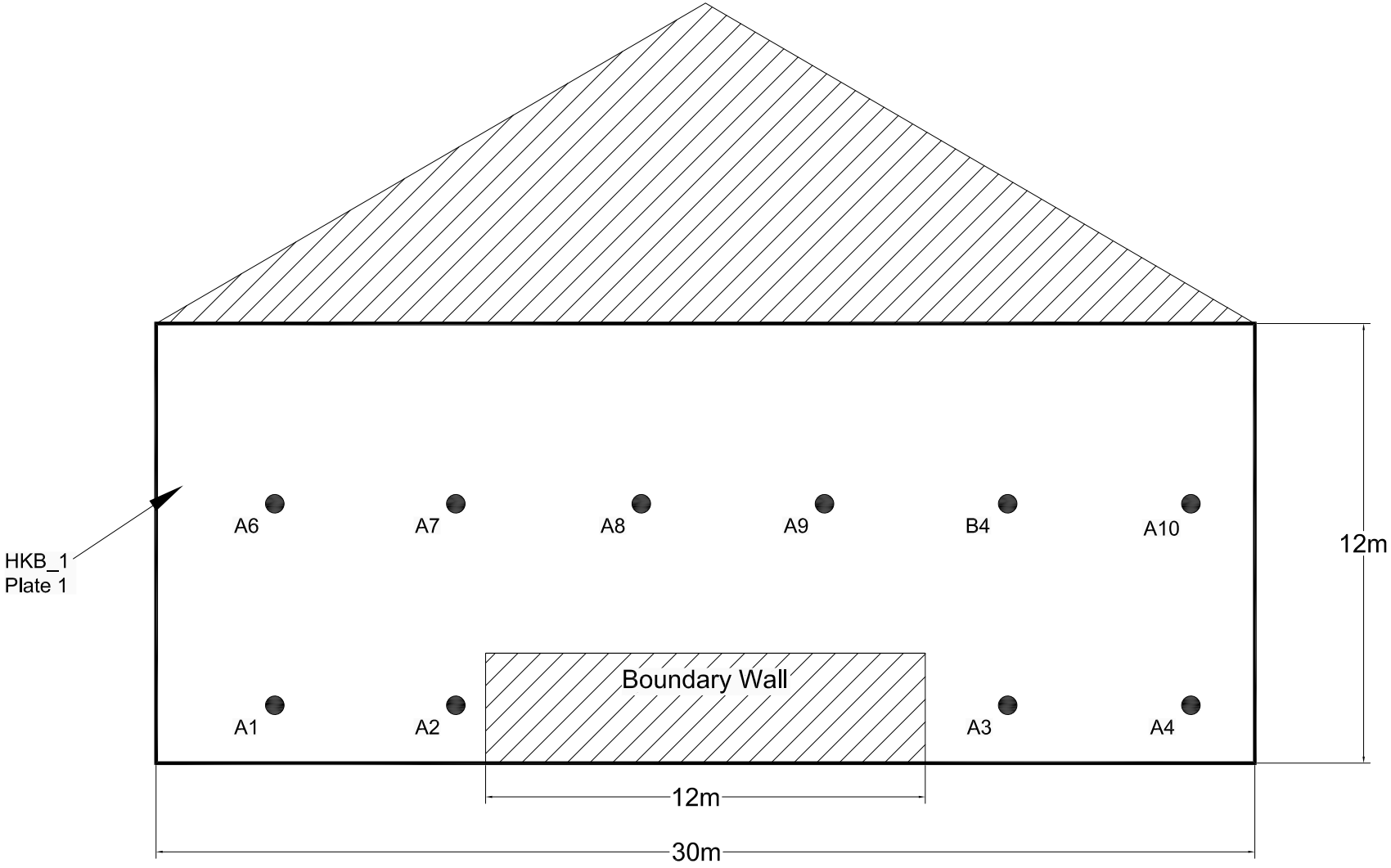


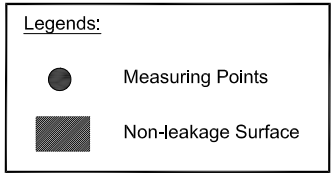
Legends:

Measuring Points

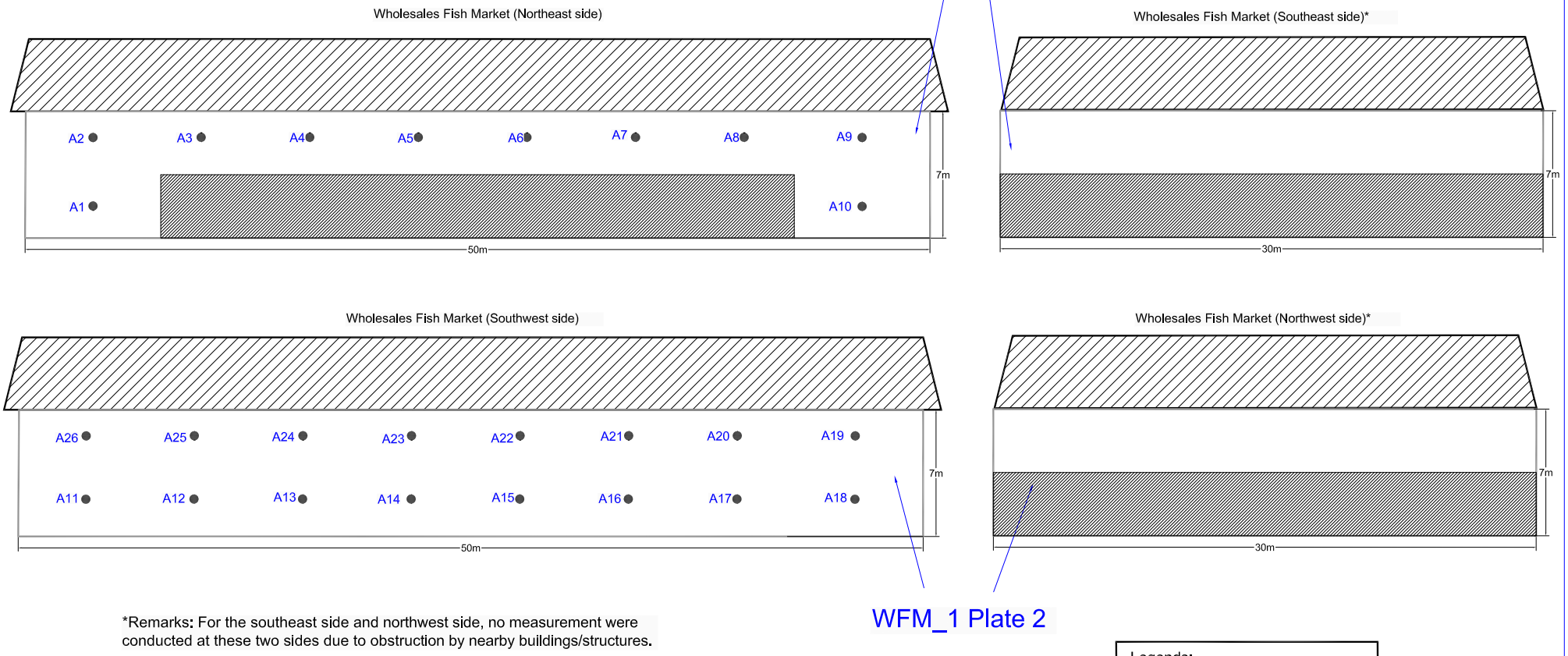
Non-leakage Surface

Hong Kong Concrete Co. Limited





WFM_1 Plate 1



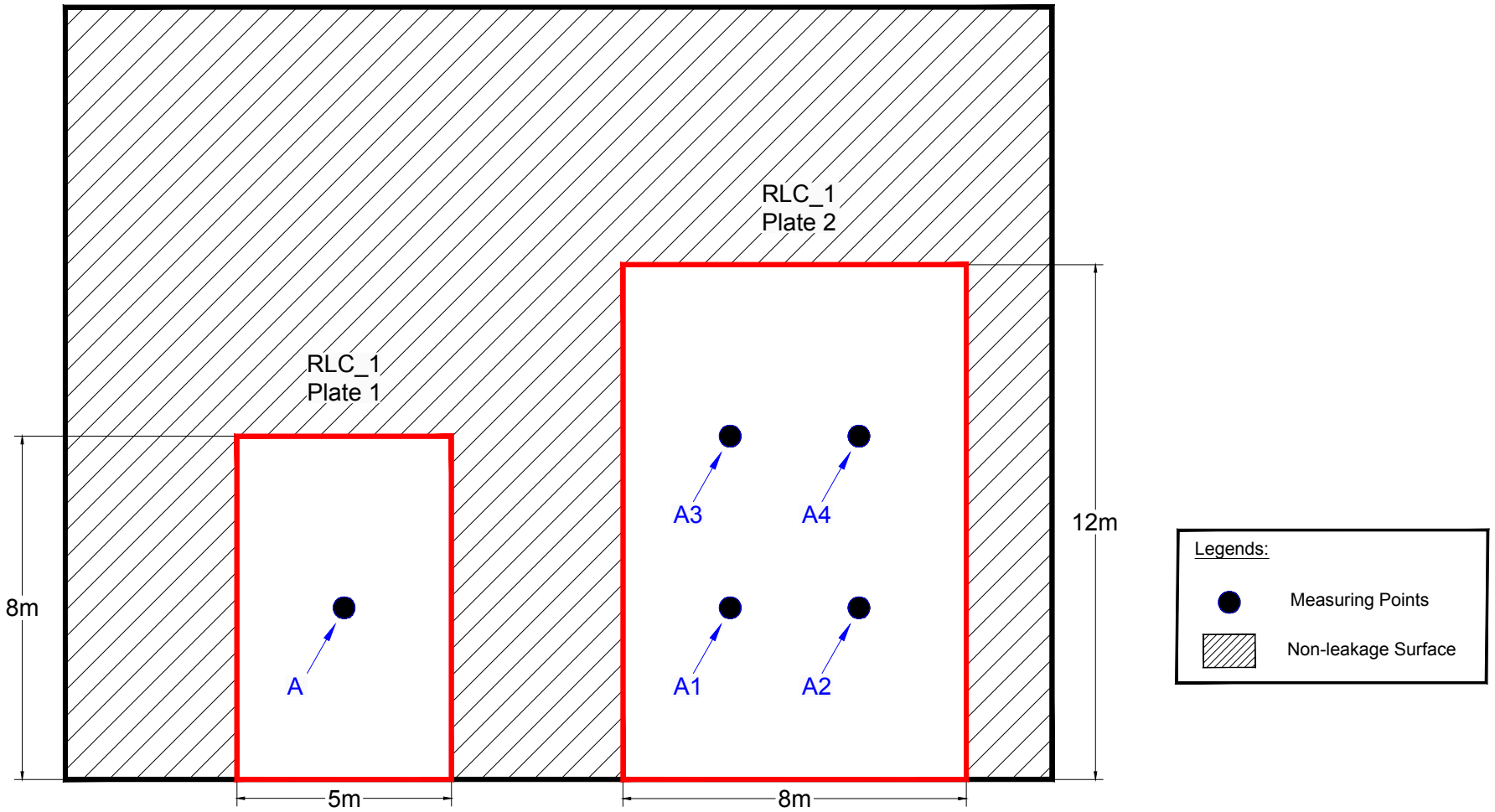
*Remarks: For the southeast side and northwest side, no measurement were conducted at these two sides due to obstruction by nearby buildings/structures.

WFM_1 Plate 2

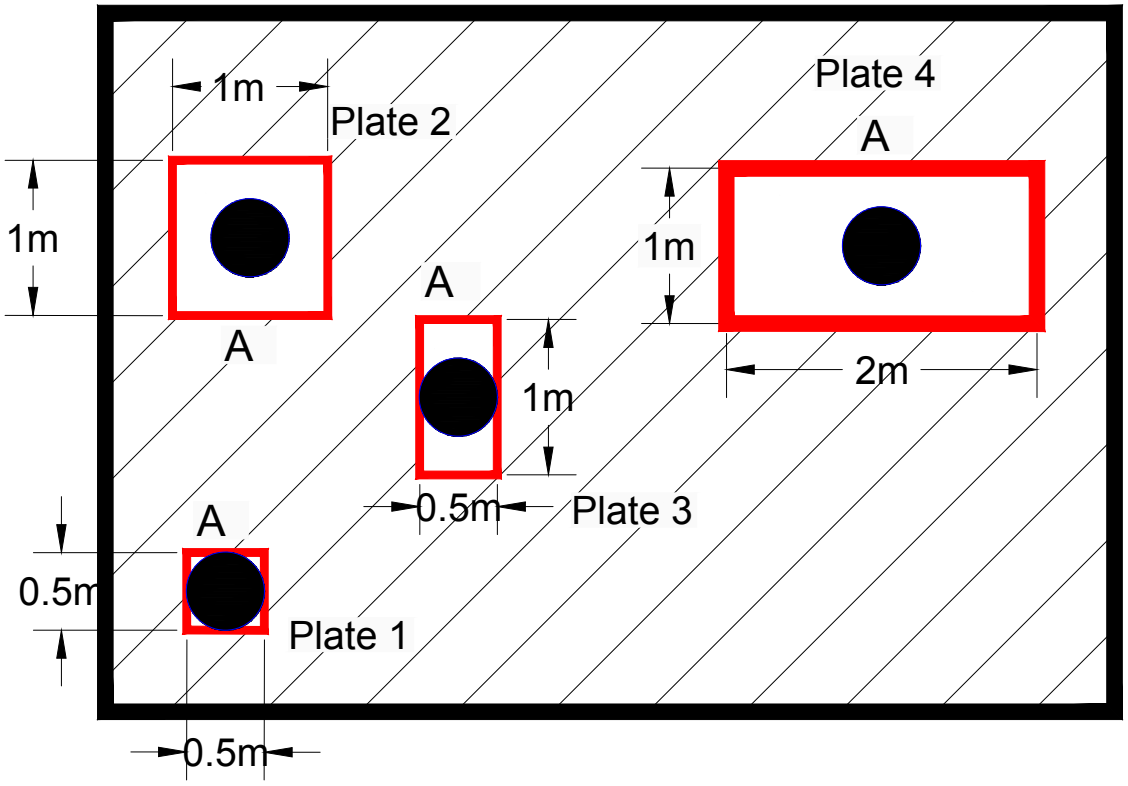
Legends:

- Measuring Points
- Non-leakage Surface

Redland Concrete Limited



Yau Tong Salt Water Pumping Station (WPS_1)

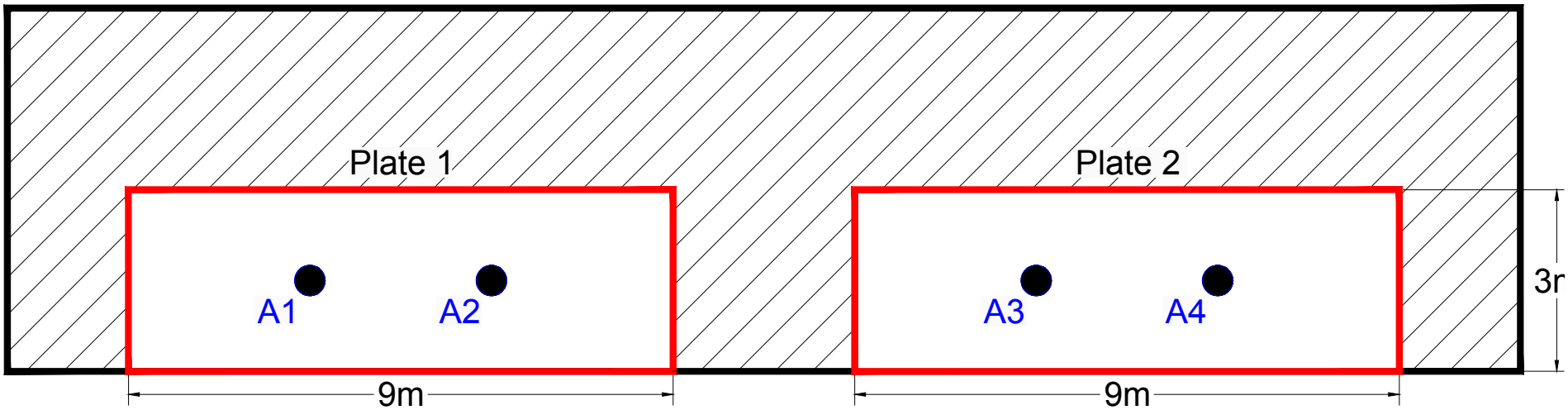


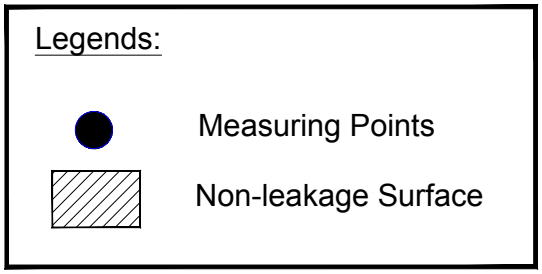
Legends:

Measuring Points

Non-leakage Surface

Tung Lee Motor Service Workshop (TLM_1)





Measurement Date: 19 Sep 2023 (Tue) 1100 – 1130 Weather Condition: Sunny Noise Source ID: QJ_1	Noise measurement was therefore carried out at 25m away of the sources, which having direct line of sight with the activities. 

Sound Level meter: Norsonic 139	Sound Calibrator: Norsonic 1256

Deduced Sound Power Level for the Chiller

Activity	SPL, dB(A)	Background Noise, dB(A)	Calculated SPL, dB(A)	Façade Correction, dB(A)	Measurement distance (D), m	Derived SWL, dB(A)*	Duration (min) / 30mins
Loading and unloading	72.0	70.7	66.2	+3	25	105.1	30

Note:

1. Only noise measurement was conducted during daytime as no operation was observed during site survey at nighttime.

Remark:

* Derived SWL = SPL + 20 x log (D) + 8 + façade correction

Frequency Analysis to determine the correction of tonality in accordance with IND-TM (Fixed Noise Source (S1) - VRV at the roof of the Police Station)

Noise Source Type(s): *operation Sound*

Freq	SPL (dB(A))	10^(SPL/10)	For 1/3 octave band								For pair of 1/3 octave band								
			Freq	1/3 octave band	(a)	(b)	Ftone	(c)	Tonal?	Corr	Freq	highest of 1/3 octave band pair	average of 1/3 octave band pair	(a)	(b)	Ftone	(c)	Tonal?	Corr
31.5	33.2	2113.0	31.5	33.2	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	31.5-40	37.8	35.5	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
40	37.8	6056.0	40	37.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	40-50	43.7	40.7	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
50	43.7	23278.0	50	43.7	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	50-63	43.8	43.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
63	43.8	24231.7	63	43.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	63-80	47.7	45.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
80	47.7	59445.9	80	47.7	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	80-100	49.1	48.4	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
100	49.1	81377.5	100	49.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	100-125	53.1	51.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
125	53.1	205185.1	125	53.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	125-160	55.3	54.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
160	55.3	336262.4	160	55.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	160-200	55.8	55.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
200	55.8	376573.7	200	55.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	200-250	57.8	56.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
250	57.8	609171.4	250	57.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	250-315	58.8	58.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
315	58.8	762587.6	315	58.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	315-400	61.0	59.9	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
400	61.0	1247223.3	400	61.0	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	400-500	61.2	61.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
500	61.2	1313870.6	500	61.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	500-630	61.8	61.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
630	61.8	1530066.6	630	61.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	630-800	62.2	62.0	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
800	62.2	1642628.5	800	62.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	800-1k	62.5	62.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
1k	62.5	1780613.7	1000	62.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	1k-1.25k	62.5	62.0	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
1.25k	61.5	1422932.0	1250	61.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	1.25k-1.6k	61.5	61.4	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
1.6k	61.3	1338248.7	1600	61.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	1.6k-2k	61.3	60.7	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
2k	60.1	1031574.9	2000	60.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	2k-2.5k	60.1	59.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
2.5k	58.9	775029.1	2500	58.9	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	2.5k-3.15k	58.9	58.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
3.15k	57.3	533103.1	3150	57.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	3.15k-4k	57.3	56.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
4k	55.2	329629.8	4000	55.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	4k-5k	55.2	54.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
5k	52.9	195934.1	5000	52.9	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	5k-6.3k	52.9	51.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
6.3k	50.1	101703.0	6300	50.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	6.3k-8k	50.1	48.7	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
8k	47.3	53673.1	8000	47.3	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	8k-10k	47.3	45.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
10k	44.2	26353.8	10000	44.2	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	10k-12.5k	44.2	42.6	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
12.5k	40.9	12386.1	12500	40.9	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	12.5k-16k	40.9	37.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
16k	34.7	2981.2	16000	34.7	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	--	--	--	--	--	--	--	--	--

Highest	62.5
Overall	72.0
Tonality Correction Adopted, dB(A)	*0*

A correction for tonality shall be applied if, between 31.5Hz and 16kHz, any one-third octave band or any pair of adjacent one-third octave bands of the A-weighted spectrum of the noise under investigation satifies all of the following conditions:

(a) the level of the one-third octave band under consideration, or, in the case of a pair of bands, the level of the highest band in that pair, is not more than 15.0 dB below the level of the highest one-third octave band;

(b) the level of the one-third octave band under consideration, or, in the case of a pair of bands, the arithmetic average of the levels of the two bands, is more than 1.0 dB higher than the level of each of the adjacent bands on either side of the band or pair of bands under consideration; and

(c) the level difference, known as the tonality factor, ftone, between the level of the one-third octave band under consideration, or, in the case of a pair of bands, the arithmetic average of the levels of the two bands, and the arithmetic average of the levels of the adjacent bands on either side of the band or pair of bands under consideration is 3.0 dB or more

f_{tone}(dB)	C_{tone}(dB(A))	
	in cases where the frequency of any band under consideration is below 250 Hz	in cases where the frequency of each band under consideration is higher than or equal to 250 Hz
greater than or equal to 3.0 and less than 6.0	0	3
greater than or equal to 6.0 and less than 9.0	3	6
greater than or equal to 9.0	6	6

Appendix 4.3 Calculations of Sound Power Level of Industrial Noise Sources

Noise Measurements Data for Determination of Sound Power Level

Noise Sources	Source Description	Noise Sources ID	Location	Avg. Measured SPL, dB(A)	Measurement Distance from Source (d), m	Surface Area (S), m2	SWL, dB(A) (SPL + 10 log (S))	SWL, dB(A) (SPL + 20 log (d)+8)	Noise from Fixed Source Calculation,	Remarks
China Concrete Co. Limited	Concrete Lorry Mixer Washing Bay	CCC_3							100.4	
	Screw Pumping Barge	CCC_7	-	-	-	-	-	-	102.0	
Hong Kong Concrete Co. Limited	Concrete Batching Plant(Concrete Lorry Mixer)	HKA_1							102.4	
	Screw Pumping Barge	HKB_3	-	-	-	-	-	-	102.0	
Wholesale Fish Market - (Day-time)	Operation Noise	WFM_1							92.9	from the Proposed Development Only
	Loading and Unloading by Marine Vessels	WFM_2	-	76.2	3	-	-	93.7	96.7	
Wholesale Fish Market - (Night-time)	Operation Noise	WFM_1							91.6	from the Proposed Development Only
	Loading and Unloading by Marine Vessels	WFM_2	-	74.3	3	-	-	91.8	94.8	
Redland Concrete Limited	Operation Noise	RLC_1							97.9	
	Cooling Tower									Reference is made to the Product Catalogue in Appendix 4.5: FT-250 for similar diameter
	Screw Pumping Barge	RLC_4	-	-	-	-	-	-	102.0	
Yau Tong Salt Water Pumping Station	Operation Noise	WPS_1							84.3	
Tung Lee Motor Service Centre	Operation Noise	TLM_1							80.8	
Ajisen Group Tower	Cooling Tower									Reference is made to the Product Catalogue in Appendix 4.5: FT-80 for similar diameter
Redland Concrete Limited	Operation Noise	RLC_1							97.9	
	Cooling Tower									Reference is made to the Product Catalogue in Appendix 3.5: FT-250 for similar diameter
	Screw Pumping Barge	RLC_4	-	-	-	-	-	-	102.0	

Appendix 4.4 Industrial Noise Impact Assessment Result (Base Case)

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessme

Daytime - Base Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136.4	817247.0	70	C	70
F1-02	842135.2	817249.4	68	C	70
F1-03	842114.5	817277.3	65	C	70
F1-04	842105.3	817272.9	65	C	70
F2-01	842096.6	817230.2	70	B	65
F2-02	842097.3	817232.3	69	B	65
F2-03	842097.9	817234.2	69	B	65
F2-04	842098.7	817236.8	68	B	65
F2-05	842099.6	817239.5	67	B	65
F2-06	842100.3	817241.9	67	B	65
F2-07	842100.9	817243.7	67	B	65

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	100.7	-48.1	0	3	59.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	295.8	-57.4	-10	3	31.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	296.5	-57.4	-10	3	30.8
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	301.1	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	301.6	-57.6	-10	3	35.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	291.9	-57.3	-10	3	30.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	294.0	-57.4	-10	3	33.6
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	330.5	-58.4	-10	3	36.6
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	246.9	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	259.7	-56.3	-10	3	33.0
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	269.7	-56.6	-10	3	38.4
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	164.9	-52.3	-10	3	15.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	112.2	-49.0	-10	3	36.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	117.7	-49.4	-10	3	24.4
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	326.0	-58.3	-10	3	25.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	330.1	-58.4	-10	3	25.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	24.6	-35.8	0	3	65.1
RLC_2		Cooling Tower	95.1	842140.879	817226.046	21.5	-34.6	0	3	63.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	18.5	-33.3	0	3	64.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.4	-44.2	-10	3	50.8
									Total	70
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	98.1	-47.8	-10	3	50.2
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	298.4	-57.5	-10	3	31.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	299.1	-57.5	-10	3	30.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	303.7	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	304.1	-57.7	-10	3	35.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	294.5	-57.4	-10	3	29.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	296.6	-57.4	-10	3	33.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	333.2	-58.5	-10	3	36.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	249.5	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	262.3	-56.4	-10	3	32.9
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	272.3	-56.7	-10	3	38.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	167.5	-52.5	-10	3	15.8
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	114.8	-49.2	-10	3	36.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.6	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	116.2	-49.3	-10	3	24.5
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	328.2	-58.3	-10	3	25.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	332.3	-58.4	-10	3	25.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	27.2	-36.7	0	3	64.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	24.0	-35.6	0	3	62.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	21.0	-34.4	0	3	63.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.9	-44.2	-10	3	50.8
									Total	68
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	63.7	-44.1	0	3	63.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	333.2	-58.5	-10	3	30.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	333.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	338.5	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	338.9	-58.6	-10	3	34.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	329.3	-58.4	-10	3	29.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	331.3	-58.4	-10	3	32.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	367.7	-59.3	-10	3	35.7
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	284.2	-57.1	-10	3	38.3
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	297.1	-57.5	-10	3	31.8
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.5	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	202.3	-54.1	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	149.4	-51.5	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	162.4	-52.2	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	105.3	-48.5	-10	3	25.3
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	360.3	-59.1	-10	3	25.0
AGT_2		Cooling Tower	91.1	842424.433	817085.765	364.4	-59.2	-10	3	24.9
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	61.1	-43.7	-10	3	47.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	57.7	-43.2	-10	3	44.9
RLC_3		Cooling Tower	95.1	842139.389	817228.785	54.5	-42.7	-10	3	45.4
RLC_4		Derrick Barge	102.0	842085.196	817207.946	75.3	-45.5	-10	3	49.5
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	64.5	-44.2	0	3	63.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	335.4	-58.5	-10	3	30.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	335.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	340.7	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	341.0	-58.7	-10	3	34.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	331.2	-58.4	-10	3	28.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	332.8	-58.4	-10	3	32.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	368.7	-59.3	-10	3	35.7
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	286.8	-57.2	-10	3	38.2
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	299.4	-57.5	-10	3	31.7
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.8	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	204.2	-54.2	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	150.8	-51.6	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	160.8	-52.1	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	114.9	-49.2	-10	3	24.6
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	365.9	-59.3	-10	3	24.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	370.0	-59.4	-10	3	24.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	62.3	-43.9	-10	3	47.0
RLC_2		Cooling Tower	95.1	842140.879	817226.046	58.8	-43.4	-10	3	44.7
RLC_3		Cooling Tower	95.1	842139.389	817228.785	55.8	-42.9	-10	3	45.2
RLC_4		Derrick Barge	102.0	842085.196	817207.946	68.0	-44.6	-10	3	50.4

Total	65
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	105.0	-48.4	0	3	59.6
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	309.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	309.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	314.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	314.4	-57.9	-10	3	35.5
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	304.1	-57.7	-10	3	29.7
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	304.4	-57.7	-10	3	33.3
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	338.2	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	262.6	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	274.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	274.6	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.0	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	125.1	-49.9	-10	3	36.0
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	125.1	-49.9	-10	3	39.8
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	152.9	-51.7	-10	3	22.1
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.2	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.2	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.4	-41.0	-10	3	47.1
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.8	-40.6	-10	3	47.5
RLC_4		Derrick Barge	102.0	842085.196	817207.946	25.0	-36.0	0	3	69.0
									Total	70
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	102.9	-48.3	0	3	59.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	310.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	310.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	315.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	315.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	305.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	305.6	-57.7	-10	3	33.2
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	339.5	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	263.5	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	275.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	276.1	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.9	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.0	-50.0	-10	3	35.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	126.7	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	150.8	-51.6	-10	3	22.2
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.5	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.4	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.0	-40.9	-10	3	47.2
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.2	-40.5	-10	3	47.6
RLC_4		Derrick Barge	102.0	842085.196	817207.946	27.2	-36.7	0	3	68.3

Total	69
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	101.1	-48.1	0	3	59.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	311.3	-57.9	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	311.3	-57.9	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	316.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	316.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	306.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	306.7	-57.7	-10	3	33.2
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	340.7	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	264.3	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	276.0	-56.8	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	277.3	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	180.8	-53.1	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.8	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.2	-10	3	39.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	148.9	-51.5	-10	3	22.3
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.7	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.7	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.8	-40.4	-10	3	47.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	29.2	-37.3	0	3	67.7

Total	69
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	98.6	-47.9	0	3	60.1
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	312.5	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	312.6	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	317.9	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	317.8	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	307.6	-57.8	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	308.1	-57.8	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	342.3	-58.7	-10	3	36.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	265.5	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	277.2	-56.9	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	279.0	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	181.9	-53.2	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	127.9	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.0	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	146.3	-51.3	-10	3	22.5
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.0	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.0	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.1	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.4	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	31.9	-38.1	0	3	66.9

Total	68
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	96.0	-47.6	0	3	60.4
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	313.9	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	314.1	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	319.3	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	319.2	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	309.0	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	309.7	-57.8	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	344.0	-58.7	-10	3	36.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	266.7	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	278.5	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	280.9	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	183.2	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	129.2	-50.2	-10	3	35.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	132.1	-50.4	-10	3	39.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	143.6	-51.1	-10	3	22.7
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.4	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.4	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.4	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	34.7	-38.8	0	3	66.2

Total	67
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	93.8	-47.4	0	3	60.6
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	315.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	315.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	320.5	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	320.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	310.3	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	311.0	-57.9	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	345.5	-58.8	-10	3	36.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	267.8	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	279.7	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	282.5	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	184.3	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	130.3	-50.3	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	133.9	-50.5	-10	3	39.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	141.3	-51.0	-10	3	22.8
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.7	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.7	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	37.2	-39.4	0	3	65.6

Total	67
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	92.1	-47.3	0	3	60.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	316.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	316.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	321.4	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	321.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	311.3	-57.9	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	312.1	-57.9	-10	3	33.0
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	346.7	-58.8	-10	3	36.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	268.6	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	280.6	-57.0	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	283.7	-57.1	-10	3	37.9
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	185.2	-53.4	-10	3	14.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	131.2	-50.4	-10	3	35.5
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	135.3	-50.6	-10	3	39.1
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	139.5	-50.9	-10	3	22.9
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	356.0	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	360.0	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.3	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	39.1	-39.8	0	3	65.2
									Total	67
									Daytime Noise Criteria	65
									Comply?	No

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessme

Nighttime - Base Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136.4	817247.0	46	C	60
F1-02	842135.2	817249.4	41	C	60
F1-03	842114.5	817277.3	55	C	60
F1-04	842105.3	817272.9	52	C	60
F2-01	842096.6	817230.2	40	B	55
F2-02	842097.3	817232.3	40	B	55
F2-03	842097.9	817234.2	40	B	55
F2-04	842098.7	817236.8	40	B	55
F2-05	842099.6	817239.5	40	B	55
F2-06	842100.3	817241.9	40	B	55
F2-07	842100.9	817243.7	40	B	55

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	100.7	-48.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	295.8	-57.4	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	296.5	-57.4	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	301.1	-57.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	301.6	-57.6	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	291.9	-57.3	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	294.0	-57.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	330.5	-58.4	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	246.9	-55.9	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	259.7	-56.3	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	269.7	-56.6	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	164.9	-52.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	112.2	-49.0	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	128.1	-50.1	-10	3	37.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	117.7	-49.4	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	326.0	-58.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	330.1	-58.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	24.6	-35.8	0	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	21.5	-34.6	0	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	18.5	-33.3	0	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	64.4	-44.2	-10	3	0.0
									Total	46
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	98.1	-47.8	-10	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	298.4	-57.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	299.1	-57.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	303.7	-57.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	304.1	-57.7	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	294.5	-57.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	296.6	-57.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	333.2	-58.5	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	249.5	-55.9	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	262.3	-56.4	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	272.3	-56.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	167.5	-52.5	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	114.8	-49.2	-10	3	35.4
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	130.6	-50.3	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	116.2	-49.3	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	328.2	-58.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	332.3	-58.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	27.2	-36.7	0	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	24.0	-35.6	0	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	21.0	-34.4	0	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	64.9	-44.2	-10	3	0.0
									Total	41
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	63.7	-44.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	333.2	-58.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	333.9	-58.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	338.5	-58.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	338.9	-58.6	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	329.3	-58.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	331.3	-58.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	367.7	-59.3	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	284.2	-57.1	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	297.1	-57.5	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	306.5	-57.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	202.3	-54.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	149.4	-51.5	-10	3	33.1
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	162.4	-52.2	-10	3	35.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	105.3	-48.5	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	360.3	-59.1	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	364.4	-59.2	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	61.1	-43.7	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	57.7	-43.2	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	54.5	-42.7	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	75.3	-45.5	-10	3	0.0
									Total	55
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	64.5	-44.2	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	335.4	-58.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	335.9	-58.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	340.7	-58.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	341.0	-58.7	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	331.2	-58.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	332.8	-58.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	368.7	-59.3	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	286.8	-57.2	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	299.4	-57.5	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	306.8	-57.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	204.2	-54.2	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	150.8	-51.6	-10	3	33.0
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	160.8	-52.1	-10	3	35.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	114.9	-49.2	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	365.9	-59.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	370.0	-59.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	62.3	-43.9	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	58.8	-43.4	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	55.8	-42.9	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	68.0	-44.6	-10	3	0.0
									Total	52
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	105.0	-48.4	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	309.3	-57.8	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	309.3	-57.8	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	314.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	314.4	-57.9	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	304.1	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	304.4	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	338.2	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	262.6	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	274.1	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	274.6	-56.8	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	179.0	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	125.1	-49.9	-10	3	34.7
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	125.1	-49.9	-10	3	37.9
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	152.9	-51.7	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.2	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.2	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.7	-41.4	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	44.4	-41.0	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	42.8	-40.6	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	25.0	-36.0	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	102.9	-48.3	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	310.3	-57.8	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	310.3	-57.8	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	315.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	315.5	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	305.2	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	305.6	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	339.5	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	263.5	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	275.1	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	276.1	-56.8	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	179.9	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	126.0	-50.0	-10	3	34.6
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	126.7	-50.1	-10	3	37.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	150.8	-51.6	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.5	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.4	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.4	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	44.0	-40.9	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	42.2	-40.5	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	27.2	-36.7	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	101.1	-48.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	311.3	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	311.3	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	316.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	316.5	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	306.2	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	306.7	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	340.7	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	264.3	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	276.0	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	277.3	-56.9	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	180.8	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	126.8	-50.1	-10	3	34.5
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	128.1	-50.2	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	148.9	-51.5	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.7	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.7	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.2	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.7	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.8	-40.4	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	29.2	-37.3	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	98.6	-47.9	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	312.5	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	312.6	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	317.9	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	317.8	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	307.6	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	308.1	-57.8	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	342.3	-58.7	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	265.5	-56.5	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	277.2	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	279.0	-56.9	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	181.9	-53.2	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	127.9	-50.1	-10	3	34.5
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	130.0	-50.3	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	146.3	-51.3	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.0	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.0	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.1	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.5	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.4	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	31.9	-38.1	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	96.0	-47.6	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	313.9	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	314.1	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	319.3	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	319.2	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	309.0	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	309.7	-57.8	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	344.0	-58.7	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	266.7	-56.5	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	278.5	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	280.9	-57.0	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	183.2	-53.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	129.2	-50.2	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	132.1	-50.4	-10	3	37.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	143.6	-51.1	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.4	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.4	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.2	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.4	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.2	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	34.7	-38.8	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	93.8	-47.4	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	315.1	-58.0	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	315.3	-58.0	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	320.5	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	320.4	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	310.3	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	311.0	-57.9	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	345.5	-58.8	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	267.8	-56.6	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	279.7	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	282.5	-57.0	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	184.3	-53.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	130.3	-50.3	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	133.9	-50.5	-10	3	37.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	141.3	-51.0	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.7	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.7	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.4	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.5	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.2	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	37.2	-39.4	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	92.1	-47.3	0	3	0.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	316.1	-58.0	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	316.3	-58.0	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	321.4	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	321.4	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	311.3	-57.9	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	312.1	-57.9	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	346.7	-58.8	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	268.6	-56.6	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	280.6	-57.0	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	283.7	-57.1	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	185.2	-53.4	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	131.2	-50.4	-10	3	34.2
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	135.3	-50.6	-10	3	37.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	139.5	-50.9	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	356.0	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	360.0	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.7	-41.4	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.7	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.3	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	39.1	-39.8	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Appendix 4.5 Catalogues of Cooling Towers

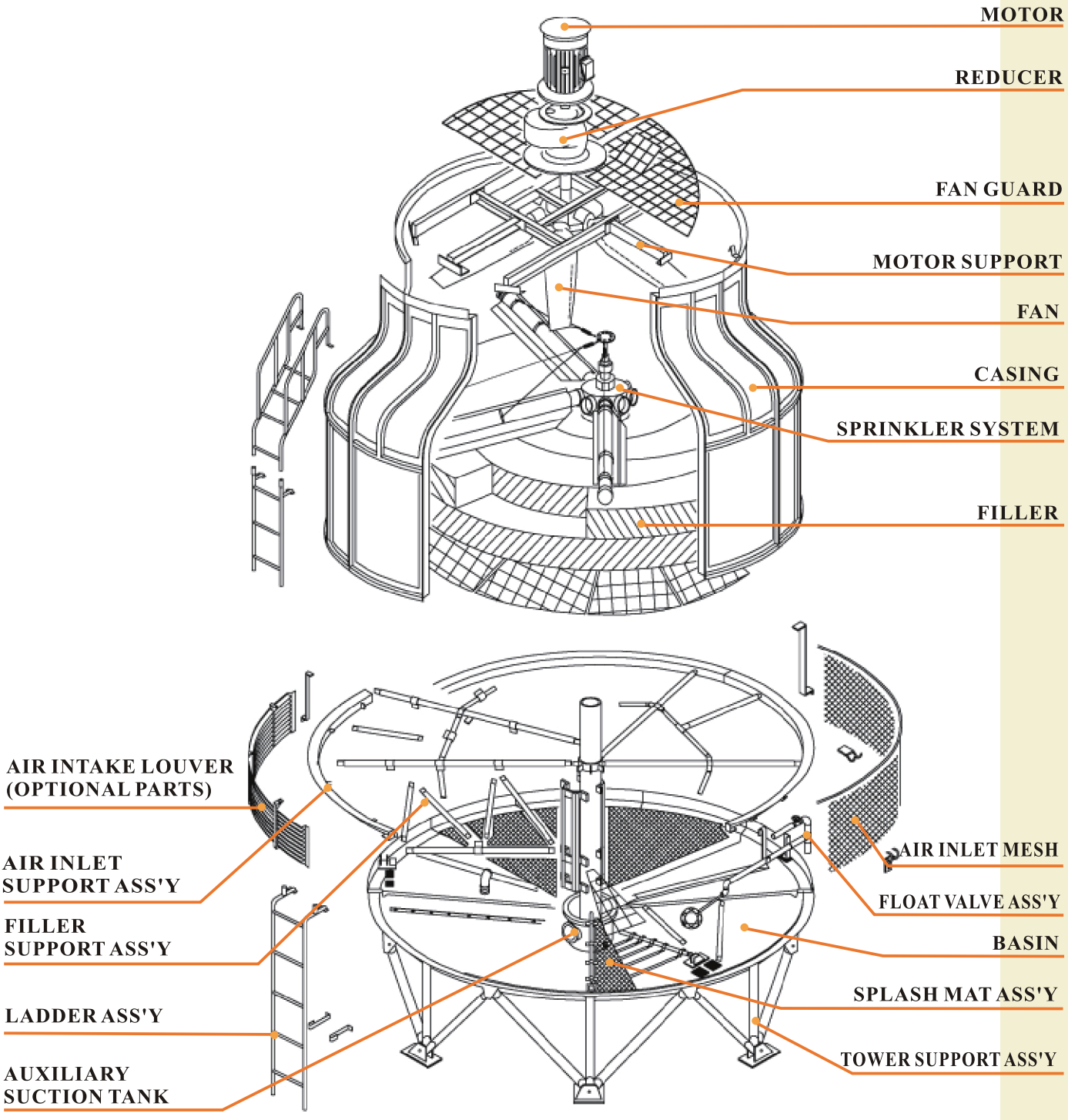
菱和
ryowo™

FRP COUNTER FLOW FT SERIES

COOLING TOWER



STRUCTURE



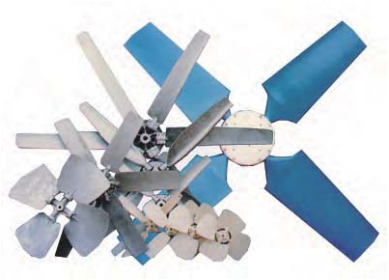
PRINCIPLE OF OPERATION

Hot water is distributed over the filler through the low velocity automatic sprinkler system and is mixed with the upward draft of ambient air causing evaporation and thus heat is removed from the water. The cooled water falls into the basin and is pumped to the heat sources for recirculation.

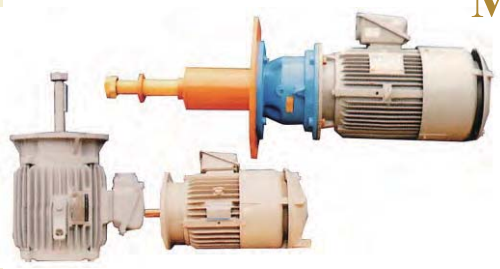
COMPONENT FUNCTION & FEATURE

AXIAL FAN

All fans are induced-draft axial type with adjustable pitch. Material chosen are non-corrosion of plastic, FRP or alu-minium alloy. The high efficiency design ensures low running cost and the lowest possible noise level . Fan blade pitches is factory set and balanced.



MOTOR



The motors, totally enclosed, fan cooled flange type, 380V/ 3ph/ 50 Hz, induction weather proof, are specially designed for RYOWO. Motors from 5.5 kw and up are Y- start and below are direct-on-line start.

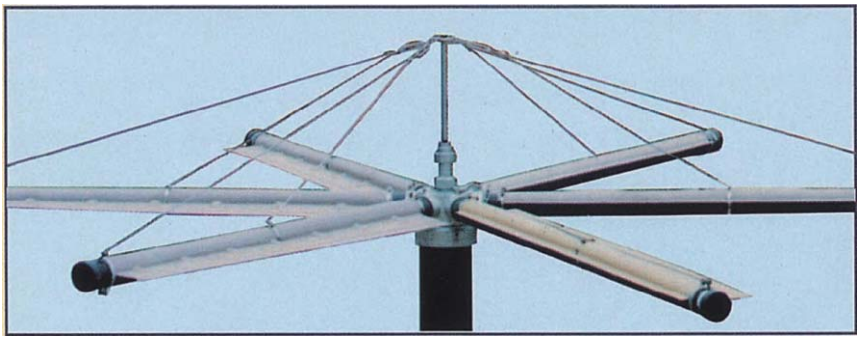
TRANSMISSION SYSTEM

The fans of small models are designed to be driven by low speed motor of 6,8,10 or 12 poles which can minimise the numbers of transmission parts used. For large models, the fans are vee-belt or gear driven with 4 poles motors so the speed of fans can be adjustable to suit various application.



SPRINKLER SYSTEM

Automatic rotary sprinkler system with rotary head and sprinkler pipe distributes the hot water over the entire face area of the filler. Sprinkler pipes are non-clogging, require low-pressure to operate, and assures uniform water flow with minimal operating pump head. The F.R.P. eliminators attached to sprinkler pipes are specifically designed for Low pre Ssure drop and minimises the drift loss of water.



COMPONENT FUNCTION & FEATURE

CASING & BASIN

F.R.P. (fibreglass reinforced polyester) formed casings are durable, non-corrosive, weather-proof, and light weight. Cylindrical form is shaped to fully withstand wind pressure, vibration and such F.R.P. casings obliviate need for painting, reduce maintenance costs and guarantee long dependable service.

Bowl-shape basins are also made from F.R.P. with built in socket or flanged outlets for piping connections. For large models, a F.R.P. aux. suction tank is employed and fitted with piping flanges or sockets.

STEEL STRUCTURE

All supporting steel members are hot-dip galvanized to minimise rusting and corrosion ensuring long service life even in corrosive atmosphere. The stainless hardware members are also available upon request.

FILLER

High performance RYOWO V-30 film filler is the heart of the tower. The specially formed PVC sheets maximize the air/water contact area and minimise air pressure drop to assure efficient heat transfer while keeping fan power requirement low. It is virtually immune to corrosion and decay.

Eliminator

Specially made drift eliminator consisted of 2 types of sheets forms a “v” shape path for the transmission of the cooling tower discharge air stream. The small water droplets in the stream impact the surfaces of the drift eliminator sheets and are separated from the stream such that the drift loss ratio maintain at less than 0.001% of circulating water flow rate.

SPLASH MAT (LOW NOISE MODELS)

Specially designed noise absorbing splash mat is provided for low noise models on the water basin to minimise the unpleasant water dripping noise in the basin.

SPECIFICATION FOR FT SERIES

SPECIFICATION FOR FT SERIES

ITEM	MODEL			FT-8	FT-10	FT-15	FT-20	FT-25	FT-30	FT-40	FT-50	FT-60	FT-80	FT-100	FT-125	FT-150	FT-175	FT-200	FT-225	FT-250	FT-300	FT-350	FT-400	FT-500	FT-600	FT-700	FT-800	FT-1000
Capacity	27 ºC WB	Circulating water flow rate	m^3/ hr	6.2	7.8	11.7	15.6	19.5	23.4	31.2	39.1	46.9	62.5	78.1	97.7	117.2	136.7	156.2	175.8	195.3	234.4	273.4	312.5	390.6	468.7	546.8	625.0	781.2
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.7	2.0	2.2	2.5	2.8	3.4	3.9	4.5	5.6	6.7	7.8	8.9	11.2
	28 ºC WB	Circulating water flow rate	m^3/ hr	5.6	7.4	10.6	14.4	17.8	21.5	28.7	36.3	42.5	58.8	70.6	88.2	107.5	125.0	142.5	160.0	176.2	212.5	250.0	287.5	337.5	431.2	512.4	575.0	718.7
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.3	1.5	1.8	2.0	2.3	2.5	3.0	3.6	4.1	4.8	6.2	7.3	8.2	10.3
	Air flow rate (Approx.)		m^3/ min	70	85	140	160	230	280	330	420	450	700	830	950	1150	1200	1250	1600	1750	2000	2200	2450	2700	3500	3750	5000	5400
	Hot water temperature		ºC	37																								
	Cold water temperature		ºC	32																								
Overall Dimension	Diameter (ϕ)		mm	920	920	1160	1160	1490	1660	1660	1890	2100	2100	2900	2900	2900	3310	3310	3960	3960	4360	4760	4760	5600	6600	6600	7600	7600
	Height (H)		mm	1560	1700	1585	1835	1945	1885	2035	2110	2300	2475	2910	3110	3110	3300	3450	3920	3920	3990	4195	4255	4590	5310	5510	5660	5860
	Height (w/o motor) (m)		mm	1390	1530	1395	1645	1760	1720	1785	1860	1980	2155	2590	2790	2790	2880	3030	3300	3300	3290	3495	3495	3830	4470	4670	4720	4940
Material	Air inlet mesh			PVC																								
	Basin			FRP																								
	Casing			FRP																								
	Eliminator			FRP																								
	Fan			ABS Plastic								FRP					Aluminium alloy							FRP				
	Filler			PVC																								
	Motor support			Steel (Hot-dip galvanized)																								
	Sprinkler head			ABS Plastic											Aluminium alloy													
	Sprinkler pipe			PVC pipe																								
	Stand pipe			PVC pipe																								
	Structure			Steel (Hot-dip galvanized)																								
Fan	TYPE			Axial-flow																								
	Diameter		mm	550	640		770			930		1200		1500			1800		2400				3000		3400		3700	
	Speed		rpm	970								750					600		450				375		314			
	Driven type			Direct driven															Belt driven						Gear driven			
Motor	TYPE			Totally enclosed fan cooled outdoor 3 phase induction motor																								
	Power source			380V / 3 / 50Hz																								
	Rated output		kw	0.18		0.37		0.75		1.5				2.2			3.7		5.5		7.5		11		15		22	
	No of pole		Pole	6								8					10		4									
Distribution System	TYPE			Automatic sprinkler system																								
	Inlet dia		mm	40		50		80				100		125		150			200					250			300	
	Outlet dia			15		20		40						65					75				100	75			100	
	No of outlet			4								6		4					6					8			10	
Piping	Inlet		mm	40		50		80				100		125		150			200					250			300	
	Outlet		mm	40		50		80				100		125		150			200					250			300	
	Drain		mm	25										50					80					100				
	Overflow		mm	25										50					80					100				
	Float valve		mm	15								20					25		32					50			80	
	Manual make-up		mm	15										20			25		32					50			80	
Weight	Dry weight		Kg	56	65	75	85	105	130	150	180	250	270	500	540	580	870	900	1300	1350	1550	1720	2050	2450	3950	4050	4700	4900
	Operating weight		Kg	140	150	200	210	290	370	390	550	840	860	1600	1640	1680	2170	2200	2700	2750	3350	3720	3950	6150	9350	9450	11900	12100
Noise Level	Sound pressure level		dBA	45.5	47	48	50	52	54	58	59	58	59	61	61.5	62	62	62	63	63	64	64.5	61.5	62	65	66	73	74

NOTE : Nominal cooling capacity is based on 13 ℓ / min / RT (1 RT=3,900 Kcal / hr) at 37ºC inlet water tpmperature, 32ºC outlet water temperature and 27ºC ambient wet bulb temperature.

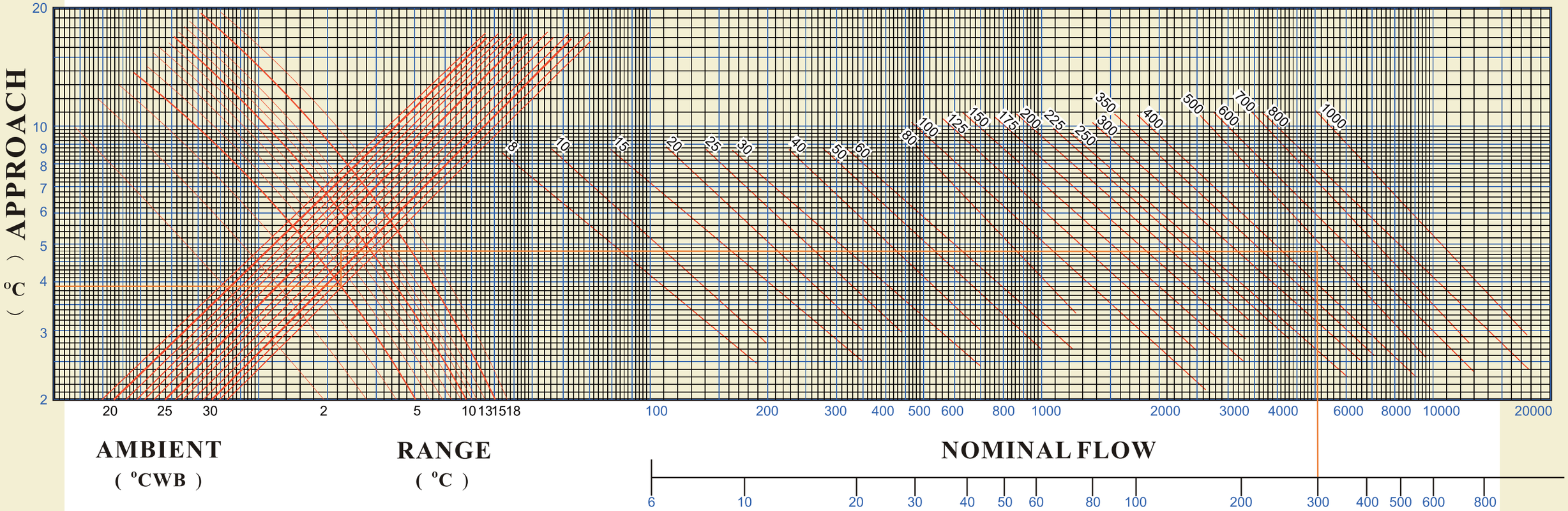
The SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level.

Pump head is obtained by adding resistance of piping/condenser and the tower height(H).

The unit dimension in this catalogue is metric. Specifications listed in this catalogue are subject to change without further noticefor technical improvement of our products.

FT OR FT/LN SERIES QUICK SELECTION TABLE

(20°CWB~30°CWB)



EXAMPLE:

RATE :300m³/hr

INLET WATER TEMP :37°C

OUTLET WATER TEMP :32°C

WET BULB TEMP :28°C

RANGE: INLET WATER TEMP-OUTLET WATER TEMP
: 37°C - 32°C = 5°C

APPROACH: OUTLET WATER TEMP -WET BULB TEMP
: 37°C - 32°C = 5°C

TOWER SELECTED: FT - 500 OR FT/LN - 500

COOLING TOWER	CT							
NOMINAL FLOW	m³/hr							
INLET WATER	HWT°C							
OUTLET WATER	CWT°C							
AMBIENT WB	WB°C							
RANGE	(HWT-CWT)°C							
APPROACH	(CWT-WB)°C							
MODEL								

SPECIFICATION FOR FT/LN(LOW NOISE TYPE)

SPECIFICATION FOR FT/LN(LOW NOISE TYPE)

ITEM	MODEL			FT/LN 8	FT/LN 10	FT/LN 15	FT/LN 20	FT/LN 25	FT/LN 30	FT/LN 40	FT/LN 50	FT/LN 60	FT/LN 80	FT/LN 100	FT/LN 125	FT/LN 150	FT/LN 175	FT/LN 200	FT/LN 225	FT/LN 250	FT/LN 300	FT/LN 350	FT/LN 400	FT/LN 500	FT/LN 600	FT/LN 700	FT/LN 800	FT/LN 1000
Capacity	27 ºC WB	Circulating water flow rate	m^3/ hr	6.2	7.8	11.7	15.6	19.5	23.4	31.2	39.1	46.9	62.5	78.1	97.7	117.2	136.7	156.2	175.8	195.3	234.4	273.4	312.5	390.6	468.7	546.8	625.0	781.2
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.7	2.0	2.2	2.5	2.8	3.4	3.9	4.5	5.6	6.7	7.8	8.9	11.2
	28 ºC WB	Circulating water flow rate	m^3/ hr	5.6	7.1	10.6	14.4	17.8	21.5	28.7	36.3	42.5	58.8	70.6	88.2	107.5	125.0	142.5	160.0	176.2	212.5	250.0	287.5	337.5	431.2	512.4	575.0	718.7
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.3	1.5	1.8	2.0	2.3	2.5	3.0	3.6	4.1	4.8	6.2	7.3	8.2	10.3
	Air flow rate (Approx.)		m^3/ min	70	85	140	160	230	280	330	420	450	700	830	950	1150	1200	1250	1600	1750	2000	2200	2450	2700	3500	3750	5000	5400
	Hot water temperature		ºC	37																								
	Cold water temperature		ºC	32																								
Overall Dimension	Diameter		mm	920	1160	1160	1490	1660	1660	1890	1890	2100	2100	2900	2900	2900	3310	3310	3960	3960	4360	4760	4760	5600	6600	6600	7600	7600
	Height （H）		mm	1755	1620	1870	1945	1885	2145	2220	2220	2340	2515	3060	3260	3260	3450	3600	3920	3920	3990	4195	4255	4590	5310	5510	5660	5860
	Height (w/o motor) (m)		mm	1530	1395	1645	1760	1720	1785	1860	1860	1980	2155	2590	2790	2790	2880	3030	3300	3300	3290	3495	3495	3830	4470	4670	4720	4940
Material	Air inlet mesh			PVC																								
	Basin			FRP																								
	Casing			FRP																								
	Eliminator			FRP																								
	Fan			ABS Plastic								Aluminium alloy													FRP			
	Filler			PVC																								
	Motor support			Steel (Hot-dip galvanized)																								
	Sprinkler head			ABS Plastic										Aluminium alloy														
	Sprinkler pipe			PVC pipe																								
	Stand pipe			PVC pipe																								
	Structure			Steel (Hot-dip galvanized)																								
	Splash mat			Nylon																								
Fan	TYPE			Axial-flow																								
	Diameter		mm	640		770			930			1200		1500			1800		2400			3000		3400		3700		
	Speed		rpm	750					600			500		440			375					314		257				
	Driven type			Direct driven										Belt driven										Gear driven				
Motor	TYPE			Totally enclosed fan cooled outdoor 3 phase induction motor																								
	Power source			380V / 3 / 50Hz																								
	Rated output		kw	0.2		0.37			1.1			1.5		3.7				5.5		7.5		11		15			22	
	No of pole		Pole	8					10			12		4														
Distribution System	TYPE			Automatic sprinkler system																								
	Inlet dia		mm	40	50			80				100		125		150			200				250			300		
	Outlet dia			15	20			40						65					75				100	75		100		
	No of outlet			4								6		4					6					8		10		
Piping	Inlet		mm	40	50			80				100		125		150			200				250			300		
	Outlet		mm	40	50			80				100		125		150			200				250			300		
	Drain		mm	25										50					80				100					
	Overflow		mm	25										50					80				100					
	Float valve		mm	15								20					25		32				50			80		
	Manual make-up		mm	15										20			25		32				50			80		
Weight	Dry weight		Kg	80	85	100	125	145	240	280	290	380	400	600	640	680	970	1000	1400	1450	1700	1920	2250	2650	4250	4350	5100	5300
	Operating weight		Kg	160	205	220	290	375	470	625	635	970	990	1700	1740	1780	2270	2300	2800	2850	3500	3920	4250	6350	9650	9750	12300	12500
Noise Level	Sound pressure level		dBA	40	41	42.5	43.5	44.5	46	47	48	48	49.5	52	52.5	53	54	54.5	55	55	56	57	58	60	62	62.5	65	66

GUARANTEE:

All components are guaranteed against defective material for a period of one (1) year.

When return to RYOWO with transportation prepaid , all parts found by factory inspection to be defective will be repaired replaced without charge , FOB HONG KONG.

No liability will be assumed for loss or damage resulting from misuse of products.

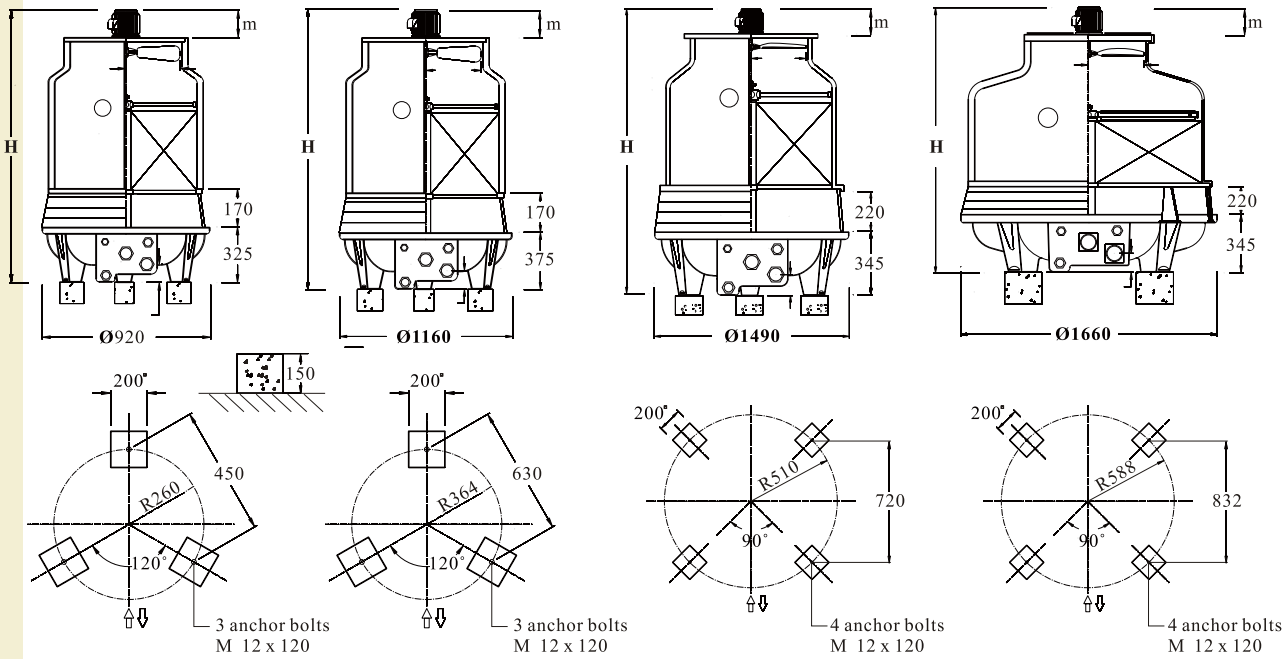
APPLICATION

For inquiry on RYOWO cooling towers , please contact local agents and specify the following conditions:

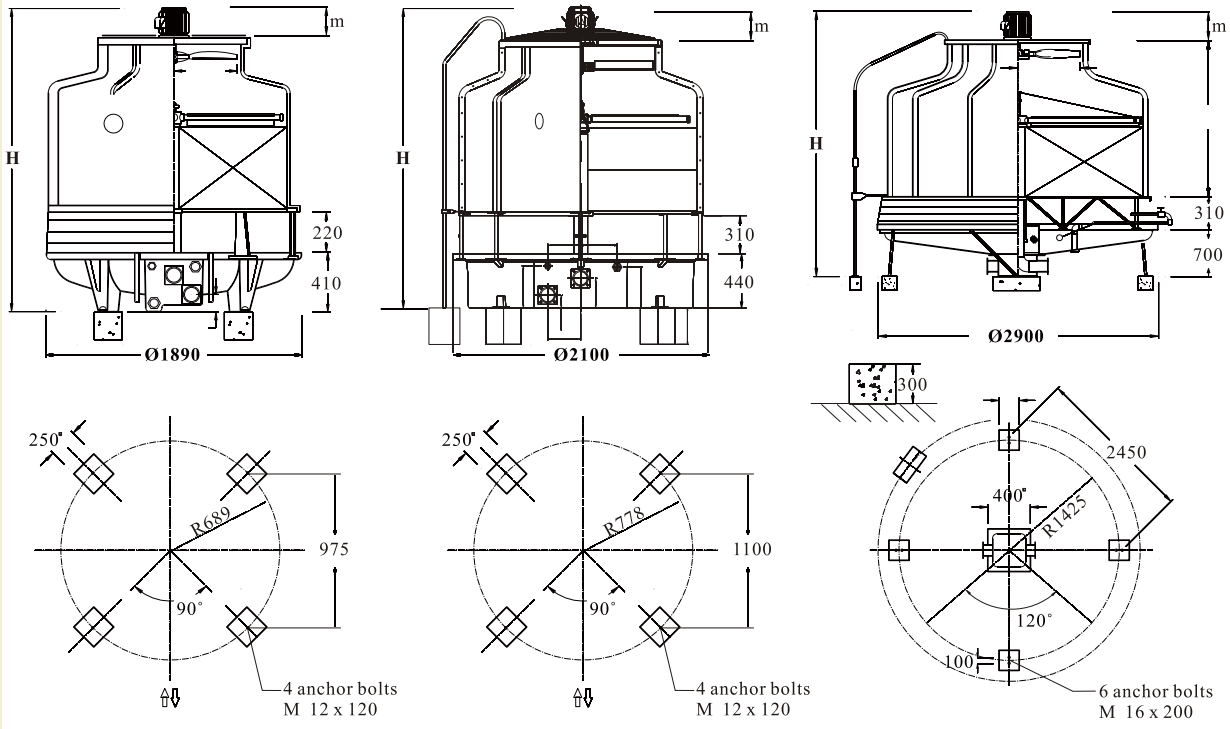
a). Circulating water flow
b). Inlet water temperature
c). outlet water temperature
d). ambient wet bulb temperature
e). power sources-voltage & frequency

TOWER FOUNDATION

FT-8 10 FT/LN-8 FT-15·20 FT/LN-10 15 FT-25 FT/LN-20 FT-30 40 FT/LN-25 30

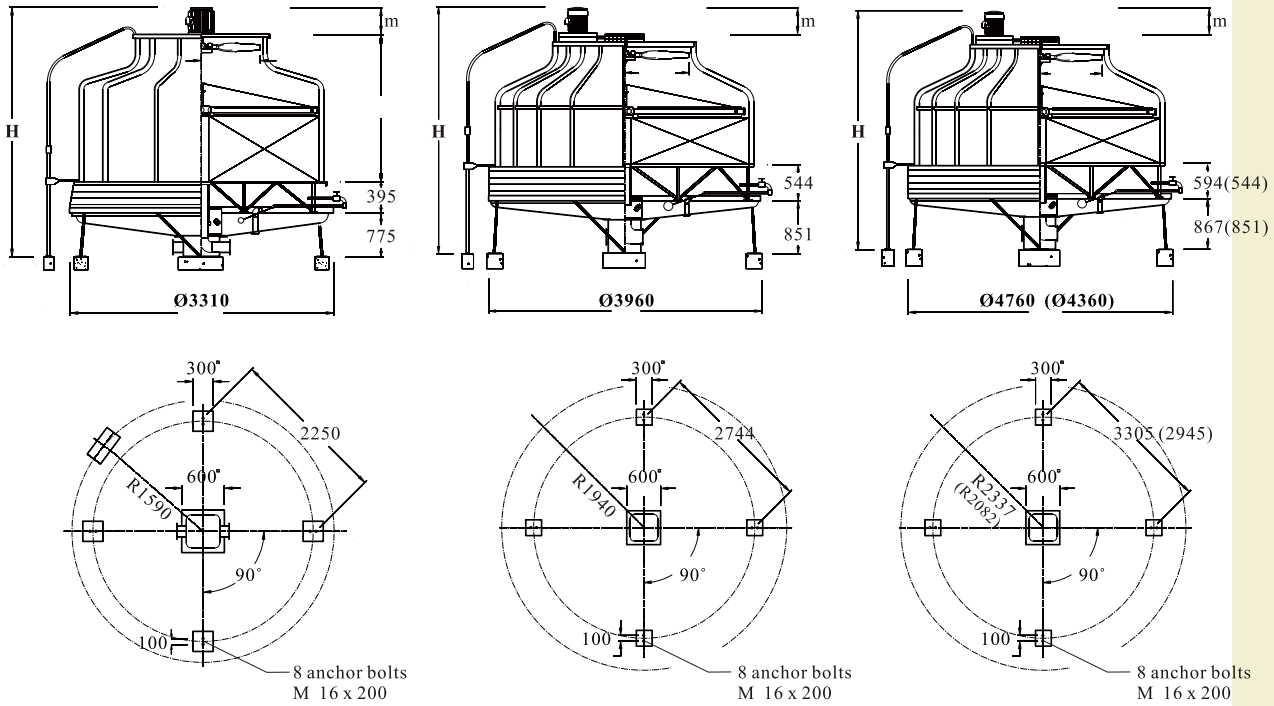


FT-50 FT/LN-40·50 FT· FT/LN-60·80 FT· FT/LN-100·125·150

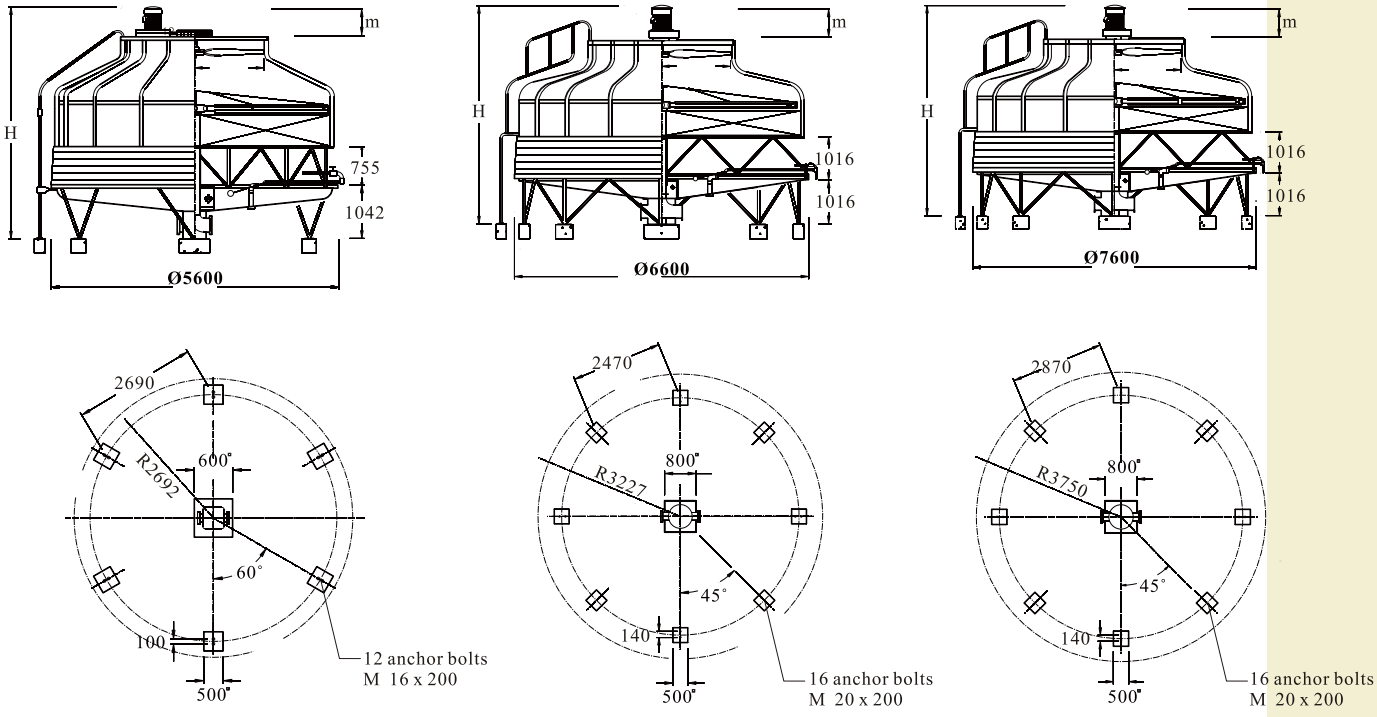


TOWER FOUNDATION

FT· FT/LN-175· 200 **FT· FT/LN-225·250** **FT· FT/LN-(300) ·350·400**



FT· FT/LN- 500 **FT· FT/LN-600 · 700** **FT· FT/LN-800 · 1000**



AVAILABLE OPTIONAL ACCESSORIES

DISCHARGE HOOD

This option is available on small models. It provides another direction of discharge air leaving the tower. It is made of F.R.P. with services door and wiring mesh on the air outlet.

HIGH TEMPERATURE FILLER

For high temperature operation such as waste water treatment , P.P. filler can withstand up to 80℃inlet water. (Special arrangement should be made for other components, please contact us for details.)

STAINLESS STEEL COMPONENTS

As an option, we can provide type 304 stainless steel major steel members, bolts and nuts.

TWO-SPEED MOTOR

As an option, two-speed motor can be provided in 4P/6P single winding configeration. A considerable reduction in noise and energy management can be achieved.

F.R.P. AIR INLET LOUVER

Inlet louver constructed of F.R.P. material can be provided, which matches the rest of tower and prevents water splashing out from the tower.

BASIN HEATERS

Electric immersion heaters with thermostat and control box are available to keep the basin water from freezing in sub-zero weather.

BODY COLOR

Cooling tower installed on the roof of building may be barely noticeable from the ground, and a colored cooling tower matching to building color will make it "good look".



JOB REFERENCES



FT-400 X 2
Bank of China, Shen Zhen

FT/LN-600 X 11
Hotel Lisboa, Macau





FT-1000 X 3
FT-500 X 10
CITIC Plaza, Guangzhou

FT/LN-300 X 6
Hong Kong University



FT-200 X 2
Miami University, U.S.A



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ryowo™

COOLING TOWER MANUFACTURER SINCE 1978

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BROCH -EN-(03)-2013

Appendix 4.6 Industrial Noise Impact Assessment Result (Mitigated Case)

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessme

Daytime - Mitigated Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136	817247	70	C	70
F1-02	842135	817249	68	C	70
F1-03	842114	817277	65	C	70
F1-04	842105	817273	65	C	70
F2-01	842097	817230	63	B	65
F2-02	842097	817232	63	B	65
F2-03	842098	817234	63	B	65
F2-04	842099	817237	62	B	65
F2-05	842100	817240	62	B	65
F2-06	842100	817242	62	B	65
F2-07	842101	817244	62	B	65

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	100.7	-48.1	0	3	59.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	295.8	-57.4	-10	3	31.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	296.5	-57.4	-10	3	30.8
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	301.1	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	301.6	-57.6	-10	3	35.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	291.9	-57.3	-10	3	30.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	294.0	-57.4	-10	3	33.6
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	330.5	-58.4	-10	3	36.6
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	246.9	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	259.7	-56.3	-10	3	33.0
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	269.7	-56.6	-10	3	38.4
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	164.9	-52.3	-10	3	15.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	112.2	-49.0	-10	3	36.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	117.7	-49.4	-10	3	24.4
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	326.0	-58.3	-10	3	25.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	330.1	-58.4	-10	3	25.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	24.6	-35.8	0	3	65.1
RLC_2		Cooling Tower	95.1	842140.879	817226.046	21.5	-34.6	0	3	63.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	18.5	-33.3	0	3	64.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.4	-44.2	-10	3	50.8
									Total	70
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	98.1	-47.8	-10	3	50.2
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	298.4	-57.5	-10	3	31.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	299.1	-57.5	-10	3	30.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	303.7	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	304.1	-57.7	-10	3	35.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	294.5	-57.4	-10	3	29.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	296.6	-57.4	-10	3	33.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	333.2	-58.5	-10	3	36.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	249.5	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	262.3	-56.4	-10	3	32.9
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	272.3	-56.7	-10	3	38.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	167.5	-52.5	-10	3	15.8
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	114.8	-49.2	-10	3	36.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.6	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	116.2	-49.3	-10	3	24.5
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	328.2	-58.3	-10	3	25.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	332.3	-58.4	-10	3	25.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	27.2	-36.7	0	3	64.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	24.0	-35.6	0	3	62.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	21.0	-34.4	0	3	63.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.9	-44.2	-10	3	50.8
									Total	68
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	63.7	-44.1	0	3	63.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	333.2	-58.5	-10	3	30.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	333.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	338.5	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	338.9	-58.6	-10	3	34.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	329.3	-58.4	-10	3	29.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	331.3	-58.4	-10	3	32.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	367.7	-59.3	-10	3	35.7
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	284.2	-57.1	-10	3	38.3
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	297.1	-57.5	-10	3	31.8
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.5	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	202.3	-54.1	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	149.4	-51.5	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	162.4	-52.2	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	105.3	-48.5	-10	3	25.3
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	360.3	-59.1	-10	3	25.0
AGT_2		Cooling Tower	91.1	842424.433	817085.765	364.4	-59.2	-10	3	24.9
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	61.1	-43.7	-10	3	47.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	57.7	-43.2	-10	3	44.9
RLC_3		Cooling Tower	95.1	842139.389	817228.785	54.5	-42.7	-10	3	45.4
RLC_4		Derrick Barge	102.0	842085.196	817207.946	75.3	-45.5	-10	3	49.5

Total	65
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	64.5	-44.2	0	3	63.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	335.4	-58.5	-10	3	30.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	335.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	340.7	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	341.0	-58.7	-10	3	34.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	331.2	-58.4	-10	3	28.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	332.8	-58.4	-10	3	32.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	368.7	-59.3	-10	3	35.7
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	286.8	-57.2	-10	3	38.2
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	299.4	-57.5	-10	3	31.7
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.8	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	204.2	-54.2	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	150.8	-51.6	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	160.8	-52.1	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	114.9	-49.2	-10	3	24.6
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	365.9	-59.3	-10	3	24.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	370.0	-59.4	-10	3	24.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	62.3	-43.9	-10	3	47.0
RLC_2		Cooling Tower	95.1	842140.879	817226.046	58.8	-43.4	-10	3	44.7
RLC_3		Cooling Tower	95.1	842139.389	817228.785	55.8	-42.9	-10	3	45.2
RLC_4		Derrick Barge	102.0	842085.196	817207.946	68.0	-44.6	-10	3	50.4
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	105.0	-48.4	0	3	59.6
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	309.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	309.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	314.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	314.4	-57.9	-10	3	35.5
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	304.1	-57.7	-10	3	29.7
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	304.4	-57.7	-10	3	33.3
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	338.2	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	262.6	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	274.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	274.6	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.0	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	125.1	-49.9	-10	3	36.0
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	125.1	-49.9	-10	3	39.8
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	152.9	-51.7	-10	3	22.1
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.2	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.2	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.4	-41.0	-10	3	47.1
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.8	-40.6	-10	3	47.5
RLC_4		Derrick Barge	102.0	842085.196	817207.946	25.0	-36.0	-10	3	59.0
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	102.9	-48.3	0	3	59.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	310.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	310.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	315.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	315.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	305.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	305.6	-57.7	-10	3	33.2
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	339.5	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	263.5	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	275.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	276.1	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.9	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.0	-50.0	-10	3	35.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	126.7	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	150.8	-51.6	-10	3	22.2
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.5	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.4	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.0	-40.9	-10	3	47.2
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.2	-40.5	-10	3	47.6
RLC_4		Derrick Barge	102.0	842085.196	817207.946	27.2	-36.7	-10	3	58.3
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	101.1	-48.1	0	3	59.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	311.3	-57.9	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	311.3	-57.9	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	316.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	316.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	306.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	306.7	-57.7	-10	3	33.2
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	340.7	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	264.3	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	276.0	-56.8	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	277.3	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	180.8	-53.1	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.8	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.2	-10	3	39.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	148.9	-51.5	-10	3	22.3
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.7	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.7	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.8	-40.4	-10	3	47.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	29.2	-37.3	-10	3	57.7
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	98.6	-47.9	0	3	60.1
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	312.5	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	312.6	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	317.9	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	317.8	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	307.6	-57.8	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	308.1	-57.8	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	342.3	-58.7	-10	3	36.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	265.5	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	277.2	-56.9	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	279.0	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	181.9	-53.2	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	127.9	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.0	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	146.3	-51.3	-10	3	22.5
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.0	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.0	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.1	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.4	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	31.9	-38.1	-10	3	56.9
									Total	62
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	96.0	-47.6	0	3	60.4
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	313.9	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	314.1	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	319.3	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	319.2	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	309.0	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	309.7	-57.8	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	344.0	-58.7	-10	3	36.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	266.7	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	278.5	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	280.9	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	183.2	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	129.2	-50.2	-10	3	35.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	132.1	-50.4	-10	3	39.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	143.6	-51.1	-10	3	22.7
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.4	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.4	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.4	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	34.7	-38.8	-10	3	56.2
									Total	62
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	93.8	-47.4	0	3	60.6
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	315.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	315.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	320.5	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	320.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	310.3	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	311.0	-57.9	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	345.5	-58.8	-10	3	36.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	267.8	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	279.7	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	282.5	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	184.3	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	130.3	-50.3	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	133.9	-50.5	-10	3	39.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	141.3	-51.0	-10	3	22.8
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.7	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.7	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	37.2	-39.4	-10	3	55.6
									Total	62
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	92.1	-47.3	0	3	60.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	316.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	316.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	321.4	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	321.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	311.3	-57.9	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	312.1	-57.9	-10	3	33.0
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	346.7	-58.8	-10	3	36.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	268.6	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	280.6	-57.0	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	283.7	-57.1	-10	3	37.9
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	185.2	-53.4	-10	3	14.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	131.2	-50.4	-10	3	35.5
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	135.3	-50.6	-10	3	39.1
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	139.5	-50.9	-10	3	22.9
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	356.0	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	360.0	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.3	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	39.1	-39.8	-10	3	55.2
									Total	62
									Daytime Noise Criteria	65
									Comply?	Yes

Appendix 5.1 The Relevant Aerial Photographs from LandsD

Historical Aerial Photo – Year 1963



Aerial photo from LandsD (Ref.: 5241), Height: 2700 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1963	The Application Site was a sea area

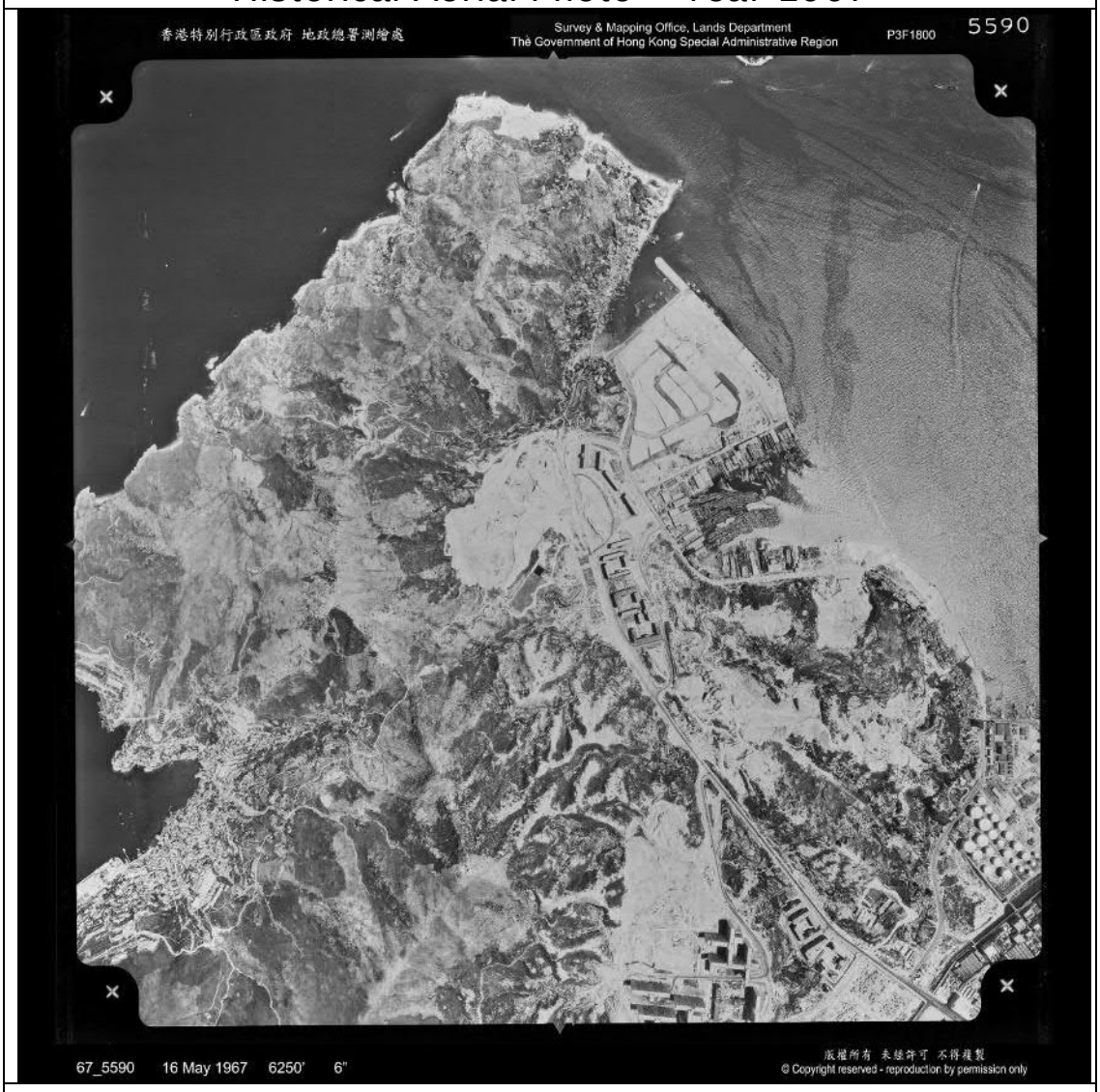
Historical Aerial Photo – Year 1964



Aerial photo from LandsD (Ref.: 5367), Height: 1800 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1964	The Application Site was a sea area.

Historical Aerial Photo – Year 1967



Aerial photo from LandsD (Ref.: 5590), Height: 6250 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1967	The Application Site was being formed by reclamation and become vacant land.

Historical Aerial Photo – Year 1972



Aerial photo from LandsD (Ref.: 00079), Height: 4000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1972	The Application Site was become vacant land.

Historical Aerial Photo – Year 1976



Aerial photo from LandsD (Ref.: 12250), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1976	The Application Site was become vacant land.

Historical Aerial Photo – Year 1977



Aerial photo from LandsD (Ref.: 18753), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1977	A building (i.e., Wah Tung Godown) was constructed at Lot No. YTML 70 .

Historical Aerial Photo – Year 1982



Aerial photo from LandsD (Ref.: 41193), Height: 3500 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1982	No landuse change for the Subject Site.

Historical Aerial Photo – Year 1987



Aerial photo from LandsD (Ref.: A08892), Height: 2000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1987	No landuse change for the Subject Site.

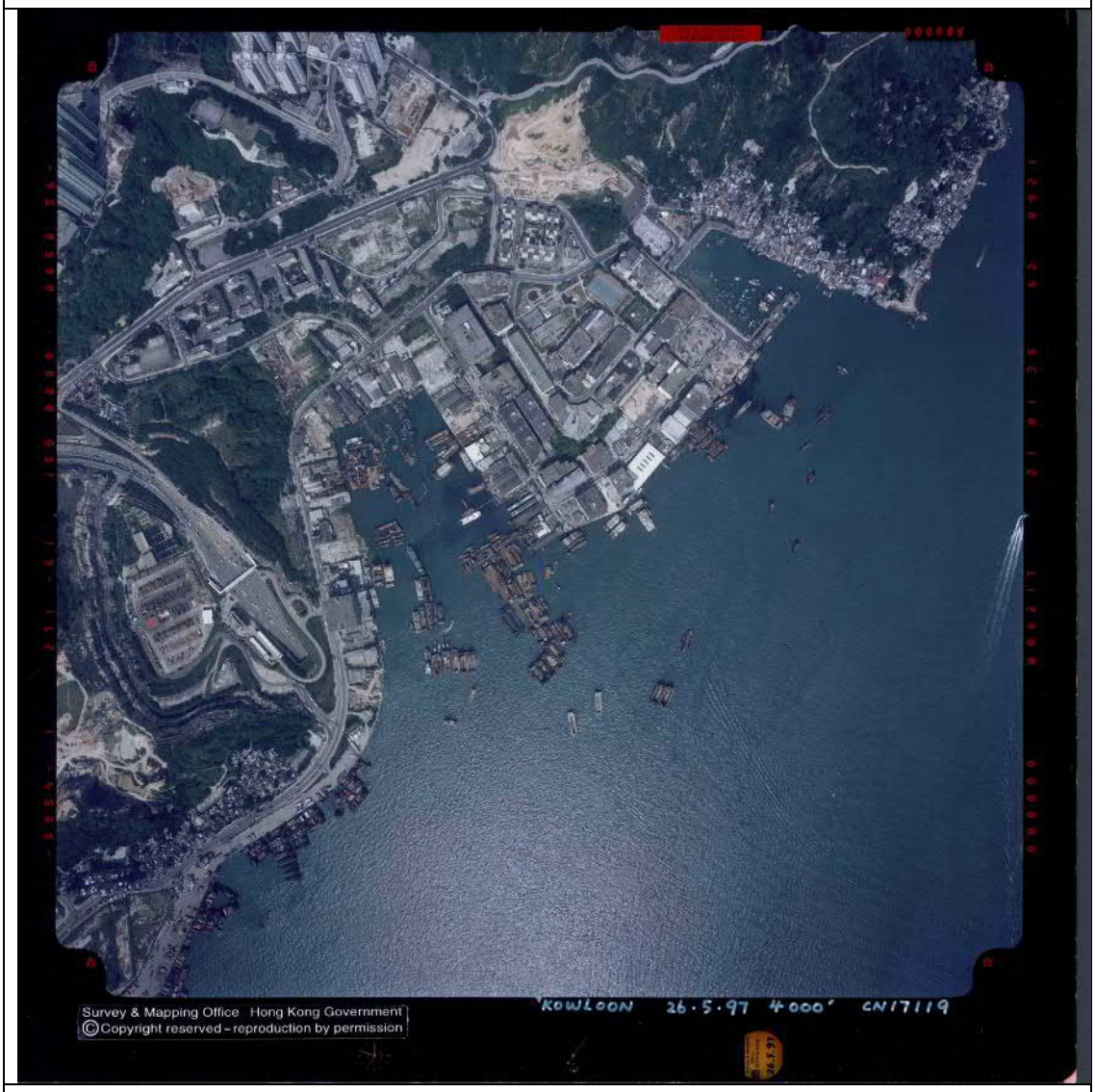
Historical Aerial Photo – Year 1992



Aerial photo from LandsD (Ref.: CN3131), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1992	No landuse change for the Subject Site.

Historical Aerial Photo – Year 1997



Aerial photo from LandsD (Ref.: CN17119), Height: 4000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1997	No landuse change for the Subject Site.

Historical Aerial Photo – Year 1998



Aerial photo from LandsD (Ref.: CN20115), Height: 3500 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1998	No landuse change for the Subject Site.

Historical Aerial Photo – Year 2003



Aerial photo from LandsD (Ref.: CW47662), Height: 4000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2003	No landuse change for the Application Site.

Historical Aerial Photo – Year 2008



Aerial photo from LandsD (Ref.: CS13379), Height: 6000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2008	No landuse change for the Application Site.

Historical Aerial Photo – Year 2013



Aerial photo from LandsD (Ref.: CS44647), Height: 6000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2013	No landuse change for the Application Site.

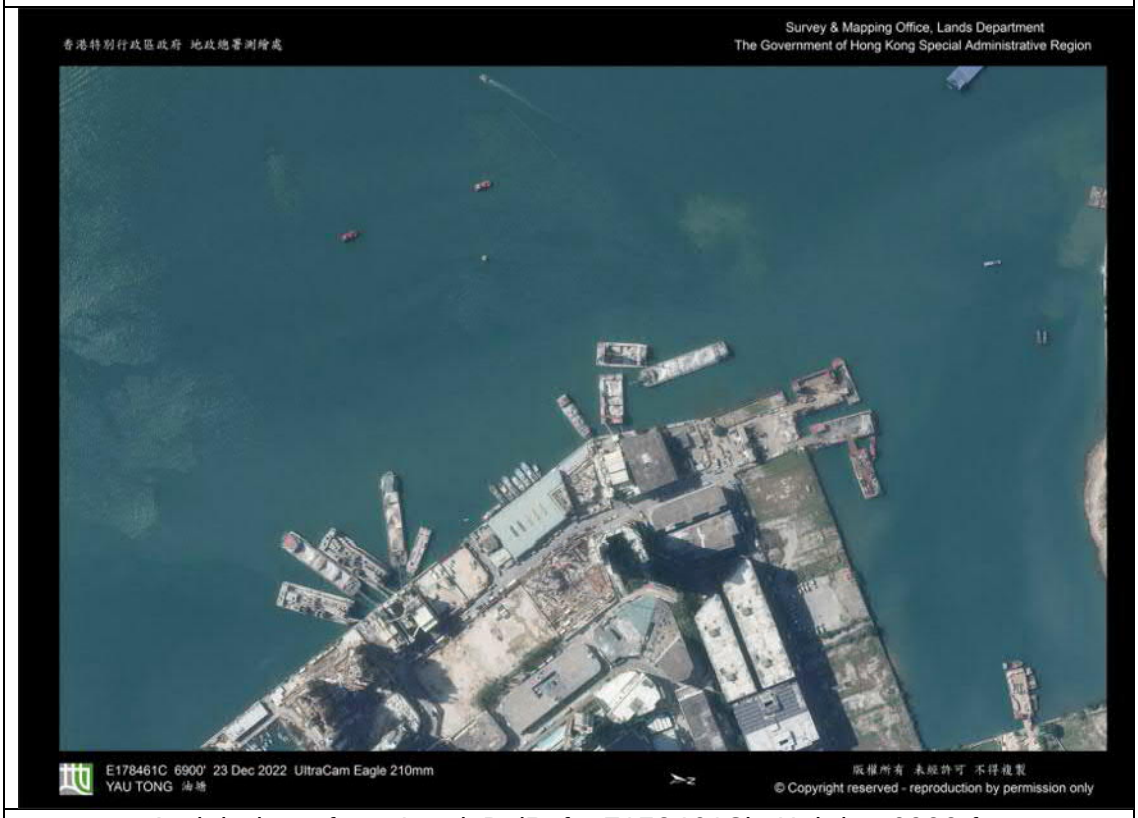
Historical Aerial Photo – Year 2018



Aerial photo from LandsD (Ref.: E047102C), Height: 6900 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2018	No landuse change for the Application Site.

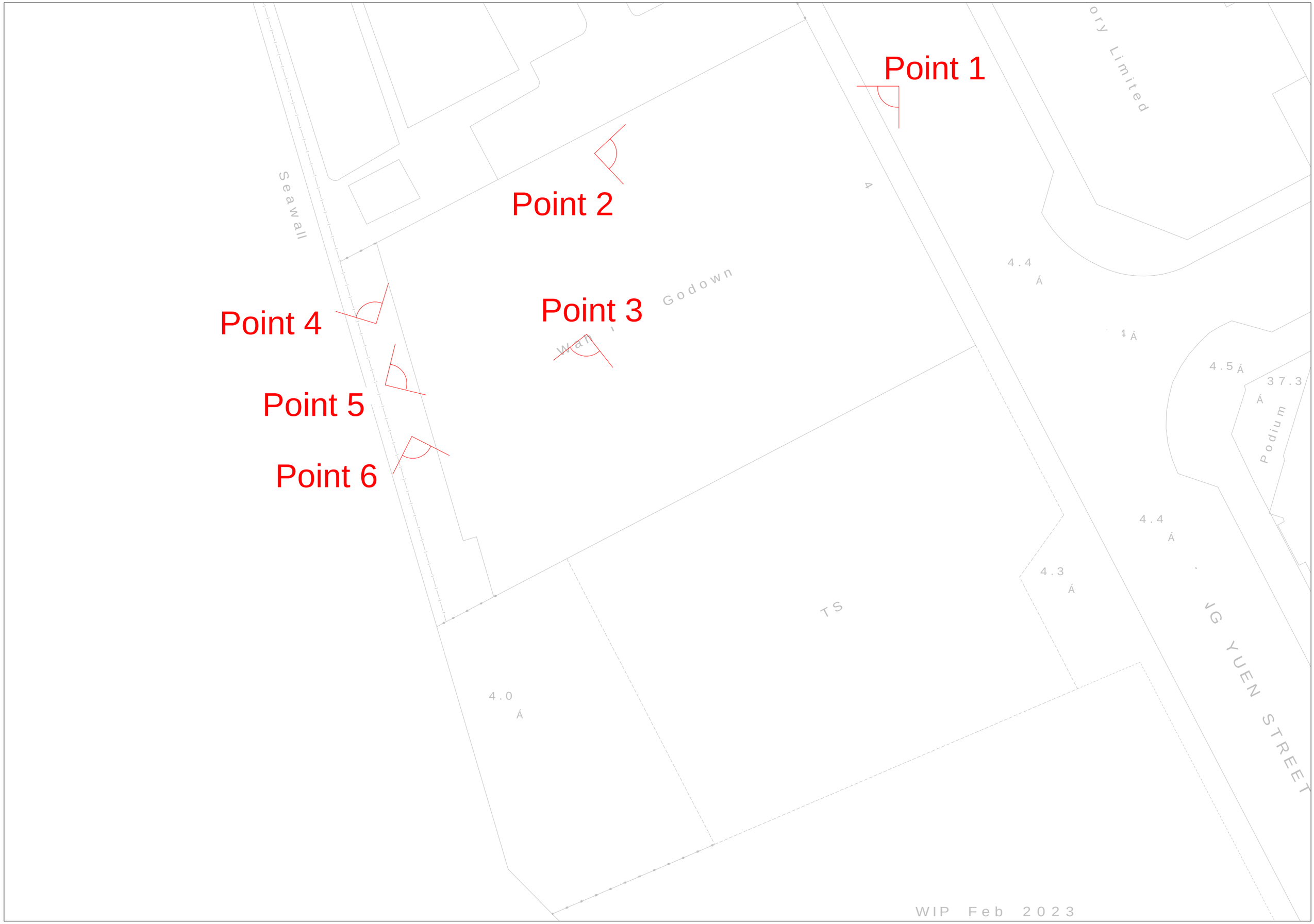
Historical Aerial Photo – Year 2022



Aerial photo from LandsD (Ref.: E178461C), Height: 6900 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2022	No landuse change for the Application Site.

Appendix 5.2 Photo Records of Site Inspection

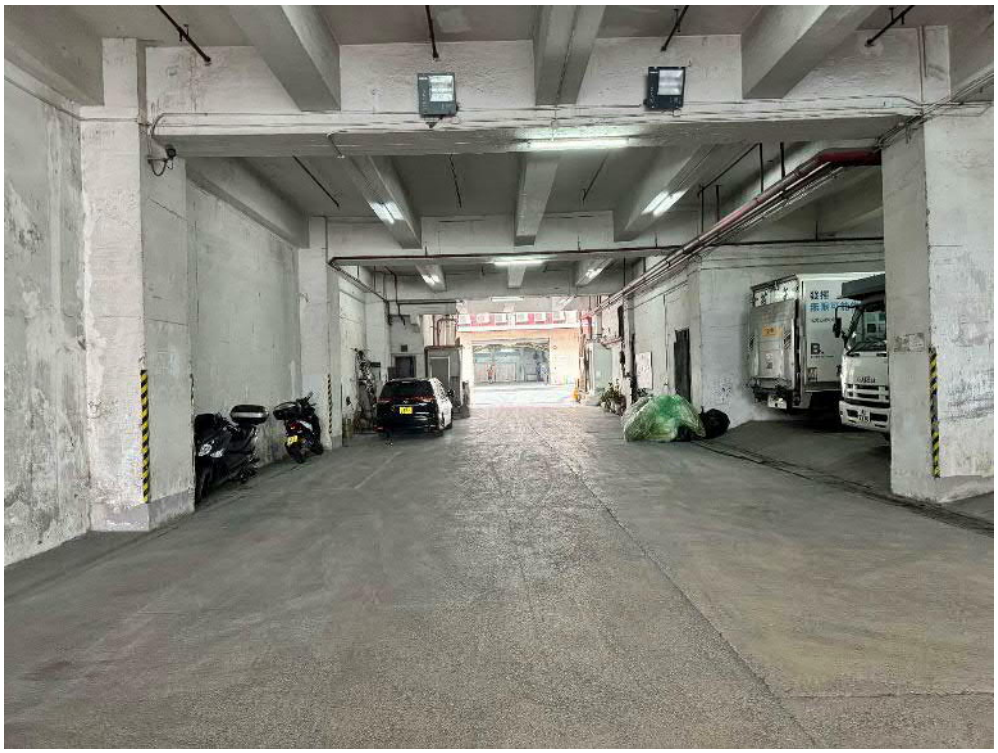

Point 1
Point 2
Point 3
Point 4
Point 5
Point 6
Seawall
Godown
Limited
4.4
4.5
37.3
Podium
4.4
4.3
TS
4.0
YUEN STREET
WIP Feb 2023

1. Current situation of the Application Site (Point 1)



Building entre area, paved with good condition

2. Current situation of the Application Site (Point 2)



Car park area, paved with good condition

3. Current situation of the Application Site (Point 3)



Car park area, paved with good condition

4. Current situation of the Application Site (Point 4)



Car park area, paved with good condition

5. Current situation of the Application Site (Point 5)



Car park area, paved with good condition

6. Current situation of the Application Site (Point 6)



Car park area, paved with good condition

Appendix 5.3 The captured shown from BRAVO

Address 4 TUNG YUEN STREET
File Ref No. 2/4013/76

Building Name WAH TUNG GODOWN
File Type Building

Lot No. Y.T.M.L. 70
Remarks

Modification View Filter Clear Filters

Plan Type	Drawing No.	Drawing Title	Approval / Receipt Date
Approved Plan	G-1	SCHEDULE, NOTES, GROUND FL. AREA DIAGRAM, 1ST TO 6TH FL. AREA DIAGRAM CALCULATION	30/06/1978
Approved Plan	G-10	BACK ELEVATION	30/06/1978
Approved Plan	G-2	GROUND FL. PLAN, MEZZANINE FL. PLAN	30/06/1978
Approved Plan	G-3	1ST FL. PLAN & 2ND FL. PLAN	30/06/1978
Approved Plan	G-4	3RD FL. PLAN TO 6TH FL. PLAN	30/06/1978
Approved Plan	G-5	ROOF PLAN	30/06/1978
Approved Plan	G-6	SECTION A-A	30/06/1978
Approved Plan	G-7	SECTION B-B	30/06/1978
Approved Plan	G-8	SECTION C-C, PART SECTION D-D	30/06/1978
Approved Plan	G-9	FRONT ELEVATION, SHADOW AREA DIAGRAM & CALCULATION	30/06/1978
Approved Plan	-	TYPICAL SECTION OF SEA WALL	24/05/1976

Appendix 5.4 Correspondences from Government Departments

RAMBOLL

Ref.: CRC_4TYSEI00_0_0002L.24

04 March 2024

Environmental Protection Department
Environmental Compliance Division
Regional Office (East)
5/F, Nan Fung Commercial Centre,
19 Lam Lok Street, Kowloon Bay,
Kowloon

By Fax (2756 8588) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at 3465 2855 (email: kylekam@ramboll.com) or the undersigned at 3465 2878 (email: wendytin@ramboll.com). We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

Q:\Projects\CRC_4TYSEI00\02 Project Management\02 Corr\CRC_4TYSEI00_0_0002L.24.docx

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Annex 1

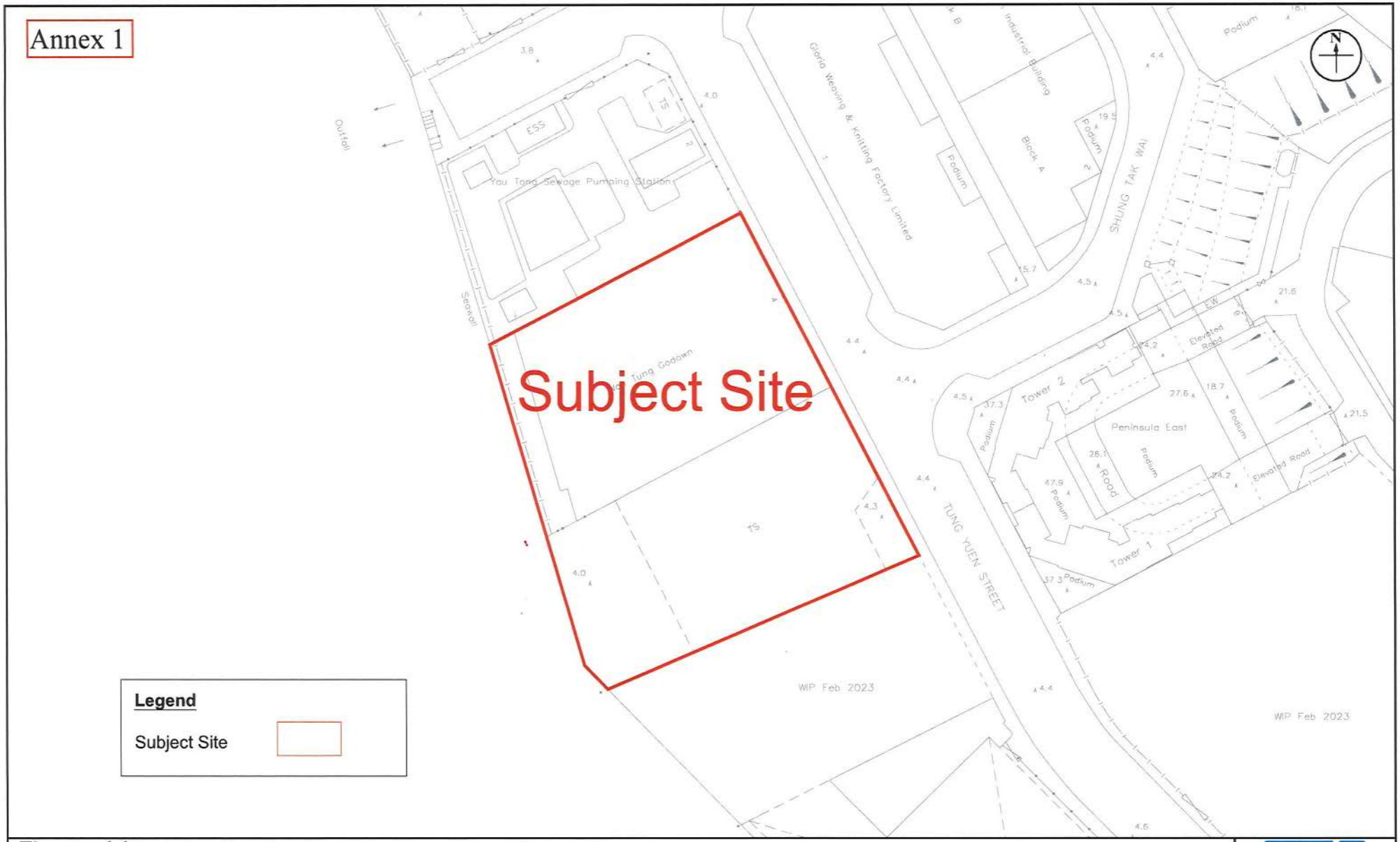


Figure: 1.1	RAMBOLL
Title: Location of the Subject Site and its Environ	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, Eating Places and Social Welfare Facility (Child Care Centre) with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction at No. 4 Tung Yuen Street, Yau Tong (Lot No. YTML68 & YTML 70)	Rev.: 1.0 Date: Dec 2023

\\aphkfps3\Drive Q\Projects\CRC_4TYSEI00\05 Assessments\05 SIA\SIA - 240226.dwg

Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~
21/F, BEA Harbour View Centre, 56 Gloucester Road, By Email dyeung@ramboll.com
Wanchai, Hong Kong

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

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Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
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Sewerage Impact Assessment	
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This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at 3959-3902 (toyeuklun@crland.com.hk) or Manager (Cost & Contract) – Ms Mimi Cheung at 3620-3137 (cheungyuenki@crland.com.hk) on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 英環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

Kyle Kam

From: Wendy Tin
Sent: Monday, March 4, 2024 5:20 PM
To: Kyle Kam
Cc: Tony Cheng
Subject: FW: Re. Enquiry on chemical spillage & Land contamination (Your ref: CRC_4TYSEI00_0_0002L.24)

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Classification: Confidential

From: herrickho@epd.gov.hk <herrickho@epd.gov.hk>
Sent: Monday, March 4, 2024 5:18 PM
To: Wendy Tin <wendytin@ramboll.com>
Cc: tommytctang@epd.gov.hk
Subject: Re. Enquiry on chemical spillage & Land contamination (Your ref: CRC_4TYSEI00_0_0002L.24)

> You don't often get email from herrickho@epd.gov.hk. Learn why this is important

Dear Wendy.

Refers to your letter dated 4 Mar 2024.

Please be informed that:
1. There are 3 chemical waste producer registrations in the concerned area; &
2. No chemical spillage & land contamination had been recorded in last 5 years.

Thanks & Regards,
Herrick HO / EPD
2117 7551

RAMBOLL

Ref.: CRC_4TYSEI00_0_0003L.24

4 March 2024

Fire Services Department
Fire Services Headquarters
Management Group (MG)
9th Floor, Fire Services Headquarters Building,
1 Hong Chong Road, Tsim Sha Tsui East, Kowloon

By Fax (2739 5879) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at 3465 2855 (email: kylekam@ramboll.com) or the undersigned at 3465 2878 (email: wendytin@ramboll.com). We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Annex 1

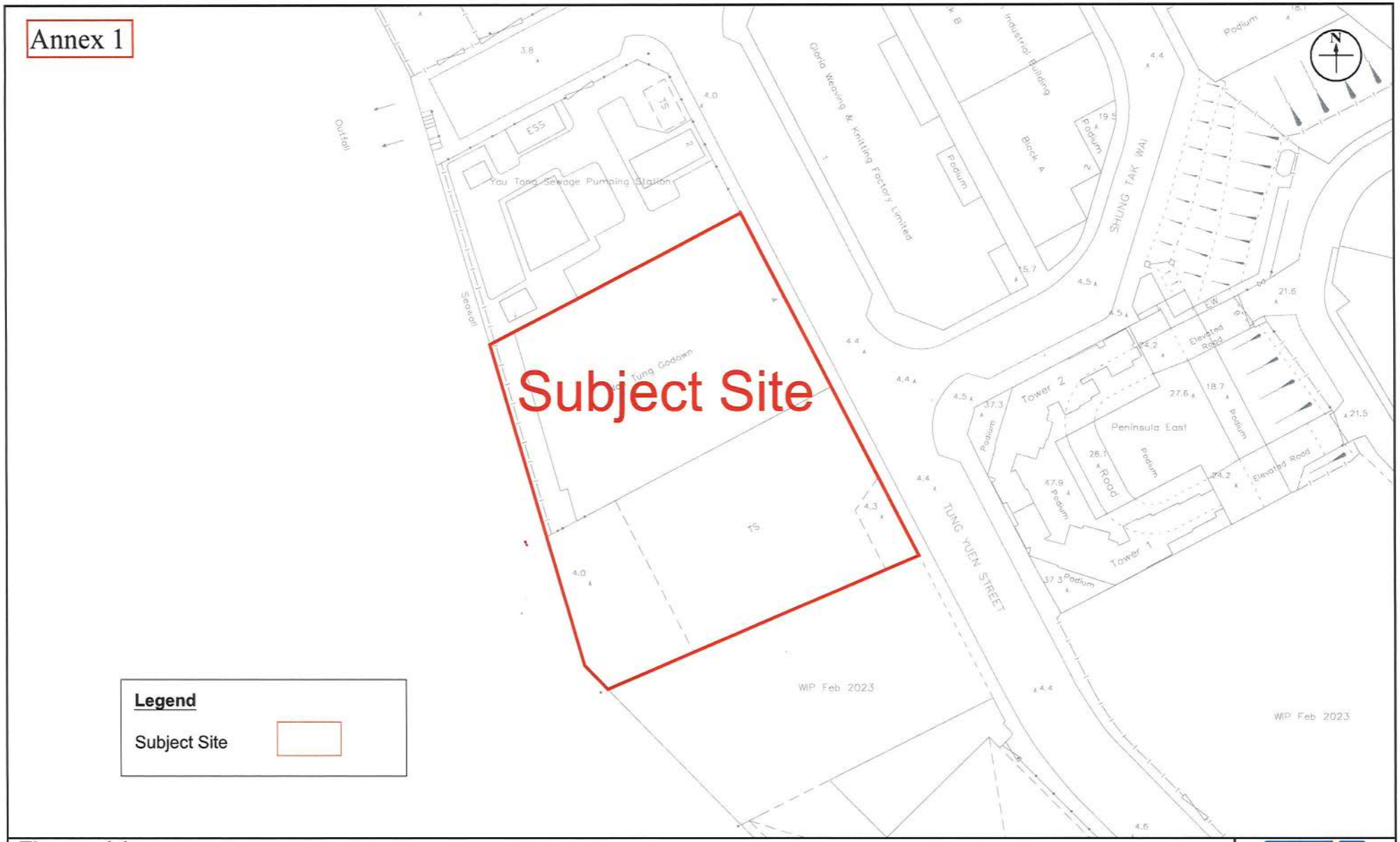

Figure: 1.1	RAMBOLL
Title: Location of the Subject Site and its Environ	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, Eating Places and Social Welfare Facility (Child Care Centre) with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction at No. 4 Tung Yuen Street, Yau Tong (Lot No. YTML68 & YTML 70)	Rev.: 1.0 Date: Dec 2023

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Annex 2

華潤置地
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1 August 2023

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Deputy Managing Director
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CY / ZX / PG / DJ / JW / SY / RT / SW / mc

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Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 英環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

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华润集团旗下香港上市公司

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 OUR REF. : (32) in FSD GR 6-5/4 R Pt. 52
來函檔號 YOUR REF. : CRC_4TYSEI00_0_0003L.24
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2988 1196
電 話 TEL NO. : 2733 7570

11 March 2024

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wanchai, Hong Kong.
(Attn: Ms. Wendy TIN, Consultant)

By fax (3465 2899) only

Dear Ms. TIN,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70)
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 4.3.2024 regarding the captioned subject.

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

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

(ii) Incident Record: Past three years of fire and special services incidents.

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

Yours sincerely,

(LAI Kin-man)
for Director of Fire Services

RAMBOLL

Ref.: CRC_4TYSEI00_0_0004L.24

4 March 2024

Planning Department,
District Planning Branch,
Metro District Planning Division,
Kowloon District Planning Office,
14/F, North Point Government Offices,
33 Java Road,
Hong Kong

By Fax (2894 9502) & Post

Dear Sir / Madam,

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3. Any land contamination assessment that has conducted at the site or neighboring areas.

4. Any change on the land use.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at 3465 2855 (email: kylekam@ramboll.com) or the undersigned at 3465 2878 (email: wendytin@ramboll.com). We thank you in anticipation of your help in the matter.

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Enclosure:
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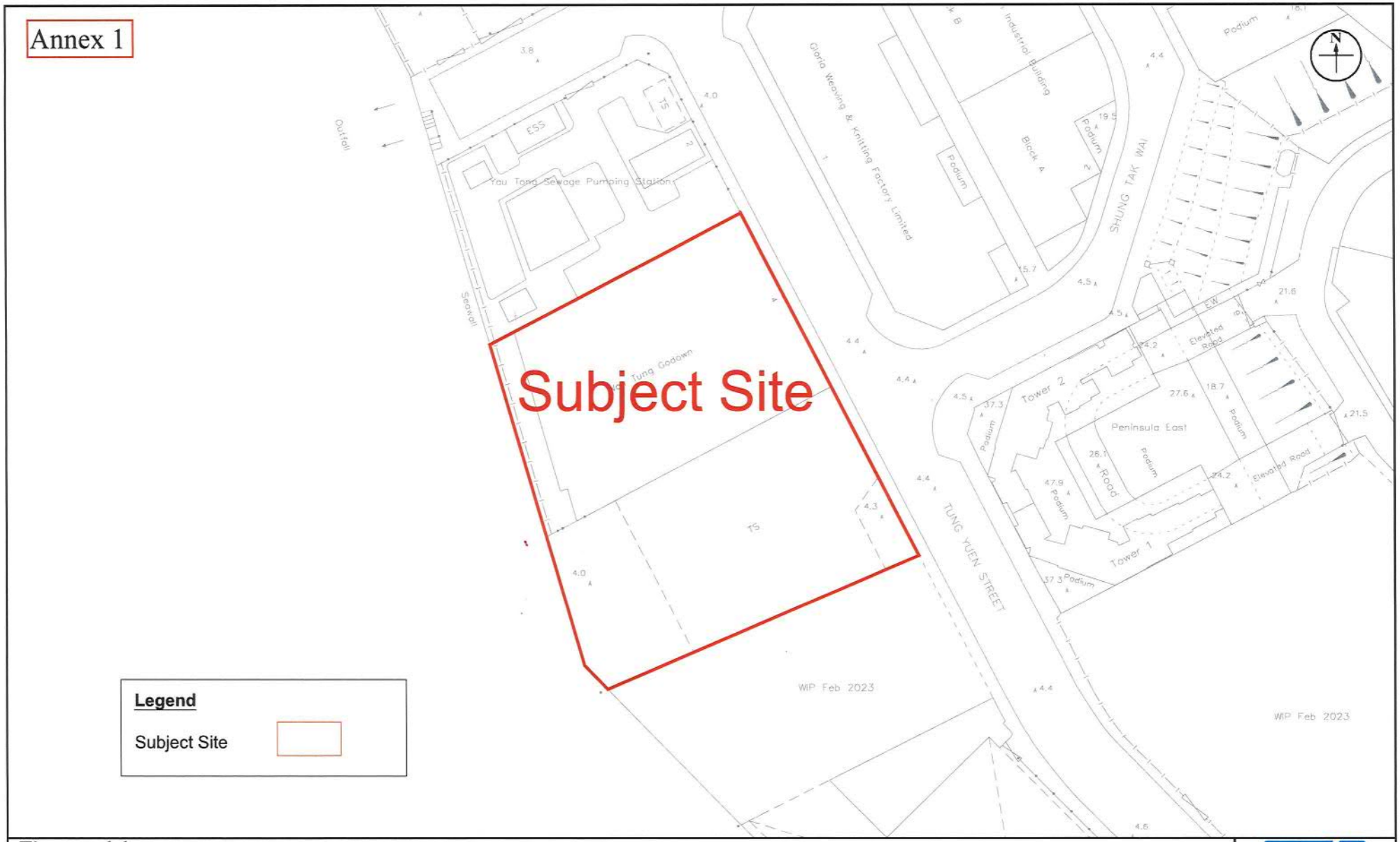

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华润集团旗下香港上市公司

RAMBOLL

Ref.: CRC_4TYSEI00_0_0005L.24

4 March 2024

Lands Department
Lands Administration Office
District Lands Office, Kowloon East
1/F, Tai Po Government Offices,
1 Ting Kok Road,
Tai Po, New Territories

By Fax (2782 5061) & Post

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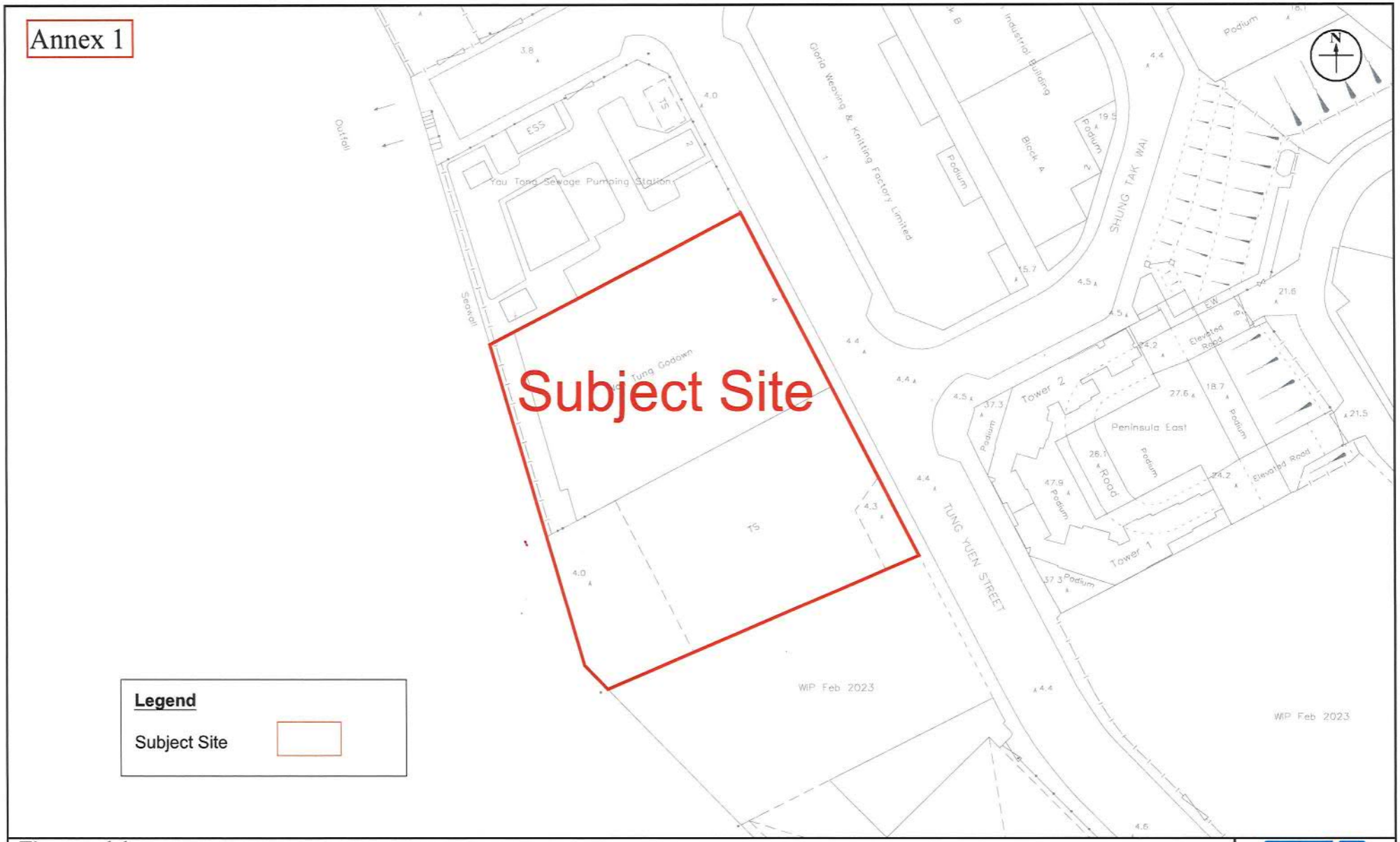

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Wanchai, Hong Kong

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

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Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	

[redacted]

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at 3959-3902 (toyeuklun@crland.com.hk) or Manager (Cost & Contract) – Ms Mimi Cheung at 3620-3137 (cheungyuenki@crland.com.hk) on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 英環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

地政總署
九龍東區地政處
DISTRICT LANDS OFFICE,
KOWLOON EAST
LANDS DEPARTMENT

電　話	Tel:	3842 7616
圖文傳真	Fax:	2782 5061
電郵地址	Email:	eske1@landsd.gov.hk
本署檔號	Our Ref:	(167) in DLOKE 852/KPA/63
來函檔號	Your Ref:	CRC_4TYSEI00_0_0005L.24

我們矢志努力不懈，提供盡善盡美的土地行政服務。
We strive to achieve excellence in land administration.

九龍海庭道 11 號西九龍政府合署南座 4 樓
4/F, SOUTH TOWER, WEST KOWLOON GOVERNMENT OFFICES, 11 HOI TING ROAD, KOWLOON

網址 Website : http://www.landsd.gov.hk

來函請註明本署檔號
Please quote our reference in your reply

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai , Hong Kong
(Attn: Wendy Tin)

By Fax (3465 2899) & By Post

8 April 2024

Dear Sirs/ Madams,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong
Yau Tong Marine Lot Nos. 68 and 70
Enquiry for Land Contamination Information

I refer to your letter dated 4 March 2024 regarding the captioned matter.

Please be advised that this office is not in a position to advise on the land contamination issues.

Should you have any enquiries, please do not hesitate to contact the undersigned.

Yours faithfully,

(Alex LAM)
for District Lands Officer/Kowloon East

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

Ref.: CRC_4TYSEI00_0_0006L.24

4 March 2024

Civil Engineering and Development Department
Geotechnical Engineering Office
Mines Division
6th floor, South Tower,
West Kowloon Government Offices,
11 Hoi Ting Road, Kowloon

By Fax (2714 0193) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at 3465 2855 (email: kylekam@ramboll.com) or the undersigned at 3465 2878 (email: wendytin@ramboll.com). We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

Q:\Projects\CRC_4TYSEI00\02 Project Management\02 Corr\CRC_4TYSEI00_0_0006L.24.docx

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Annex 1

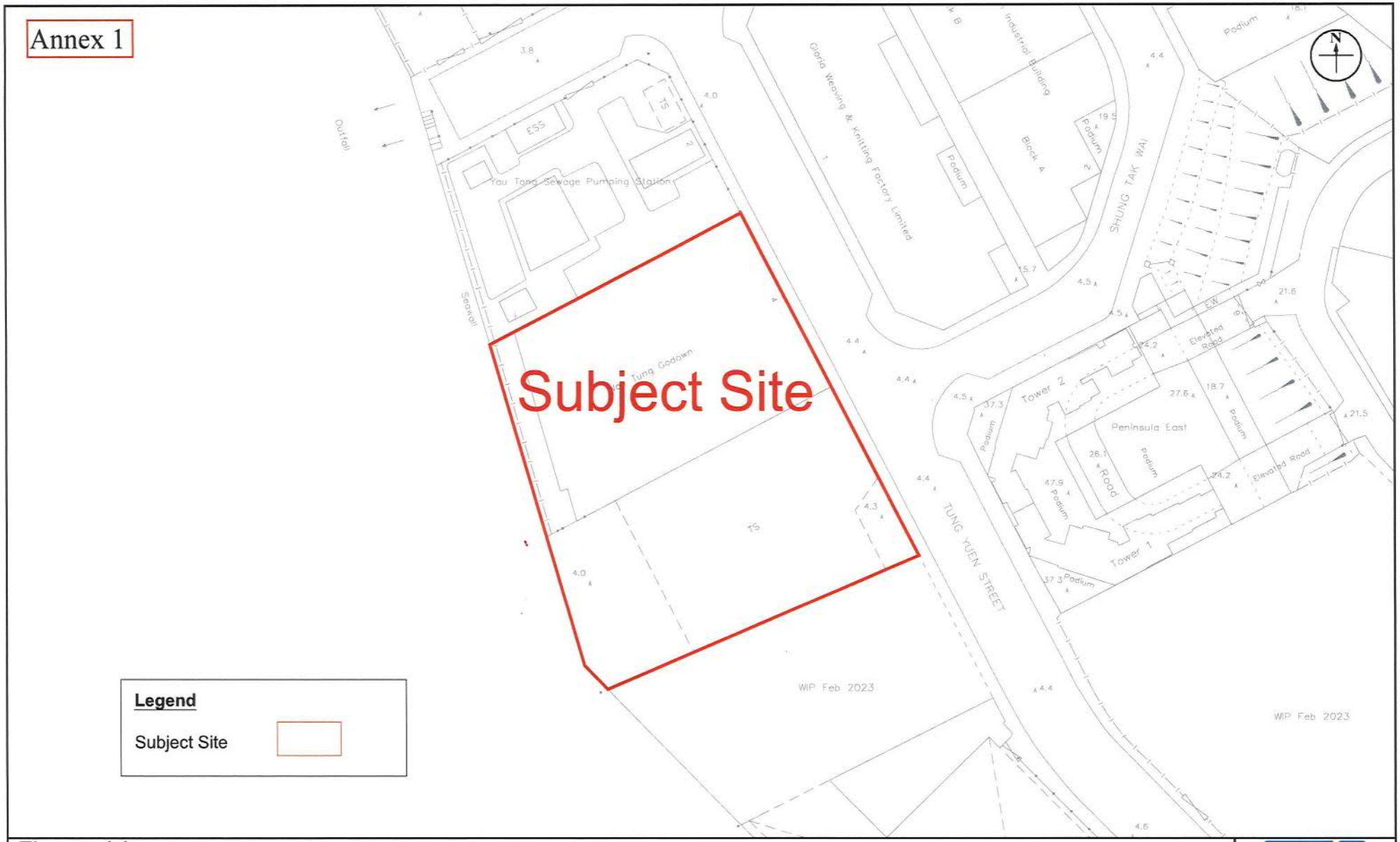

Figure: 1.1	RAMBOLL
Title: Location of the Subject Site and its Environ	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, Eating Places and Social Welfare Facility (Child Care Centre) with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction at No. 4 Tung Yuen Street, Yau Tong (Lot No. YTML68 & YTML 70)	Rev.: 1.0 Date: Dec 2023

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~
21/F, BEA Harbour View Centre, 56 Gloucester Road, By Email dyeung@ramboll.com
Wanchai, Hong Kong

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

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华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
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[redacted]	
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[redacted]	
Drainage Impact Assessment	
[redacted]	
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[redacted]	

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[redacted]

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Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 英環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
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华润集团旗下香港上市公司

土木工程拓展署
CEDD Civil Engineering and Development Department

土力工程處
Geotechnical Engineering Office

Web site 網址 : http://www.cedd.gov.hk
E-mail 電子郵件 : siumingng@cedd.gov.hk
Telephone 電話 : (852) 3842 7272
Facsimile 傳真 : (852) 2714 0193
Our ref 本署檔號 : ( ) in CEDD-MIN-06-20-1
Your ref 來函檔號 : CRC_4TYSEI00_0_0006L.24

香港九龍海庭道 11 號
西九龍政府合署南座 6 樓礦務部
Mines Division
6/F, South Tower
West Kowloon Government Offices
11 Hoi Ting Road, Kowloon, Hong Kong

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road, Wan Chai, Hong Kong
(Attn: Ms. Wendy TIN)

7 March 2024

By Fax: 3465 2899

Dear Ms. TIN,

Re: Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTM70)- Enquiry for Land Contamination Information

I refer to your letter dated 4 March 2024 regarding the subject enquiry.

Based on our records, no licences were issued for the manufacture, storage, or use of explosives in the concerned area. This Office has no records indicating that any incidents related to explosives occurred in the concerned area.

If you have any further queries, please feel free to contact me at 3842 7272.

Yours sincerely,

(NG Siu-ming)
for Commissioner of Mines

THL/KCL/SMNG/smng

ARUP

Appendix F

Drainage and Sewerage Impact Assessment

SECTION 16 APPLICATION FOR PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACES WITH MINOR RELAXATION AND DOMESTIC AND NON-DOMESTIC PLOT RATIO AND BUILDING HEIGHT RESTRICTION IN "RESIDENTIAL (GROUP E)" ZONE AT NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

DRAINAGE & SEWERAGE IMPACT ASSESSMENT

RAMBOLL

Date	17 December 2024
Prepared by	Sally Chiu Assistant Environmental Consultant
Signed	
Approved by	Tony Cheng Senior Manager
Signed	
Project Reference	CRC_4TYSEI00
Document No.	R9291_v1.0

CHAPTERS

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   - 1.2 Application Site and its Environ 1-3
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Appendix 1.1 Key Developiment Parameters

Appendix 3.1 Future Sewerage Network Proposed under the SIA of YTILs 4 S.B & 9, YTML 57 and adjoining Government Land

Appendix 3.2 Detailed Sewerage Impact Assessment Calculations

1. INTRODUCTION

1.1 Background and Objectives

1.1.1 The Proposed Development is located at No. 4 Tung Yuen Street, Yau Tong ("Application Site"). It is zoned as "R(E)" site under OZP S/K15/27 Cha Kwo Ling, Yau Tong, Lei Yue Mun, gazetted on 18/11/2022.

1.1.2 This S16 application is submitted to the Town Planning Board for the Proposed Flat, Shop and Services, and Eating Places with Minor Relaxation of Plot Ratio and Building Height Restrictions at the Application Site.

1.1.3 Ramboll Hong Kong Limited is commissioned by the Applicants to prepare this Drainage and Sewerage Impact Assessment (DSIA) Mitigation measures will be identified if it is necessary. Development parameters of the Proposed Development are provided by project architect, P&T.

1.2 Application Site and its Environ

1.2.1 The Application Site has an area of about 2,419 m^2, which are situated in Yau Tong area. The Application Site is bounded by Yau Tong Sewage Pumping Station to the Northwest, Tung Yuen Street to the Northeast, The Coastline to the Southeast. Figure 1.1 shows the location of the Application Site and its environ.

1.3 Proposed Residential Development

1.3.1 The Proposed Development consist of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium for shop and services, eating place, and clubhouse with two level of basements for carparking and loading/ unloading spaces.

1.3.2 The development parameters of the Proposed Development are shown in Appendix 1.1.

2. DRAINAGE IMPACT ASSESSMENT

2.1.1 Surface runoff is mainly from rainfall, and it would be directly to existing public storm drains. As the paved and unpaved area for the Application Site remain unchanged, the proposed development can be completed without aggravating the flooding conditions within, upstream, or downstream of the Application Site. Therefore, it is anticipated that there will not be any impact on the existing drainage system. As such, no upgrading work on the drainage system is required.

3. SEWERAGE IMPACT ASSESSMENT

3.1 Scope of Work

3.1.1 The aim of this SIA is to assess whether the capacity of the sewerage network serving the Application Site is sufficient to cope with the sewage flow from the proposed development.

3.2 Assessment Criteria and Methodology

3.2.1 The Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department has been used to determine the worker density for various economic activities and planned usage types.

3.2.2 Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1 (GESF) has been referred to for the purposes of estimating the quantity of the sewage generated from the Proposed Development and the existing catchment area. Sewage flow parameters and global peaking factors in this document have been adopted for this SIA.

3.2.3 According to the GESF, the overall unit flow is composed of flows due to employees and the associated activities. The following unit flow factors have been adopted in the SIA calculation in accordance with Tables T-1, T-2 and T-3 of the GESF:

- Residential housing: 0.19m^3/day (Private R1)
- Restaurant & Hotel: 1.58m^3/day (Commercial Employee and J10 – Restaurant & Hotel)
- Wholesale & Retail: 0.28m^3/day (Commercial Employee and J4 – Wholesale & Retail)
- Industrial: 1.08m^3/day (Industrial Employee and J1 – Yau Tong)

3.2.4 The catchment inflow factor, PCIF of 1.1 (East Kowloon), is adopted in catchment calculations.

3.3 Existing and Future Sewerage System

3.3.1 With reference to the sewerage impact assessment of the Yau Tong Inland Lots (YTILs) 4 S.B & 9, Yau Tong Marine Lot (YTML) 57 and adjoining Government Land for the proposed amendments to Approved Scheme (under Application No. A/K15/119), the sewers of the area will be upgraded by the Charm Smart Development Limited. The future sewerage network proposed under the SIA of YTILs 4 S.B & 9, YTML 57 and adjoining Government Land is shown in Appendix 3.1.

3.3.2 All the sewage generated from the proposed development will be discharged to the terminal manhole (T0) which is located at the eastern side of the proposed development. The terminal manhole TMH-01 (S0) is connected to the planned manhole FMH4034524 (S1) outside the proposed development via a new Ø300mm polyethylene pipe.

3.3.3 Invert levels and pipe size of the proposed terminal manholes and new manholes are shown in Figure 3.1.

3.4 Wastewater Generated by the Proposed Development

3.4.1 The sewage generated by the proposed development will be mainly contributed by the residential units and restaurant.

3.4.2 Detailed calculation of sewage generation from the proposed development is given in Table 3.1 below.

Table 3.1 Estimated Peak Flow

Calculation for Sewage Generation Rate of the Proposed Development at the Application Site			
1. Proposed Residential Development			
Total number of residential units	=	342	units
Total number of residents	=	855	residents (refer to Census and Statistics Department 2021 data - average household size of 2.5 in Yau Tong West)
Design flow	=	0.19	m^3/person/day -- (Private R1 in Table T-1 of GESF)
Sewage generation rate	=	162.5	m^3/day
2. Club House			
Assumed Area	=	735	m^2 (refer to Appendix 1.1)
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS – Community, Social & Personal Services)
Total number of employees	=	34	employees
Design flow	=	200	litre/employee/day -- (refer to Table T-2 of GESF - J11 Community, Social & Personal Services)
Sewage generation rate	=	6.7	m^3/day
3. Swimming Pool			
Assumed area	=	250	m^2 (refer to Appendix 1.1)
Average depth of water	=	1.5	m (assumption)
Volume of swimming pool	=	375	m^3
Turnover rate	=	6	hr
Surface loading rate of filter	=	50	$m^3/m^2/hr$
Filter areas required	=	1.3	m^2
Backwash duration	=	3	min/d
Backwash flow rate	=	30	$m^3/m^2/hr$
Design flow for swimming pool backwashing	=	37.5	m^3/hr
Design flow for swimming pool backwashing	=	10.4	litre/sec
4. Retail			
Assumed area	=	1306.3	m^2
Assumed floor area per employee	=	28.6	m^2 per employee – (refer to Table 8 of CIFSUS – Retail Trade)
Total number of employees	=	80	employees
Design flow	=	200	litre/employee/day -- (refer to Table T-2 of GESF – J4 Wholesale & Retail)
Sewage generation rate	=	12.9	m^3/day
5. F&B			
Assumed used area	=	870.8	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	44	employees
Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
Sewage generation rate	=	69.5	m^3/day
Flow rate (without swimming pool)	=	251.6	m^3/day

Flow rate with P_{CIF} (without swimming pool)	=	276.7	m^3/day (refer to Table T-4 of GESF – East Kowloon - 1.0)
Contributing population	=	1025	people
Peaking factor	=	6	(refer to Table T-5 of GESF for a population between 1000-5000 incl. stormwater allowance)
Peak flow (without swimming pool)	=	17.5	litre/sec
Peak flow (with swimming pool)	=	27.9	litre/sec

Remark:

(1) CAP 132, Section 42 Swimming Pools Regulation: Covered pool: Turnover rate = once every 4 hours, Open Air Pool: Turnover rate = once every 6 hours

3.5 Assessment of Sewerage Impact

3.5.1 Sewage generated from the proposed development will be discharged via the terminal manhole to the existing public manhole FMH4034524 (S1) at Tung Yuen Street as shown in Figure 3.1. Catchments in the vicinity of the Application Site are shown in Figure 3.2.

3.5.2 Detailed calculation of sewage generation, peak flow estimation and the capacity of the public sewer can be referred to Appendix 3.2. Based on the assessment results, there would be sufficient capacity for the future public sewers to cater for the sewage generated from the Proposed Development as well as the surrounding existing buildings and nearby approved developments.

3.5.3 No further upgrading of the future public sewers is required.

4. OVERALL CONCLUSION

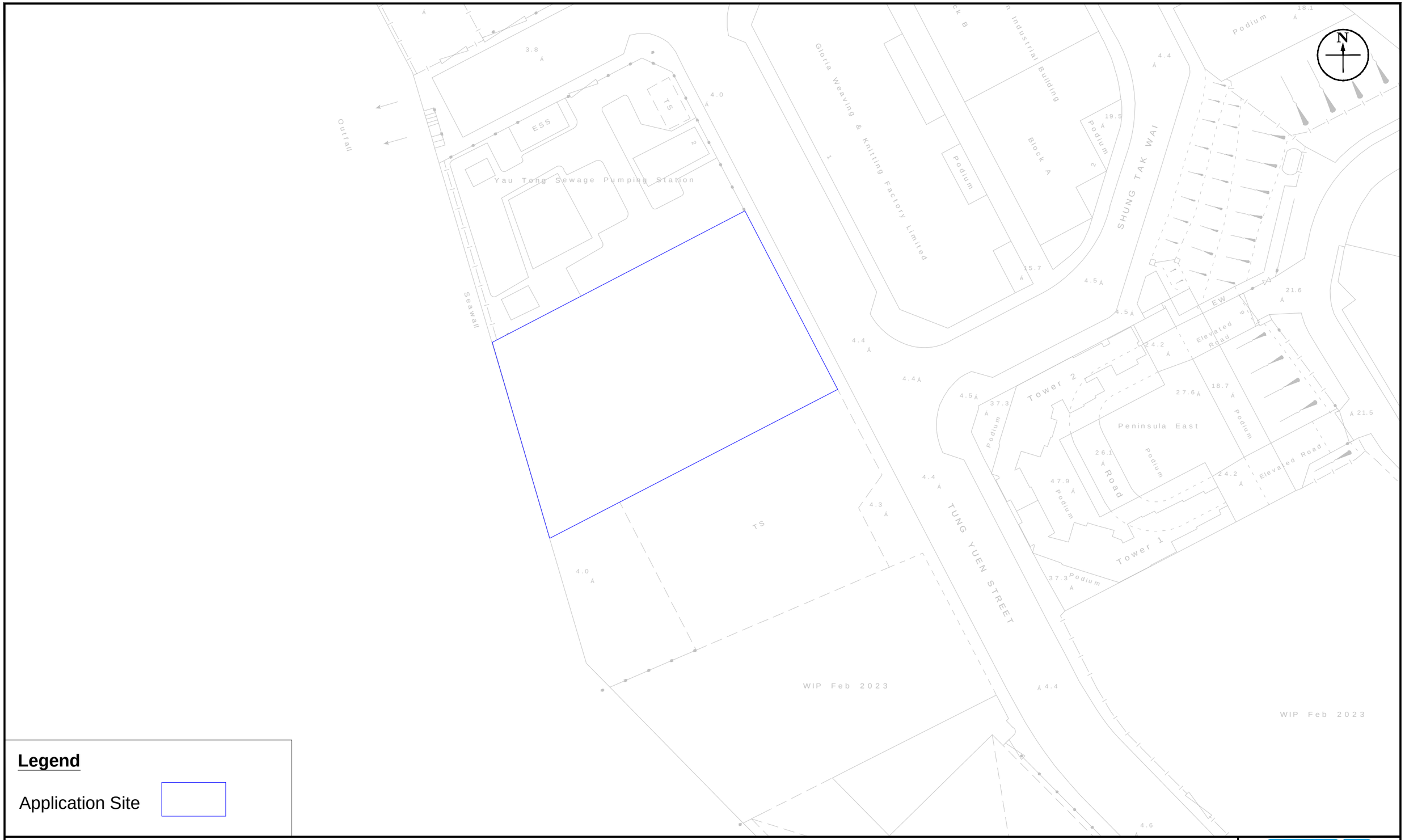
4.1.1 As the paved and unpaved area for the Application Site remain unchanged, the proposed development can be completed without aggravating the flooding conditions within, upstream, or downstream of the Application Site. Therefore, it is anticipated that there will not be any impact on the existing drainage system. As such, upgrading work on the drainage system is NOT required.

4.1.2 The potential sewerage impact arising from the Application Site has been quantitatively assessed by comparing the estimated sewage flow from the proposed development and the capacity of the future sewerage system in the vicinity which is to be constructed by Charm Smart Development Limited.

4.1.3 Based on the results of sewerage impact assessment, as shown in Appendix 3.2, the capacity of planned future sewerage system will be sufficient to cater for the sewage generated from the proposed development. Upgrading on the future sewerage system is NOT required.

4.1.4 This DIA and SIA confirm the feasibility of the proposed development in terms of its drainage and sewerage impact.

Figures



Legend

Application Site

Figure: 1.1	RAMBOLL
Title: Location of the Application Site and its Environ	Drawn by: SC
	Checked by: TC
Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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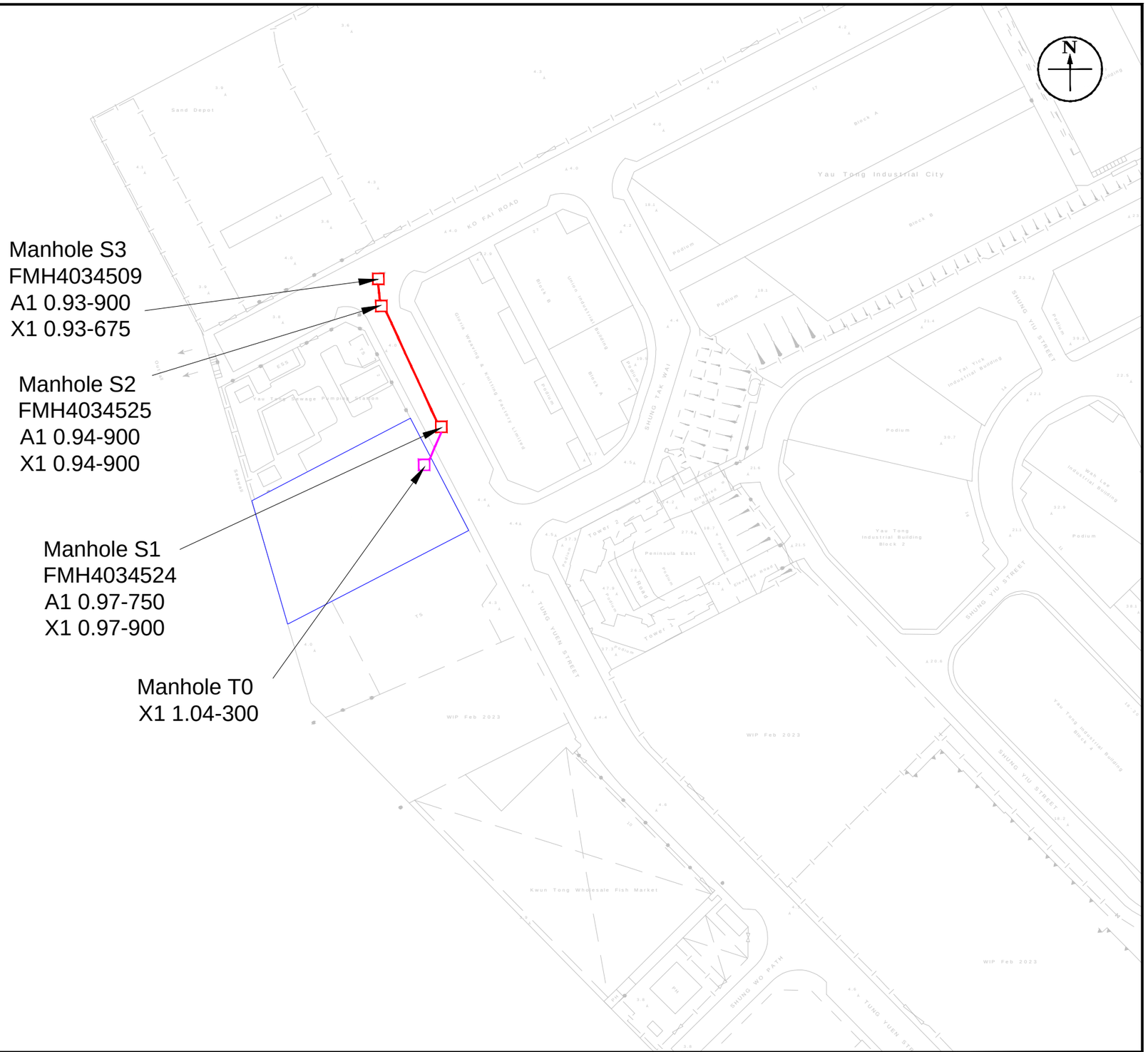

Legend

- Application Site
- Existing Manholes
- Sewers that will be upgraded by Charm Smart Development Limited (YTML No. 57 & YTMLs 4 SB & 9)
- Proposed Manholes
- Proposed Sewers

Figure: 3.1	RAMBOLL
Title: Sewerage System in the Vicinity of the Subject Site	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

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Appendix

Appendix 1.1 Key Development Parameters

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	-
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691.1m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177.1m^2 [2]	-
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.082 [3] (to be included in Domestic PR) (Not more than 198m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	Total area of not less than 855m^2, which includes a voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20%	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	63 (incl. 2 accessible car parking spaces)	
- Residential	N/A	50	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	4	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.082 (equivalent to a GFA of not more than 198m^2) will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

Appendix 3.1 Future Sewerage Network Proposed under the SIA of YTILs 4 S.B & 9, YTML 57 and adjoining Government Land

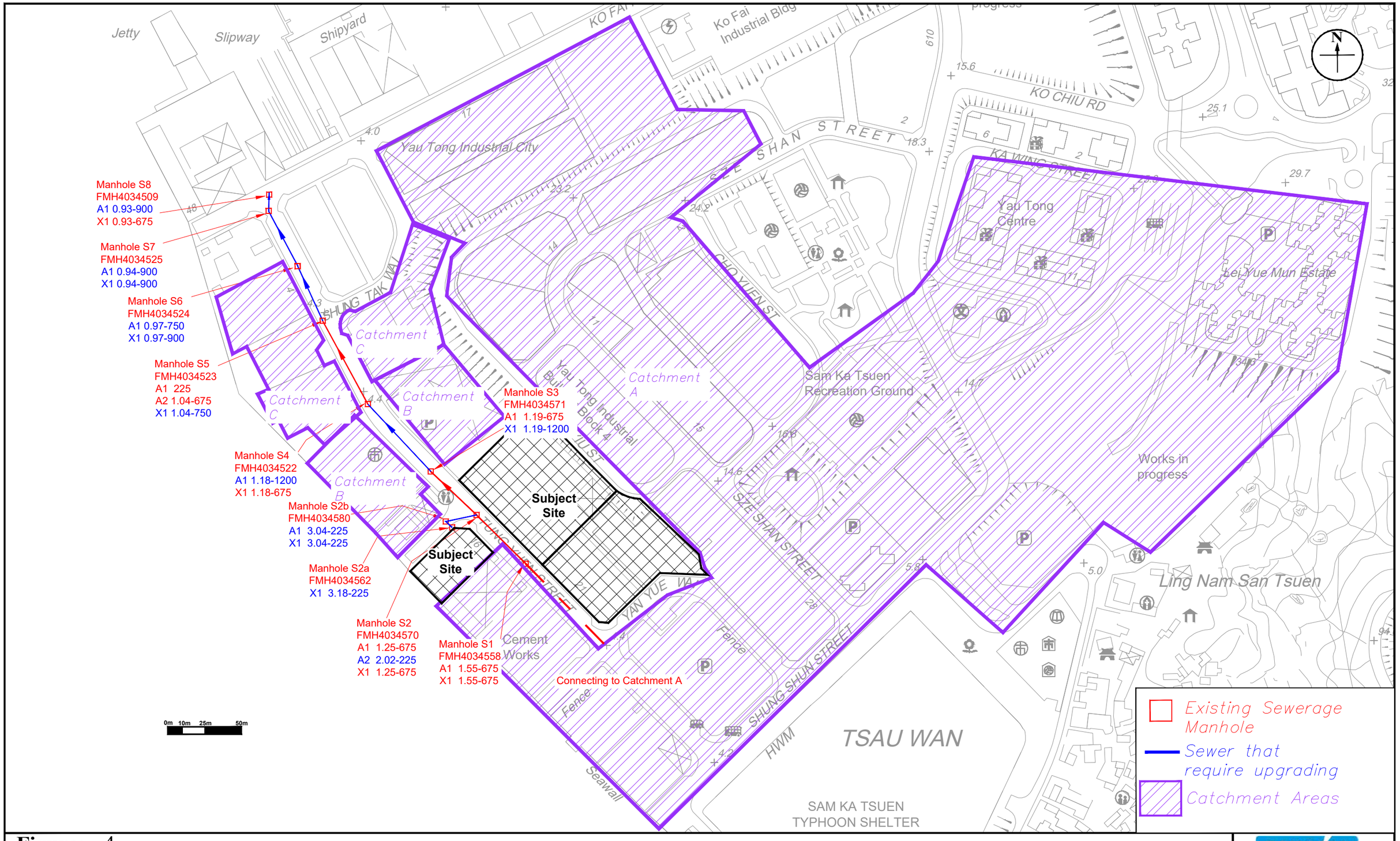

Figure: 4	RAMBOLL
Title: Existing Sewerage System and Catchment Areas in the Vicinity of the Subject Site	Drawn by: VC Checked by: TC
Project: Drainage and Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong	Rev.: 1.1 Date: Nov 2020

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Appendix 3.2 Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Proposed Residential Development at the Application Site

1. Proposed Residential Development			**Remarks**
1. Residential Towers (T1-T3)			
a. Total number of units	=	342	units
b. Total number of residents	=	855	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.19	m^3/person/day -- (Private R1 in Table T-1 of GESF)
d. Sewage Generation rate	=	**162.5**	m^3/day
2. Club House			
a. Assumed used area	=	735	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	24	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**6.7**	m^3/day
3. Swimming Pool			
a. Assumed Area of Swimming Pool	=	250	m^2
b. Average Depth of Water	=	1.5	m (assumption)
c. Volume of Swimming Pool	=	375	m^3
d. Turnover Rate	=	6	hr
e. Surface Loading Rate of Filter	=	50	m^3/m^2/hr
f. Filter Areas required	=	1.3	m^2
g. Backwash Duration	=	3	min/d
h. Backwash flow rate	=	30	m^3/m^2/hr
i. Design flow for Swimming Pool Backwashing	=	37.5	m^3/hr
j. Design flow for Swimming Pool Backwashing	=	**10.4**	litre/sec
4. Retail			
a. Assumed used area	=	1306.3	m^2
b. Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
c. Total number of employees	=	46	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J4)
f. Sewage generation rate	=	**12.9**	m^3/day
5. F&B			
a. Assumed used area	=	870.8	m^2
b. Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
c. Total number of employees	=	44	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
f. Sewage generation rate	=	**69.5**	m^3/day
Total Flow at Manhole T0			
Flow Rate (Without Swimming Pool)	=	251.6	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	276.7	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	1025	people
Peaking factor	=	6	Refer to Table T-5 of GESF for population 1,000 - 5,000 including stormwater allowance
Peak Flow (Without Swimming Pool)	=	17.5	litre/sec
Peak Flow (With Swimming Pool)	=	**27.9**	litre/sec

Table 2a Hydraulic Capacity at Sewers along Tung Yuen Street, Yau Tong

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	900	41.7	0.97	0.94	9.81	0.0015	0.001	0.000001	0.75	0.64	0.48	477
S2-S3	FMH4034525	FMH4034509	900	8.0	0.94	0.93	9.81	0.0015	0.001	0.000001	0.99	0.64	0.63	629

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(5) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)

Table 3a Hydraulic Capacity of Sewers (Catchment A)

1. Full Bore of Pipes FWD4036773, FWD4036778 and FWD4125280 (Assumption)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Upstream Invert Level	Downstream Invert Level	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
FWD4036773	FMH4034555	FMH4034556	600	39.7	1.89	1.86	9.81	0.006	0.001	0.000001	0.48	0.28	0.14	137
FWD4036778	FMH4034561	FMH4034556	225	46.7	2.14	1.84	9.81	0.006	0.006	0.000001	0.72	0.04	0.03	29
FWD4125280	FMH4099933	FMH4034556	225	15.9	2.14	2.10	9.81	0.006	0.003	0.000001	0.45	0.04	0.02	18
													Sub-total	183

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

(5) The pipe information is obtained from Geoinfo Map.

2. 18 Tung Yuen Street (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewage Generation rate = 91 m^3/day (from EPD)

b. Sewage Generation rate at FMH4034558 = 136 m^3/day (from EPD)

c. Total Dewerage Generate rate = 227 m^3/day

3. Application for Proposed Admendments to Approved Scheme (under Application No. A/K15/119) in "CDA(3)" Zone and Area Shown as 'Road', at YTML No. 57, YTILs No. 4 sB and 9, and Adjoining Government Land, Tung Yuen Street, Yau Tong, Kowloon (R7481_v1.3)

a. Sewage Generation rate = 1075.2 m^3/day

4. Residential (Other Proposed Residential Development ref. YTML No. 69 & YTIL No. 4RP) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewage Generation rate = 627 m^3/day (from EPD)

5. Commercial (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewage Generation rate = 30 m^3/day

6. Peninsula East (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewerage Generate rate = 193.5 m^3/day

7. Industrial (Redland Concrete Limited) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewerage Generate rate = 27 m^3/day

Total Flow at Manhole S1 (FMH4034524), including Proposed Development and Catchment A

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	2431.3	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	2674.4	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	9905	people
Peaking factor	=	5	Refer to Table T-5 of GESF for population 5,000 - 10,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	323.8	litre/sec
Peak Flow (With Swimming Pool)	=	**334.2**	litre/sec

Table 4a Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	27.9	33.2%	OK	27.9	33.2%	OK	A
S1-S2	900	41.7	0.0007	477	27.9	5.9%	OK	334.2	70.1%	OK	A
S2-S3	900	8.0	0.0012	629	27.9	4.4%	OK	334.2	53.1%	OK	A

ARUP

Appendix G

Air Quality Impact Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN “RESIDENTIAL (GROUP E)” ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

AIR QUALITY IMPACT ASSESSMENT

Date	November 2024
Prepared by	Wendy Tin / Tony Ling Environmental Consultant / Assistant Environmental Consultant
Signed	
Approved by	Tony Cheng Senior Manager
Signed	
Project Reference	CRC_4TYSEI00
Document No.	R9370_v1.0_241031.docx

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Appendix 2.15 Extracts from Approved Planning Application A/K15/126 – Input Parameters of Odour Sources in AERMOD

Appendix 2.16 Predicted Odour Impact Assessment Results

1. INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at Yau Tong Marine Lot No. 70, Tung Yuen Street (hereinafter collectively called "Application Site"). The Application Site is zoned as "Residential (Group E)" ("R(E)") under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27. Figure 1.1 shows the location of the Application Site.

1.1.2 Ramboll Hong Kong Limited is commissioned by the Applicants to provide environmental consultancy services and prepare the relevant submissions to demonstrate the environmental sustainability of the Proposed Development for this section 16 planning application.

1.1.3 The master layout plan (MLP) is provided by the project architect – P&T Architects Ltd. The traffic forecast for vehicular emission impact assessment and road traffic noise impact assessment is provided by the project traffic consultant – MVA Asia Ltd.

1.2 Application Site and its Environ

1.2.1 "Residential (Group E)" ("R(E)") under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP). The area of the Site is about 2,419 m^2 and currently occupied by Wah Tung Godown Building.

1.2.2 The Application Site is bounded by Tung Yuen Street to the east and Ko Fai Road to the north. The surrounding areas are currently dominated by industrial and residential uses. Figure 1.1 shows the location of the Application Site and its environs.

1.3 Proposed Development

1.3.1 The Proposed Development consists of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium accommodating a shopping arcade, E&M rooms and clubhouse. 2 storeys of carpark and loading/ unloading area are located at the basement.

1.3.2 The residential tower has a various building height, ranging from ~ 80mPD to ~ 100 mPD, and the level of first residential floor is from 21.10 mPD.

1.3.3 Floor layout plans and sections of the Proposed Development are shown in Appendix 1.1.

1.3.4 Table 1.1 shows the summary table of the key parameters for the Proposed Development.

Table 1.1 Key Development Parameters of Proposed Development

`Key Development Parameters	Proposed Scheme
No. of Storey for Residential	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark
Floor Level of lowest Residential Floor (mPD)	21.10
Building Height (mPD)	80mPD to 100mPD (for inland portion only)

`Key Development Parameters	Proposed Scheme
Ancillary Facilities	Clubhouse, shopping arcade
No. of Residential Block	1
No. of Residential Units	342
Anticipated Completion year	2032
Site Area (m^2)	About 2,419m^2

2. QUANTITATIVE AIR QUALITY IMPACT ASSESSMENT

2.1 Scope of Work

2.1.1 This assessment predicts air quality pollutant concentration at the Proposed Development, informing the provision of air quality mitigation measures to ensure future residents are not exposed to unacceptable levels of poor air. The air pollutants assessed are Nitrogen Dioxide (NO_2), Sulphur Dioxide (SO_2), Respirable Suspended Particulate (RSP) and Fine Suspended Particulate (FSP). Concentrations of these pollutants are predicted at air sensitive receivers (ASRs) within the Proposed Development through the use of quantitative computer modelling and are compared with the relevant Air Quality Objectives (AQOs).

2.1.2 The study also considers nearby odour sources within 500m radius of the Application Site and identified three potential odour sources, i.e. Yau Tong Sewage Pumping Station, Kwon Tong Wholesale Fish Market and Sam Ka Tsuen Typhoon Shelter. According to the several site visits conducted in November 2023, December 2023, there are no changes to the aforementioned odour sources as compared to those mentioned in the 126 Approval Scheme. Therefore, the odour emission information used in the 126 Approval Scheme is adopted in this assessment.

2.1.3 The assessment area of 500m radius from the Application Site is shown in Figure 2.1.

2.1.4 Appropriate mitigation measures will be recommended if exceedances of AQOs and/or odour units are identified.

2.1.5 The air quality control measures during the construction phase of Proposed Development are also addressed in this chapter.

2.2 Relevant Legislations, Standards and Guidelines

2.2.1 The following legislation and regulations provide the standards and guidelines for evaluation of air quality impacts and the type of works that are subject to air pollution control:

- Air Pollution Control Ordinance (APCO) (Cap. 311) and the Air Quality Objectives (AQO)
- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulation
- Recommended Pollution Control Clauses for Construction Contracts
- Control of Air Pollution in Car Parks (ProPECC PN 2/96)

Air Pollution Control Ordinance (CAP 311)

2.2.2 A set of Air Quality Objectives (AQOs) is established under the Air Pollution Control Ordinance (Cap. 311). The latest set of AQOs that came into effect on 1 January 2022 is presented in Table 2.1.

Table 2.1 Hong Kong Air Quality Objectives (AQOs)

Pollutants	Average Time	Standard [i] (µg/m3)	No. of exceedances allowed
SO_2	10-min	500	3
	24-Hour	50	3
RSP (PM_{10}) [ii]	24-Hour	100	9
	Annual	50	NA
FSP ($PM_{2.5}$) [iii]	24-Hour	50	35
	Annual	25	NA
NO_2	1-Hour	200	18
	Annual	40	NA
Ozone (O_3)	8-Hour	160	9
Carbon Monoxide (CO)	1-Hour	30,000	0
	8-Hour	10,000	0
Lead (Pb)	Annual	0.5	NA

Notes:

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

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

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

2.2.3 In accordance with the EIAO-TM, odour predicted at all ASRs should meet 5 odour units (OUs) based on an averaging time of 5 seconds.

Air Pollution Control (Construction Dust) Regulation

2.2.4 Made under Section 43 of the APCO, this Regulation defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities. The Regulation requires that any notifiable work shall give advance notice to EPD, and the Contractors shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

2.2.5 The proposed construction works for the proposed Project are both regulatory and notifiable works due to activities including material stockpiling and dusty material handling as potential sources of fugitive dust emissions as detailed under Parts I to IV of the Schedule on Dust Control Requirements.

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

2.2.6 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, which aims to control emissions from non-road mobile machinery (NRMMs) to improve air quality, became effective on 1 June 2015. NRMMs include non-road vehicles, as well as mobile machines and equipment (regulated machines) such as crawler cranes, excavators and air compressors.

2.2.7 Under the regulation, regulated machines have to comply with the Stage IIIA emission standards of the European Union (EU). It also requires all regulated machines sold or leased for use in Hong Kong to bear an approval or exemption label issued to them by the EPD, started from 1 September 2015. It restricts specified activities and locations including construction sites, designed waste disposal facilities and specified processes to use only NRMMs that bear an approval or exemption label issued to them by the EPD, with effect from 1 December 2015.

Air Pollution Control (Fuel Restriction) Regulation

2.2.8 The Air Pollution Control (Fuel Restriction) Regulation was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO_2) emissions. In June 2008, the Regulation was amended to tighten the control requirements of liquid fuels. The Regulation does not apply to any fuel-using equipment that is used or operated in premises used solely as a dwelling or is used or operated in or on a vessel, motor vehicle, railway locomotive or aircraft.

Practice Note on Control of Air Pollution in Car Parks

2.2.9 This practice notes include air quality guidelines required for the protection of public health and factors that should be considered in the design and operation of car parks in order to achieve the required air quality. The limits for air pollutants as recommended by the practice notes are summarised in Table 2.2.

Table 2.2 Limits of Air Pollutant Concentrations Inside Car Parks

Air Pollutant	Average Time	Maximum Concentration (µg/m3) [i]	Parts Per Million (ppm)
Carbon Monoxide (CO)	5 minutes	115,000	100
Nitrogen Dioxide (NO_2)	5 minutes	1,800	1

Notes:
[i] All limits are expressed as at reference conditions of 298K and 101.325kPa.

2.3 Existing Air Quality in Kwun Tong District

2.3.1 The nearest air quality monitoring station (AQMS) to the Proposed Development is the Kwun Tong AQMS. The five most recent years of air quality monitoring data, 2019 to 2023, from this station are summarized in Table 2.3. According to the AQMS monitoring data presented in Table 2.3, exceedance in annual NO_2 concentrations is recorded.

Table 2.3 Air Quality Monitoring Data at Kwun Tong AQMS

Pollutant	Averaging Time	AQO	Pollutant Concentration (µg/m³)				
			2019	2020	2021	2022	2023
Respirable Suspended Particulates (RSP)	10th Highest 24-hour	100 (9)	73	67	72	49	57
	Annual	50	38	32	31	24	26
Fine Suspended Particulates (FSP)	36th Highest 24-hour	50 (35)	34	27	28	26	25
	Annual	25	21	16	17	14	15
Nitrogen Dioxide (NO_2)	19th Highest hour	200 (18)	184	153	164	145	147
	Annual	40	45	43	49	45	41
Sulphur Dioxide (SO_2)	4th Highest 10-Min	500 (3)	41	24	24	19	29
	4th Highest 24-hour	50 (3)	11	8	7	11	10
Ozone (O_3)	10th Highest 8-hour	160 (9)	150	126	136	148	136

Pollutant	Averaging Time	AQO	Pollutant Concentration (μg/m³)				
			2019	2020	2021	2022	2023
Carbon Monoxide (CO)	1st Highest hour	30000 (0)	-	-	-	-	-
	1st Highest 8-hour	10000 (0)	-	-	-	-	-
(a) Bolded values exceed the relevant AQO. (b) Data extracted from EPD's Smart Air Modelling Platform (SAMP v2.0).							

2.3.2 Apart from the air quality monitoring data, a set of background levels from PATH v3.0 ("Pollutants in the Atmosphere and their Transport over Hong Kong") is also reviewed. As the tentative year of the completion of the Proposed Development is 2032, the hourly background concentrations of NO_2, RSP and FSP of the year of 2030 in Grid 46,30; 46,31; 47,30 and 47,31 have been adopted for the purpose of this assessment and summarized in Table 2.4. With respect to the future background air quality predicted by PATH v3.0 in Table 2.4, all values are below the relevant AQOs except O_3.

Table 2.4 Year 2030 Background Annual Average Concentrations of the Air Pollutants from PATH v3.0

Pollutant	Averaging Time	AQO	Data Summary	PATH v3.0 Grid in Year 2030			
				46,31	46,30	47,31	47,30
RSP	24-hour	100 (9)	10th	51	49	50	50
			Exceedance	0	0	0	0
	Annual	50	-	19	19	19	19
FSP	24-hour	50 (18,35)	19th	29	28	28	28
			36th	24	23	24	23
			Exceedance	0	0	0	0
	Annual	25	-	12	11	11	11
NO2	1-hour	200 (18)	19th	82	71	76	69
			Exceedance	0	0	0	0
	Annual	40	-	13	13	11	11
SO2	10-Min	500 (3)	4th	23	23	22	23
			Exceedance	0	0	0	0
	24-hour	50 (3)	4th	7	7	7	7
			Exceedance	0	0	0	0
O3	8-Hour	160 (9)	10th	171	171	172	172
			Exceedance	17	20	21	21
CO	1-Hour	30000 (0)	1st	520	516	512	510
			Exceedance	0	0	0	0
	8-Hour	10000 (0)	1st	486	484	480	482
			Exceedance	0	0	0	0
(a) Numbers in brackets is the number of exceedances allowed per year (b) Bolded values exceed the relevant AQO (c) Data extracted from EPD's Smart Air Modelling Platform (SAMP v2.0)							

2.4 Identification of Representative Air Sensitive Receivers (ASRs) during Construction Phase

2.4.1 There are a number of industrial buildings, residential buildings, churches, community centres, sports centres and playgrounds located within 500m of the Proposed Development. Location of representative ASRs during construction phase are shown in Figure 2.2. Their details are listed below:

Table 2.5 Details of Representative Air Sensitive Receivers during Construction Phase

Representative ASR ID	Description	Land Use	Assessment Height (m)	Horizontal Distance from the Application Site (m)
A01	Planned Transitional Housing	Residential	1.5 - 33.0	18
A02	Peninsula East	Residential	1.5 - 150	34
A03	Kwun Tong Wholesale Fish Market	G/IC	1.5 - 18.0	138
A04	Planned Residential Development (Application No. A/K15/122)	Residential	1.5 - 100	37
A05	Planned Comprehensive Residential Development (Application No. A/K15/126)	Residential	1.5 - 100	203
A06	Planned Residential Development (Application No. A/K15/121)	Residential	1.5 - 75.5	222
A07	Montego Bay	Residential	1.5 - 100	351
A08	Yau Tong Industrial City Block B	Industrial	1.5 - 54.0	121
A09	Wah Lee Industrial Building	Industrial	1.5 - 53.0	177
A10	Maya by Nouvelle	Residential	1.5 - 112	224
A11	Planned Residential Development (Application No. A/K15/129)	Residential	1.5 - 120.0	160
A12	Mai Tong Industrial Building	Industrial	1.5 - 33.0	268
A13	The Spectacle	Residential	1.5 - 150	305
A14	Canaryside at Shung Shun Street	Residential	1.5 - 120	402
A15	Ocean One at Shung Shun Street	Residential	1.5 - 120	424
A16	Ko Fai Industrial Building	Industrial	1.5 - 50.0	323
A17	Sam Ka Tsuen Recreation Ground	G/IC	1.5	308
A18	Yau Tong Centre Tower 7 at Ka Wing Street	Residential	1.5 - 18.0	443

2.5 Impact arising from Proposed Development - Construction Phase

Identification of Sources

2.5.1 Major source of potential air quality impact during construction phase would be fugitive dust generated from wind erosion of the stockpiles and open sites, as well as from the following construction activities:

- Excavation resulting in exposed ground vulnerable to air erosion;
- Earth moving, loading and unloading of excavated material;
- Wind effect on material stockpiling; and
- Vehicle movements on haul roads and over the construction site.

2.5.2 There will be potential impacts from the criteria pollutants (e.g. nitrogen oxides (NO_x), sulphur dioxide (SO_2), and carbon monoxide (CO)). Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. In all circumstances, the contractor will be required to observe all relevant regulations and maintain all equipment in good condition to avoid any excessive emission. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (NRMMs) (including mobile generator, air compressor, excavator, crawler crane, bulldozer and etc.) with a proper label are allowed to be used in the construction site. Exempted NRMMs shall be avoided as far as practicable to minimize the fugitive dust and gaseous emissions. In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electric non-road mobile machinery (NRMMs) and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator).

2.5.3 The Proposed Development includes excavation of basement for car parking facilities, erection of residential towers and ancillary facilities. The tentative excavation area is around 1,800m^2 with a depth of about 12m. The site topography is generally flat so that no extensive site formation work is required. Excavation, pilling, and superstructure works are typical of many residential developments in Hong Kong. The effective mitigation measures for the construction activities (mentioned below) will be considered and implemented to minimize the air quality impacts arising from the Proposed Development during the construction periods.

Mitigation Measures for Dust Emission

2.5.4 Fugitive dust emission arising from the construction can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses (e.g. regular and sufficient watering, enclosure of potential dust sources, etc.), good site management, and close enforcement of the resident engineers. The contractor(s) shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation which requires notification before carrying out construction works and to adopt dust reduction measures while carrying out construction activities. A monitoring programme can be instigated to monitor the construction process in order to enforce dust controls and modify methods of works to reduce the dust emission down to acceptable levels.

2.5.5 To mitigate fugitive dust impacts, all dust control measures recommended in the Air Pollution Control (Construction Dust) Regulation, where applicable, shall be implemented. Relevant dust control measures include:

- The works area for site clearance shall be sprayed with water before, during and after the operation so as to maintain the entire surface wet;
- Restricting heights from which materials are to be dropped, as far as practicable to minimize the fugitive dust arising from unloading/ loading;
- Immediately before leaving a construction site, all vehicles shall be washed to remove any dusty materials from the bodies and wheels. However, all spraying of materials and surfaces should avoid excessive water usage;
- When a vehicle leaving a construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials will not leak from the vehicle;
- Erection of hoarding of not less than 2.4 m high from ground level along the site boundary, where appropriate;
- Any stockpile of dusty materials shall be covered entirely by impervious sheeting; and/or placed in an area sheltered on the top and four sides;
- All dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation to maintain the dusty materials wet; and
- To reduce the traffic induced dust dispersion and re-suspension, the travelling speed of vehicles within the site should be controlled.

2.5.6 In addition, emission control during the construction phase shall be carried out in accordance with the requirements of the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation. The emissions of non-road mobile machinery (NRMMs) include mobile machines and vehicles powered by internal combustion engines used primarily off-road. All NRMMs operating on-site which are subject to the emissions control of the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation shall be approved/exempted (as the case may be) and affixed with the requisite approval/exemption labels.

2.5.7 The recommended dust mitigation measures for protection of nearby ASRs are described below:

Good Site Management

2.5.8 Good site management is important in reducing potential air quality impacts to an acceptable level. As a general guide, the contractor(s) shall maintain a high standard of housekeeping to prevent fugitive dust emissions. Loading, unloading, handling and storage of fuel, demolished debris and wastes or by-products should be carried out in a manner so as to minimise the release of visible dust emission.

2.5.9 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of debris should be allowed. Debris should be lowered by a hoist to the ground, preferably with an enclosed tunnel.

2.5.10 A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner that does not generate fugitive dust emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust emission.

2.5.11 Frequent mist spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed and

humidity. The amount of mist spraying should be just enough to dampen the materials without over-watering, which could result in surface water runoff.

Dust Emissions from Site Traffic

2.5.12 Dust emission from construction traffic is generated predominantly from the travelling of waste removal lorries. Areas within the Application Site where there are regular vehicle movements should have a hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designated roadways within the Application Site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges. Wheel-wash troughs and hoses should be provided at exit points of the Application Site.

2.5.13 "Recommended Pollution Control Clauses for Construction Contracts" is available on the EPD website which set out the recommended air pollution control measures to be implemented by the contractor(s) during the construction stage of the Project.

2.5.14 With the adoption of good practices, it is expected that emission of construction fugitive dust can be kept to an acceptable level.

2.6 Identification of Air Sensitive Receivers (ASRs) during Operational Phase

2.6.1 Representative ASRs within the Proposed Development are selected to assess the air quality at the Proposed Development and determine the appropriate fresh air intake locations for the podium of the Proposed Development.

2.6.2 Assessment heights of each ASR are scattered from the local ground floor to the higher floors of the residential towers.

2.6.3 The locations of the representative ASRs during operational phase are shown in Figure 2.3 and summarized in Table 2.6. All the fresh air intake and openable window of facilities have been included as ASRs.

Table 2.6 Details of Representative Air Sensitive Receivers during Operational Phase

ASR ID	Local Ground mPD	Flagpole Height, mAG	Assessment Height, mPD
D01 to D14	4.4	1.5 – 92.85	5.9 – 97.25

2.7 Identification of Pollution Sources During Operational Phase

General

2.7.1 In line with EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", all three tiers of emissions that will contribute to the total air quality impacts on ASRs within the assessment area have been identified, including:

(1) Primary Contribution: Project induced

(2) Secondary Contributions: Pollutant-emitting activities in the immediate neighbourhood

(3) Background Contributions: Pollution not accounted for by (1) and (2)

2.7.2 Primary and secondary contributions are near-field source impacts due to sources within the assessment area such as vehicular emission from existing road network and proposed roads (if any), industrial emissions and marine emissions, etc. Background contributions are far-field source impacts outside the assessment area and are predicted using the PATH v3.0. The cumulative air quality impact assessment for

operation phase is a combination of all three tiers of contributions and thus has considered the near-field and far-field sources.

2.7.3 Several site visits were conducted in November 2023, December 2023, February 2024 and September 2024 to verify the presence of chimneys and other industrial activities. Upon the visits, no active chimney was identified within 500m assessment area from the site boundary of the Site. Besides, there will not be any proposed air emission sources within the Site anticipated.

2.7.4 As referred to 2nd paragraph of Section 2.3 of EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", for Tier 3 – Background Contributions, a major point source located within 4km from a receptor should be evaluated to see if it can cause direct impact. According to the list of major point sources provided in the guideline, two major point sources, i.e. Kai Tak Cruise Terminal and Cape Collinson Crematorium, have been identified within the 4km radius area of the Application Site. The details of identified major point sources would be discussed in Section 2.7.29 to 2.7.32.

2.7.5 As mentioned above, emissions from open roads and industrial sources (i.e. secondary contributions), and major sources (i.e. background contributions), have been considered and assessed. Table 2.7 shows a summary of the sources and the associated air pollutants of concern.

Table 2.7 Summary of Emission Sources

Sources		SO_2	NOx	RSP	FSP
(i)	Industrial Emissions	X	X	✓	✓
(ii)	Marine Vessels Emissions	✓	✓	✓	✓
(iii)	Other Major Emission Sources within 4km	✓	✓	✓	✓
(iv)	Vehicular Emissions				
	a. Bus Terminus	-	-	-	-
	b. Open Roads	X	✓	✓	✓

2.7.6 A summary of model input in AERMOD for sources is given in Appendix 2.8.

(i) Industrial Emissions

Emissions from Concrete Batching Plant

2.7.7 In general, the process of concrete batching plant involves mixing of aggregate, cement and other cementitious materials without combustion. Therefore, the major emission from concrete batching plants is dust emission, i.e. RSP and FSP.

2.7.8 As shown in Figure 2.4, three concrete batching plants are recorded within 500m radius of the Application Site, including Redland Concrete Limited, China Concrete Co. Limited and Hong Kong Concrete Co. Limited. The emissions from these concrete batching plants have been included in this assessment.

2.7.9 Although the Specified Process (SP) Licenses of China Concrete Co. Limited and Hong Kong Concrete Co. Limited has been expired during 2018 to 2020 (see Appendix 2.1) and their zoning is for residential use, the emissions coming from these concrete batching plants will be considered in the assessment as a hypothetic conservative scenario.

2.7.10 According to Annex I of A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process – Cement Works (Concrete Batching Plant) BPM 3/2 (16) issued in February 2016, the concentration limit of particulate matter should be limited to 10mg/m^3 for license renewal by 1 January 2018. Therefore, any one of

the three concrete batching plants after 2032 (the commission year of the Proposed Development) has to comply with the relevant requirements.

2.7.11 Site visits conducted in November 2023, December 2023, February 2024 and September 2024 requested the emission information from all the plant's operators available. However, due to the confidentiality, nil or rejection replies were received from the companies and site staffs. Based on the latest available information, the emission information of China Concrete Co. Limited and Hong Kong Concrete Co. Limited and Redland Concrete Limited are referenced from the SP license (see Appendix 2.1).

2.7.12 Haul road emissions were modelled as area sources and the extent of which were based on the operations observed during the several site surveys for the three concrete batching plants.

2.7.13 Sand at the concrete batching plants will be refilled by barges, given that the refilling activities and sand storage area of the barge were enclosed, wind erosion from these activities are not anticipated.

2.7.14 Detailed calculations of concrete batching plant emissions are shown in Appendix 2.2.

Emissions from Sand Depot at Yau Tong Bay

2.7.15 A sand depot at Yau Tong Bay is identified within the 500m assessment area. The location of the sand depot is presented in Figure 2.4. Detailed calculations of sand depot are presented in Appendix 2.3.

(ii) Marine Vessels Emissions

2.7.16 Desktop review and a number of site visits were conducted in November 2023, December 2023, February 2024 and September 2024 to identify the emissions from marine vessels within the 500m radius assessment area. The details of model input of marine vessels emissions are shown in Appendix 2.1. The identified sources are as follows:

- Ferry service between Sam Ka Tsuen and Sai Wan Ho provided by Coral Sea Ferry Service;
- Ferry service between Sam Ka Tsuen and Tung Lung Island provided by Coral Sea Ferry Service;
- Barge serving China Concrete Co. Limited and Hong Kong Concrete Co. Limited and Redland Concrete Limited;
- Speedboats and sampans at Sam Ka Tsuen Typhoon Shelter;
- Fishing Vessels at the Kwun Tong Wholesale Fish Market; and
- Planned local vessels at Lei Yue Mun Waterfront

2.7.17 With reference to "Study on Marine Vessels Emission Inventory – Final Report" by HKUST in February 2012, the total emissions from vessels can be calculated using the following equations:

$$\text{Total Emission}_{(\text{pollutant})} = \sum \text{Emission (pollutant, activity mode, equipment)}$$

$$\text{Emission}_{(\text{pollutant, activity mode, equipment})} = P \times FL \times T \times EF$$

where P is the installed power of equipment;

FL is fractional load of equipment in a specific mode;

T is operation time-in-mode; and

EF is fractional load emission factor of equipment.

2.7.18 Emissions from ferries and barges during sailing have been modelled as evenly distributed point sources representing the segment they travel to and from the berths within the 500m assessment area. The individual routes are shown in Figure 2.5.

Ferry services between Sam Ka Tsuen and Sai Wan Ho/ Tung Lung Island provided by Coral Sea Ferry Service

2.7.19 No information of the engine powers, engine load factors and time-in-mode can be obtained from operators. The information of passenger ferries including release height, exit temperature, exit velocity and internal diameter of its chimney extracted from Appendix 3.5 of approved EIA for Lei Yue Mun Waterfront Enhancement Project (EIA-258/2018) are therefore adopted.

2.7.20 According to the current ferry schedule on the operator's website[1],the visiting frequencies of different modes at each hour are studied and presented in Appendix 2.5.

Barges for Concrete batching Plants

2.7.21 Based on the site visits, both main engine and auxiliary engine of the barges will be switched off during the berth. The auxiliary engine will operate intermittently during sand refilling of silos only. As a conservative approach, it is assumed that the auxiliary engine of the barge will be in operation during sand refilling process for the entire working hours. In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barges in operation at any time would be three. Since the barge will berth at the CBPs for several days, it is assumed that there would be one arrival/ departure per hour of barge at each loading/ unloading point during operation hours for the worst-case scenario.

2.7.22 According to the site visits, raw materials stored on the barges are not fully enclosed on some occasions, wind erosion of raw materials may impose negative impact on the Proposed Development. To be conservative, wind erosion of raw materials from barges at the three concrete batching plants are included as shown in Figure 2.4 and it is assumed that the barges stay at the berths for the whole day.

2.7.23 Detailed calculations of barge emissions and its wind erosion are shown in Appendix 2.2.

Fishing Vessels at Kwun Tong Wholesale Fish Market

2.7.24 Information for the fishing vessels at Kwun Tong Wholesale Fish Market was not provided by the operator, referenced is therefore made to the approved S16 application for Proposed Residential Development in "Comprehensive Development Area (4)" Zone and "Road" at No. 18 Tung Yuen Street, Cha Kwo Ling Yau Tong, Kowloon (A/K15/121). As stated in A/K15/121, the activities at Kwun Tong Whole Sale Fish Market include delivery and collection of fish by fishing vessels during the morning (i.e. 05:00 to 12:00) and night (i.e. 00:00 to 02:00) periods. The maximum number of fishing vessels berthing can be up to 16 at 07:00 to 12:00 as advised by AFCD. For assessment purposes, it is assumed that there would be 16 fishing vessels and 2 night-time fishing vessels (i.e. 2 vessels for night-berthing as there would be 2 arriving / departing according to AFCD) berthing at the market during the morning and night periods, respectively. The auxiliary engines of fishing vessels will be in continuous operation for the entire period for conservative approach.

2.7.25 Detailed calculations of fishing vessels emissions and the visiting frequency (extracted from A/K15/121) are shown in Appendix 2.5.

[1] https://www.coralseaferryservice.com.hk/timetable

Planned Local Vessel/ Ferry/ Tour Vessel/Government Vessel at Sam Ka Tsuen Landing Steps and Lei Yue Mun New Landing Steps

2.7.26 There will be additional marine traffic at Sam Ka Tsuen Landing Steps and Lei Yue Mun New Landing Steps, and tentatively scheduled for completion in the fourth quarter of 2024[2]. The emissions from the additional marine traffic at Sam Ka Tsuen Landing Steps and Lei Yue Mun New Landing Steps are included in this assessment.

2.7.27 Due to lack of information, the emission parameters for the planning local vessels are referenced to the approved planning application A/K15/121 and presented in Appendix 2.6.

Speedboats and sampans at Sam Ka Tsuen Typhoon Shelter

2.7.28 Several site visits were conducted in November 2023, December 2023, February 2024 and September 2024 to observe the speedboats and sampans activities at Sam Ka Tsuen Typhoon Shelter. Less than 5 speedboats and sampans were sailing within the shelter in every hour based on observation. In addition, the operators turned off the engine after berthing. The impact is considered insignificant and therefore would not be included in the assessment.

(iii) Other Major Point Sources within 4km

2.7.29 As referred to EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", for Tier 3 – Background Contributions, a major point source located within 4km from a receptor should be evaluated to see if it can cause direct impact.

Kai Tak Cruise Terminal

2.7.30 According to the list of major point sources provided in the guideline, the cruise emission in hotelling mode at Kai Tak Cruise Terminal was identified as a major point source about 2.4km from the site boundary of the Application Site. According to the latest cruise schedule from 2024 to 2027, the highest number of scheduled cruise liners visiting Hong Kong will be in the Year 2024 and, hence, the cruise liner type in 2024 has been reviewed. As presented in Appendix 2.7, Costa Serena has the highest engine power among all cruise ships in Year 2024. Given there are two berthing spaces at the Cruise Terminal, another cruise ships with the second-highest engine power have been identified, including Spectrum of the Seas, Quantum of the Seas, Queen Mary 2 and Celebrity Solstice which have the same engine power. However, in view of the frequency of visit to Hong Kong of these four cruises, Spectrum of the Seas has therefore been selected as the second cruise ship for hotelling at Kai Tak Cruise Terminal at the same time for every hour of a day as "Costa Serena" for a conservative approach.

2.7.31 The details of model inputs and the detailed information of the emission rates of these cruise vessels are shown in Appendix 2.7.

Cape Collinson Crematorium

2.7.32 Cape Collinson Crematorium has been identified as a major point source located about 3.9km from the site boundary of the Application Site. However, the emission from Cape Collinson Crematorium would not have a direct impact to the representative ASRs of the Application Site due to screening by natural terrain. The potential impact from the emission of Cape Collinson Crematorium is considered sufficiently represented by the PATH v3.0 model (i.e. Tier 3 contribution) and thus not separately modelled by local dispersion model.

[2] LC Paper No. CB(4)390/19-20(03) (https://www.legco.gov.hk/yr19-20/english/panels/edev/papers/edevcb4-390-3-e.pdf)

(iv) Vehicular Emission

a. Bus Terminus

2.7.33 Two bus terminuses, namely Yau Tong (Shung Tak Wai) Bus Terminus and Yau Tong Bus Terminus, are found to be located within the 500m air assessment area. Since the Yau Tong Bus Terminus is far away from the Application Site (over 470m), it is considered that the start emission generated by this bus terminus is insignificant to the Proposed Development. An on-street bus terminus "Yau Tong (Shung Tak Wai) Bus Terminus" is located at northeast of the Application Site which is being served for one bus route only. In view of this terminus scale is relatively small, the start emission generated by the bus terminus is minimal. Nevertheless, start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the bus terminus.

b. Open Roads Emissions

2.7.34 Air pollutant concentration at the Application Site due to the emission from the nearby road networks (vehicular tailpipe emissions) was assessed. The emission rate of each road within 500m from the Application Site is calculated from with latest EMFAC-HK issued by EPD. Based on the emission rate of each road, the air pollutant concentration at the Application Site was modelled with AERMOD.

2.8 Dispersion Modelling and Modelling Approach for Emission Sources

Computer Modelling

2.8.1 The dispersion of NO_X, RSP, FSP and SO_2 were modelled using AERMOD software released by Lakes Environmental Software. The model is based on the principle of Gaussian dispersion and is widely accepted by EPD and is used in this assessment to predict both concentration and deposition of pollutants from line, point and area sources. As discussed in Section 2.7.2, PATH v3.0 was adopted to provide the background pollutant concentrations in assessing the total air quality impact on the representative ASRs. In addition, met data including temperature and relative humidity extracted from the SAMP v2.0 were also adopted for modelling.

2.8.2 The Application Site and its 500m assessment area fall within the PATH grids (46,30), (46,31), (47,30) and (47,31). The predicted meteorological data for the relevant PATH grids from PATH v3.0 obtained from EPD's website were used for model input. The WRF meteorological data, including wind data, temperature, relative humidity, pressure, cloud cover, mixing height and Pasquill stability classes, for Year 2019 extracted from the PATH v3.0 released by EPD in January 2024 at the relevant grids have been adopted as on-site data into AERMET.

2.8.3 Land use types surrounding the Proposed Development, the albedo, Bowen ratio for the 10km x 10 km area, surface roughness for the 1km area, and the Surface File and Profile File to be used as input in AERMOD are downloaded and extracted from the AERMET tool in the SAMP v2.0. The relevant information is provided in Appendix 2.9.

2.8.4 Model input parameters and assumptions for the operation phase are summarised in Table 2.8.

Table 2.8 Model Input Parameters and Assumptions for Operation Phase

Input Parameters & Assumptions	Descriptions
Type of Sources	• Emissions from concrete batching plants: Point and Area sources

Input Parameters & Assumptions	Descriptions
	• Emissions from marine vessels and major point source: Point sources • Vehicular Emissions: Line sources
Assessment Parameters	• Hourly and annual NOx/ NO/ NO_2 • Daily and annual RSP • Daily and annual FSP • 10-min and daily SO_2
Meteorological data	• Year 2019 WRF data from PATH v3.0 • PATH grids: (46,30) • Mixing height values recorded by HKO in 2019 were in the range of 119m to 2009m. Mixing heights from WRF data which are lower than 119 or higher than 2009 were adjusted to 119m and 2009m, respectively • Wind speed <0.5m/s adjusted to 0.5m/s • Anemometer height of WRF data: 8.5m

EMFAC-HK (embedded in SAMP v2

2.8.5 2032 is chosen as the Model Year for EMFAC-HK year in the SAMP v2.0 to represent the worst-case scenario emission.

2.8.6 In accordance with a Guideline of Use of Temperature and Relative Humidity Data for Vehicular Emission Factor Prediction published by EPD in March 2021, the monthly minimum temperature and relative humidity (RH) (i.e. ranging from 11°C – 26°C and 25% to 61%) were applied for both short-term (i.e. hourly) and long-term (i.e. annual average) air quality impact of NO2 while annual minimum temperature and RH (i.e. 11°C and 25%) were applied for both short-term (i.e. daily average) and long-term (i.e. annual average) air quality impact of RSP and FSP.. Summary of met data is shown in Appendix 2.10.

Traffic Data

2.8.7 Project specific hourly traffic data for 2047 having the maximum traffic data of the concerned roadway network within 15 years from the assumed completion year of the developments was adopted in combination with emission factors based on the EMFAC-HK Model (with calendar year set as 2032) to estimate the highest vehicular emission rate for each roadway. The traffic data predicted by the project traffic consultant includes hourly traffic flows with a composition of 18 vehicle classes according to "Guideline on Modelling Vehicle Emissions". Traffic forecast, based on the traffic count including vehicles from all concrete batching plants within the vicinity, is included in Appendix 2.11, which shows the hourly Vehicle Kilometer Travelled (VKT), the number of trips travelled, and the hourly averaged speed of road carriageways respectively, with 24-hour speed limits of 50 kilometers per hour (kph).

2.8.8 The estimated 18-class distribution as defined in EMFAC-HK was derived by sectoring the relevant classes in the Transport Department's Annual Traffic Census record or vehicle distribution obtained from manual traffic count surveys, in proportion to the recorded distribution in EPD document: "2018 Licensed Vehicle by Age and Technology Group Fractions".

2.8.9 The roadway network within the 500m study area consists of 73 distinct roadway links.

2.8.10 The established road traffic data, including traffic flow, 24-hour vehicle mix and speed limits (with the latter assumed to be the same under the same road groups) will be confirmed by the Project Traffic Consultant. Relevant correspondence of the endorsement and the confirmation letter from traffic consultant on the validity of the traffic data will be provided when it is available.

Calculation of Vehicular Emissions

2.8.11 The road segments within 500m assessment area and their corresponding predicted traffic flow were imported into SAMP v2.0. Setting of the road width and centerline XY for all roads within 500m assessment area are followed the "Modelling Open Road Emissions using AERMOD" published by EPD. Zero emission vehicle scenario was adopted in the assessment. The total composite emission rate calculated by SAMP contains the running emissions and start emissions by broad-brush approach. For calculations of start emissions by the broad-brush approach, start emissions for each vehicle class are assumed directly proportional to Trips per Vehicle-kilometer-travelled ratio (Trip/VKT) with consideration of the proportion of local and rural roads within Hong Kong based on the Annual Traffic Census (ATC) prepared by the TD. For SAMP v2.0, default trip and VKT values from EMFAC-HK model v4.3 are used in the calculations and the proportion of local and rural roads within Hong Kong of 14.34% is assumed based on ATC 2022.

Noise Barrier

2.8.12 No vertical or cantilevered noise barriers are found within 500m from the Site.

Road Elevation

2.8.13 The base elevation is the elevation of the ground surface underneath the road link in meter above Principal Datum (mPD). The height of the road surface above ground (in mAG) should be added to the release height.

2.9 Post-processing of Modelling Results and Background Pollutant Contribution

2.9.1 Pollutant dispersion from vehicular, industrial and marine emissions have been simulated using the AERMOD model. Dispersion results and background pollutant contributions have been combined and post-processed for the different averaging periods required for comparison with the relevant AQOs.

Ozone Limiting Method for Short-term Cumulative NO_2 Assessment

2.9.2 The conversion of NO_x to NO_2 is a result of a series of complex photochemical reactions and determines the prediction of near field impact of NO_x emissions. To determine vehicular emission impacts, the emission factors of NO_2 are extracted from the results of the EMFAC-HK Model version 4.3 and the emission factors of NO are calculated from the emission factors of NO_x and NO_2 for all motor vehicle types. For the industrial emissions, initial NO_2 to NO_x ratio for chimneys is assumed as 10% with reference to the Heathrow Airport EIA report.

2.9.3 For NO_x in particularly, an algorithm has been built-in to convert a portion of NO_x predicted at ASRs into NO_2 using the Ozone Limiting Method (OLM) when they mix with the ambient O_3. The OLM assumes a conversion process that is stoichiometrically limited by the ambient O_3 levels, and hence the latter can be used to predict the maximum convertible NO_2 from NO_x for superimposing onto the initial "out-of-tailpipe / in-stack" NO_2 levels as the base level. OLM has been applied for the sum of the vehicular, industrial and marine sources to compare with the available ozone for conversion to NO_2.

$$[NO_2]_{Predicted} = [NO_2]_{initial} + Min([NO]_{Predicted} or \frac{46}{48}[O_3]_{PATH})$$

where

$[NO_2]_{Predicted}$ is the predicted NO_2 Concentration;

$[NO_2]_{initial}$ is the initial NO_2 Concentration;

Min means the minimum of the two values within the bracket;

$[O_3]_{PATH}$ is the representative O_3 PATH Concentration (from other contribution;

$\frac{46}{48}$ is the molecular weight of NO_2 divided by the molecular weight of O_3.

Jenkin Method for Long-term Cumulative NO_2 Assessment

2.9.4 For the long-term cumulative NO_2 assessment (i.e. predictions of annual average NO_2 concentration), Jenkin Method was adopted for the conversion of cumulative annual average NOx to cumulative annual average NO_2. The details of Jenkin Method for this assessment extracted from the SAMP v2.0 are shown in Appendix 2.12.

Background Pollutant Contribution

2.9.5 The latest Pollutants in the Atmosphere and their Transport over Hong Kong model (PATH v3.0) released by EPD is used to estimate the background air quality. Since Year 2032 has been selected as the assessment year, PATH v3.0 for Year 2030 of Grid 46,30 has been adopted as the background concentration.

2.10 Assessment Results

2.10.1 The predicted air quality concentrations from surrounding vehicular, industrial and marine emissions have been quantitatively assessed separately for SO_2, NO_2, RSP and FSP. The predicted results of SO_2, NO_2, RSP and FSP at all predetermined ASRs are summarized in Appendix 2.13. The range of the assessment results of all the pollutants are summarized below.

Table 2.9 Range of Assessment Results of All Pollutants

ASR ID	NO_2		RSP		FSP		SO_2	
	19th Highest Hourly (AQO=200)	Annual Average (AQO=40)	10th Highest Daily (AQO=100)	Annual Average (AQO=50)	36th Highest Daily (AQO=50)	Annual Average (AQO=25)	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=50)
D01	82.5-104.3	13.8-25.7	49.4-51.0	18.7-20.4	23.4-24.0	11.1-11.8	22.6-22.7	6.8
D02	82.5-104.1	13.8-25.7	49.4-51.2	18.7-20.7	23.4-24.1	11.1-11.8	22.6-22.7	6.8

ASR ID	NO_2		RSP		FSP		SO_2	
	19th Highest Hourly (AQO=200)	Annual Average (AQO=40)	10th Highest Daily (AQO=100)	Annual Average (AQO=50)	36th Highest Daily (AQO=50)	Annual Average (AQO=25)	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=50)
D03	82.5-104.8	13.8-25.9	49.4-51.3	18.7-21.2	23.4-24.1	11.1-11.9	22.6-22.7	6.8
D04	82.7-105.0	13.8-25.6	49.4-51.8	18.7-22.5	23.4-24.1	11.1-12.3	22.6-22.7	6.8
D05	85.3-88.9	13.8-19.9	49.4-60.9	18.7-26.8	23.4-24.4	11.1-13.6	22.6-22.7	6.8
D06	85.7-90.2	13.8-18.3	49.4-90.9	18.7-42.1	23.4-33.4	11.1-18.1	22.6-22.8	6.8
D07	87.3-96.2	13.9-18.6	49.5-67.7	18.7-28.8	23.4-27.6	11.1-14.2	22.6-22.8	6.8-6.9
D08	86.9-135.3	13.9-21.3	49.5-58.6	18.7-25.5	23.4-25.4	11.1-13.2	22.6-22.9	6.8-6.9
D09	85.7-102.4	13.9-18.4	49.5-56.7	18.7-23.9	23.4-25.2	11.1-12.8	22.6-22.8	6.8-6.9
D10	85.7-92.6	13.8-17.2	49.5-54.1	18.7-22.7	23.4-24.6	11.1-12.4	22.6-22.7	6.8
D11	83.2-91.4	13.8-17.3	49.5-52.2	18.7-21.6	23.4-24.0	11.1-12.1	22.6-22.7	6.8
D12	85.1-90.9	13.8-17.9	49.4-51.5	18.7-21.4	23.4-24.0	11.1-12.0	22.6-22.7	6.8
D13	85.1-89.2	13.8-18.8	49.4-51.5	18.7-20.9	23.4-23.9	11.1-11.8	22.6-22.7	6.8
D14	83.2-88.9	13.8-20.6	49.4-51.2	18.7-20.6	23.4-23.8	11.1-11.7	22.6-22.7	6.8

SO_2

2.10.2 The predicted results of the 4th highest 10-minute average and daily average SO_2 concentration at ASR levels are summarized in Appendix 2.13. The results indicate that SO_2 concentrations at the Proposed Development comply with the relevant AQOs.

NO_2

2.10.3 The predicted results of the 19th highest 1-hour average and annual average NO_2 concentration at all selected ASR levels are summarized in Appendix 2.13. The results indicate that NO_2 concentrations at all locations of the Proposed Development comply

with the relevant AQOs, except those of 19th highest 1-hour average at G/F lobby (1.5m above ground) at the south portion of the proposed Development.

RSP

2.10.4 The predicted results of the 10th highest 24-hours and annual average RSP concentrations at all ASR levels are summarized in Appendix 2.13. The results indicate that RSP concentrations at all locations of the Proposed Development comply with the relevant AQOs.

FSP

2.10.5 The predicted results of the 36th highest 24-hours and annual average FSP concentration for all selected ASRs at all levels are summarized in Appendix 2.13. The results indicate that FSP concentration at all locations of the Proposed Development comply with the relevant AQOs.

2.11 Odour Impact Assessment

Introduction

2.11.1 Based on the several site visits carried in November 2023, December 2023, February 2024 and September 2024, the odour source of the area is same as that assessed in the approved planning application of the 126 Approval Scheme, i.e. three identified odour sources are Yau Tong Sewage Pumping Station, Kwun Tong Wholesale Fish Market and Sam Ka Tsuen Typhoon Shelter as shown in Figure 2.7. Also, there is no change in their operation. Therefore, the odour impact assessment used in the previous assessment for A/K15/126 is adopted in this assessment.

Identified Odour Sources

a. Yau Tong Sewage Pumping Station

2.11.2 Yau Tong Sewage Pumping Station (YTPS) is located at the junction of Ko Fai Road and Tung Yuen Street which is next to the Application Site. The pumping station has three sewage pumps that operate in a 2 duty and 1 standby mode with each pump having a design capacity of 0.55 m^3/s. Therefore, the ultimate design capacity for YTPS is 1.1 m^3/s according to the approved EIA Study for Yau Tong Bay Development – Engineering Feasibility Study for the Comprehensive Development at Yau Tong Bay (AEIAR-054/2002).

2.11.3 Several site visits were conducted to identify any noticeable odour at the site boundary of the sewage pumping station. No identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.

b. Kwun Tong Wholesale Fish Market

2.11.4 Kwun Tong Wholesale Fish Market, which is located at the junction of Shung Wo Path and Tung Yuen Street, is at about 100m from the Application Site. The peak operating hour of the market would be from 7:00am to 12:00 noon. The market activities include the delivery by fishing vessels and immediate collection, after transaction, by lorry of boxed fresh marine fish. The live fish are delivered in containers which are transferred to shore, alive, and are placed in aquariums inside the market or transported directly to waiting lorries which are equipped with aquariums inside. Since fish market office building and Tung Yuen Street Cooked Food Market are situated at the northern and southern sides of the fish market respectively and the fish market is covered by a roof, odour can only be emitted at the sides facing the sea and Tung Yuen Street.

2.11.5 Based on several site visits, it is observed that some fish stores were not in operation and floor was dry at some area. In addition, polyfoam boxes were collected at a designated area inside the fish market and disposed of by dump trucks regularly. However, in this odour assessment, to be conservative, apart from carpark, indoor storage area and administrative building, all other area are regarded as different types of odour sources (see Figure 2.8). Impact from these area sources is modelled by AERMOD. Emission parameters for the Kwun Tong Wholesale Fish Market are referenced to the approved planning application A/K15/126 and are presented in Appendix 2.15.

c. Sam Ka Tsuen Typhoon Shelter

2.11.6 Sam Ka Tsuen Typhoon Shelter is located to the southeast of the Application Site. The proposed residential buildings are at least 180m away from the Typhoon Shelter. In the south-eastern side of the typhoon shelter, many seafood restaurants and shops exist to serve the public and tourists visiting the area.

2.11.7 The area is predominantly impacted by sewage outfalls of the seafood restaurant, shops and low-rise village houses in the vicinity. In order to resolve the odour problem arising from the sewage outfalls, in-situ bioremediation works for facilitating decomposition of organic pollutants in sediments were carried out in the typhoon shelter in 2004 [Ref-3]. Several studies [Ref-2,4,5,6&7] documented its successful application to treat odorous sediments at Sam Ka Tsuen Typhoon Shelter where over 95% of odorous acid volatile sulphides were removed. Referring to the meeting minute of the Legislative Council on 1 February 2012 [Ref-2], no complaint regarding odour of Sam Ka Tsuen Typhoon Shelter was recorded in Year 2009 to 2011 (i.e. 5 to 7 years after the bioremediation works).

2.11.8 Moreover, Drainage Services Department (DSD) is carrying out a study "Lei Yue Mun Village Sewerage – Investigation, Design and Construction (4398DS)" to improve the water quality at Sam Ka Tsuen Typhoon Shelter and the hygiene conditions of the unsewered areas at Lei Yue Mun by providing sewerage system which is expected to be completed in Year 2021 [Ref-8] i.e. one year before the operation of the Project. In light of this, it is expected that Sam Ka Tsuen Typhoon Shelter therefore will no longer be impacted by sewage outfalls of the unsewered areas during heavy rainfall.

2.11.9 Odour patrol was conducted at the boundary of Sam Ka Tsuen Typhoon Shelter. A slightly detectable odour was noticed at the Sam Ka Tsuen Typhoon Shelter. However, no odour was noticeable at around 20m away from the Sam Ka Tsuen Typhoon Shelter. Since the boundary Application Site is around 180m away from the Sam Ka Tsuen Typhoon Shelter, it is anticipated that the associated odour impact is not anticipated.

Odour Impact Appraisal and Assessment Result

2.11.10 Nevertheless, a quantitative odour assessment was conducted in an environmental study supporting a S16 town planning application of a neighbouring planned residential

Ref-3 LCQ3: Tackling odour problem of waterfront tourist attractions (2012), http://www.info.gov.hk/gia/general/201202/01/P201202010276.htm

Ref-4 United States Patent US 8,647,566 B2 (2014), Deodorant for treating sediment in-situ and the associated facilities and method (https://www.google.com/patents/US8647566?utm_source=gb-gplus-sharePatent)

Ref-5 Estes T.J. and McGrath C.J. (2014) Economical Treatment of Dredged Material to Facilitate

Ref-6 Agreement No. CE 35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and Construction - Annex A Report on KTAC and KTTS studies

Ref-7 Kai Tak Development Environmental Improvement to Kai Tak Approach Channel CB(1)1375/08-09(01)

Ref-8 工務計劃項目編號 4398DS 鯉魚門村污水收集系統工程 (觀塘區議會屬下環境及衞生委員會文件第 18/2016 號,

http://www.districtcouncils.gov.hk/kt/doc/2016_2019/tc/committee_meetings_doc/EHC/10261/E HC_18_2016.pdf

site under Application No. A/K15/126 (Feb 2022). The report also identified that Yau Tong Sewage Pumping Station, Kwun Tong Fish Market and Sam Ka Tsuen Typhoon Shelter as existing odour sources in the vicinity of their Application Site. Similar to the findings in this EAS, odour impact for Yau Tong Sewage Pumping Station and Sam Ka Tsuen Typhoon Shelter was not anticipated at the planned residential site. Therefore, a quantitative odour impact assessment was carried out under the environmental study of Application No. A/K15/126 for the Kwun Tong Wholesale Fish Market only, which is considered relevant and applicable for this EAS.

2.11.11 The predicted result of odour impact for all selected ASRs at all levels are summarized in Appendix 2.16. It reveals that odour at all locations of the Proposed Development comply with the criterion (i.e. <5OUs).

2.12 Review on Impact from Proposed Carpark

2.12.1 Basement carpark has been proposed for the Proposed Development. The air quality inside the basement carpark should satisfy the air pollutant standards as recommended by the ProPECC PN 2/96 Control of Air Pollution in Car Parks. Therefore, the mechanical ventilation system and layout the basement carpark should be properly designed. Furthermore, the exhaust outlet of the mechanical ventilation system of the basement carpark should also be designed by facing away from the nearest air sensitive uses as practicable as possible to ensure not to cause a nuisance to the occupants/ residents of the air sensitive uses including the surrounding developments and the Proposed Development. As the Project is still under initial design stage, the location of the exhaust outlet of the mechanical ventilation system is yet available.

3. CONCLUSION

3.1.1 Based on the air quality impact and odour assessment results, the Proposed Development will not be subject to any unacceptable air quality or odour impact provided that the air pollutant concentrations and odour at the fresh air intake locations for the Proposed Development comply with the AQOs and odour criteria. Besides, the fresh air intake for the Proposed Development is recommended to be located at or above 1.5mAG.

3.1.2 Based on above conclusion, it confirms the feasibility and acceptability of the Proposed Redevelopment from an environmental perspective.

Figures

Legend

Application Site

Figure:	1.1	RAMBOLL	
Title:	Location of Application Site and its Environs	Drawn by:	WT
		Checked by:	TC
Project:	Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.:	1.0
		Date:	Nov 2024

Legend

- 500m Assessment Area
- Application Site

N

Figure: 2.1	RAMBOLL
Title: 500m Assessment Area for Air Quality Impact Assessment	Drawn by: WT Checked by: TC
Project: Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

Legend

- 500m Assessment Area
- Application Site
- A01 Representative Air Sensitive Receiver

Representative ASR ID	Description
A01	Planned Transitional Housing
A02	Peninsula East
A03	Kwun Tong Wholesale Fish Market
A04	Planned Residential Development (Application No. A/K15/122)
A05	Planned Comprehensive Residential Development (Application No. A/K15/126)
A06	Planned Residential Development (Application No. A/K15/121)
A07	Montego Bay
A08	Yau Tong Industrial City Block B
A09	Wah Lee Industrial Building
A10	Maya by Nouvelle
A11	Planned Residential Development (Application No. A/K15/129)
A12	Mai Tong Industrial Building
A13	The Spectacle
A14	Canaryside at Shung Shun Street
A15	Ocean One at Shung Shun Street
A16	Ko Fai Industrial Building
A17	Sam Ka Tsuen Recreation Ground
A18	Yau Tong Centre Tower 7 at Ka Wing Street

Figure: 2.2

Title: Representative Air Sensitive Receivers during Construction Phase

Project: Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by: WT
Checked by: TC
Rev.: 1.0
Date: Nov 2024

Legend

Application Site

A01 Representative Air Sensitive Receiver

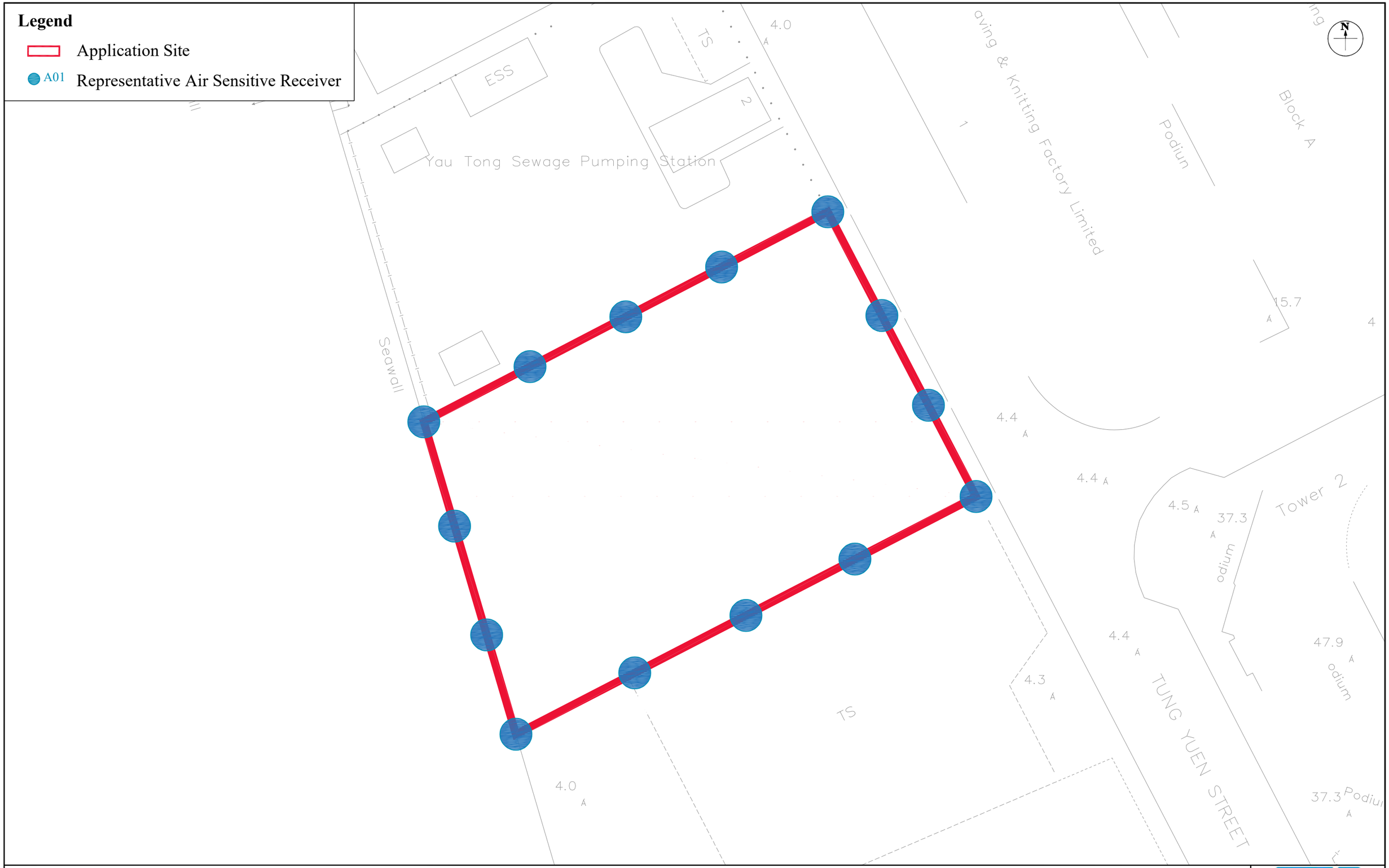

Figure: 2.3	RAMBOLL
Title: Representative Air Sensitive Receivers during Operation Phase	Drawn by: WT
	Checked by: TC
Project: Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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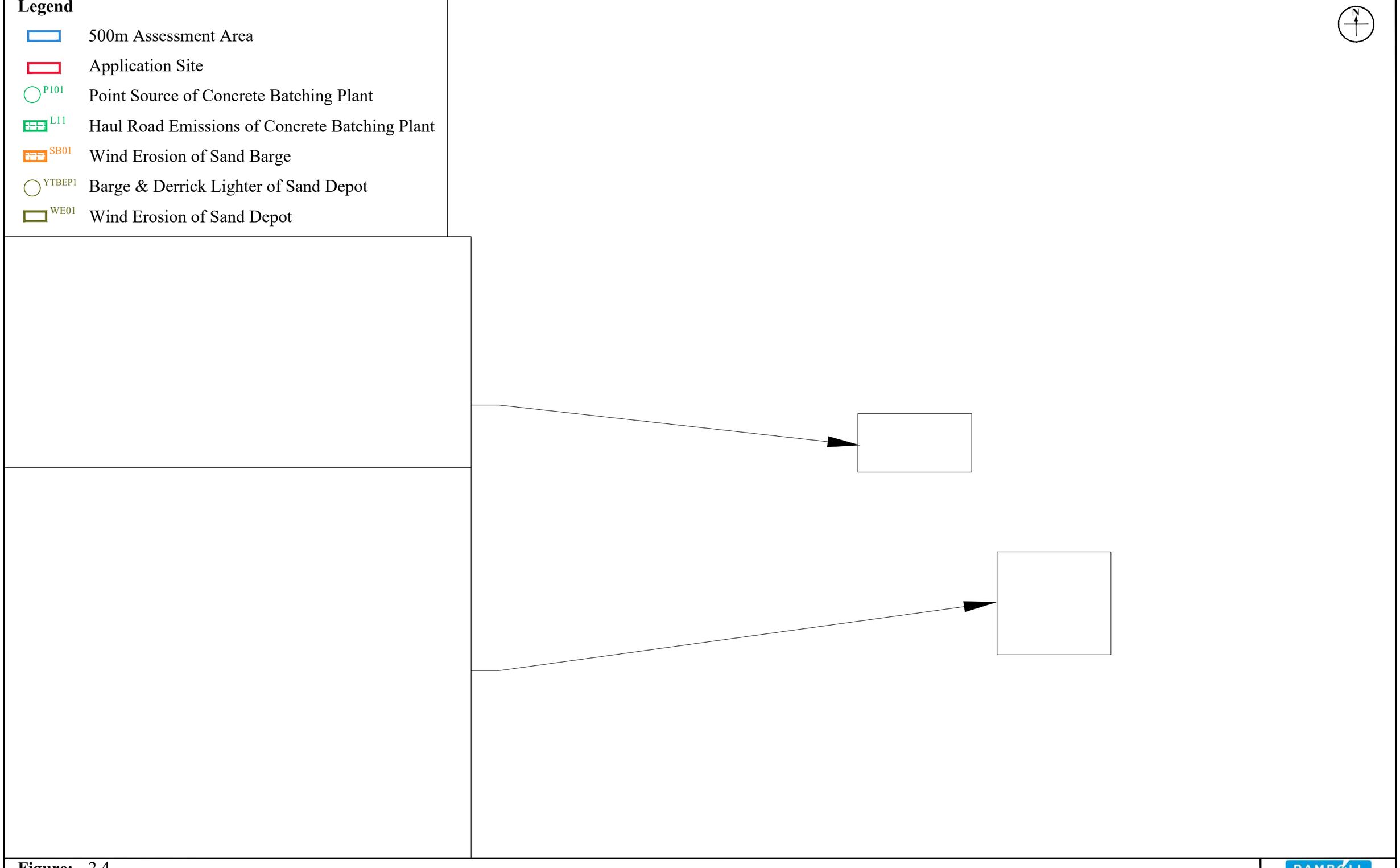


Figure:	2.4	RAMBOLL
Title:	Location of Identified Industrial Emission Sources within 500m Assessment Area	Drawn by: WT
		Checked by: TC
Project:	Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
		Date: Nov 2024

N

Legend

- 500m Assessment Area
- Application Site
- Marine Emission Sources - Barge
- Marine Emission Sources - Ferry
- Marine Emission Sources - Planned Local Vessel
- Marine Emission Sources - Fishing Vessel

Figure: 2.5	RAMBOLL
Title: Location of Identified Marine Vessels Emission Sources within 500m Assessment Area	Drawn by: WT Checked by: TC
Project: Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

Legend

- 4km Assessment Area
- Application Site
- H1 Major Point Source - Kai Tak Cruise Terminal

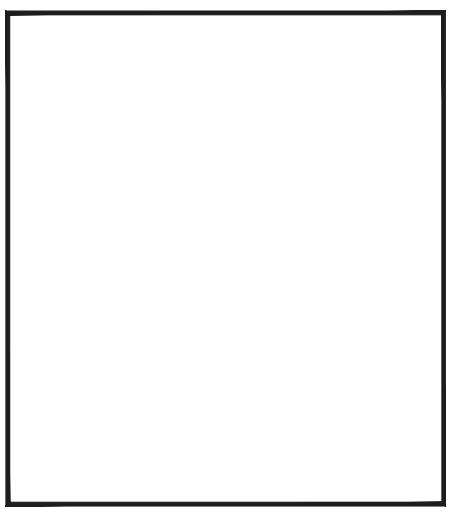


Figure: 2.6	RAMBOLL
Title: Location of Identified Major Point Source within 4km Assessment Area	Drawn by: WT
	Checked by: TC
Project: Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

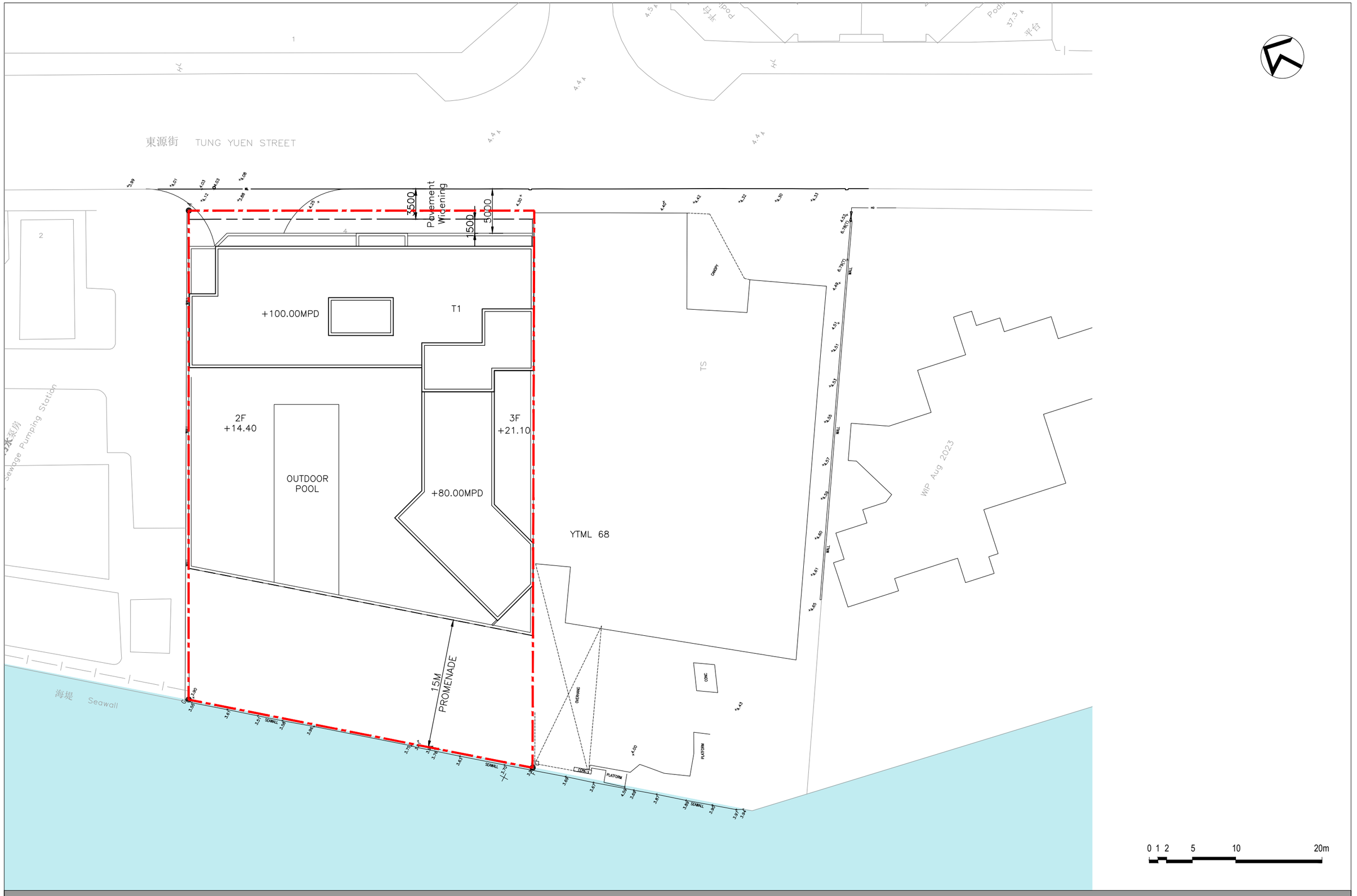


Figure: 2.7		RAMBOLL
Title: Location of Identified Odour Sources within 500m Assessment Area		Drawn by: WT
		Checked by: TC
Project: Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon		Rev.: 1.0
		Date: Nov 2024



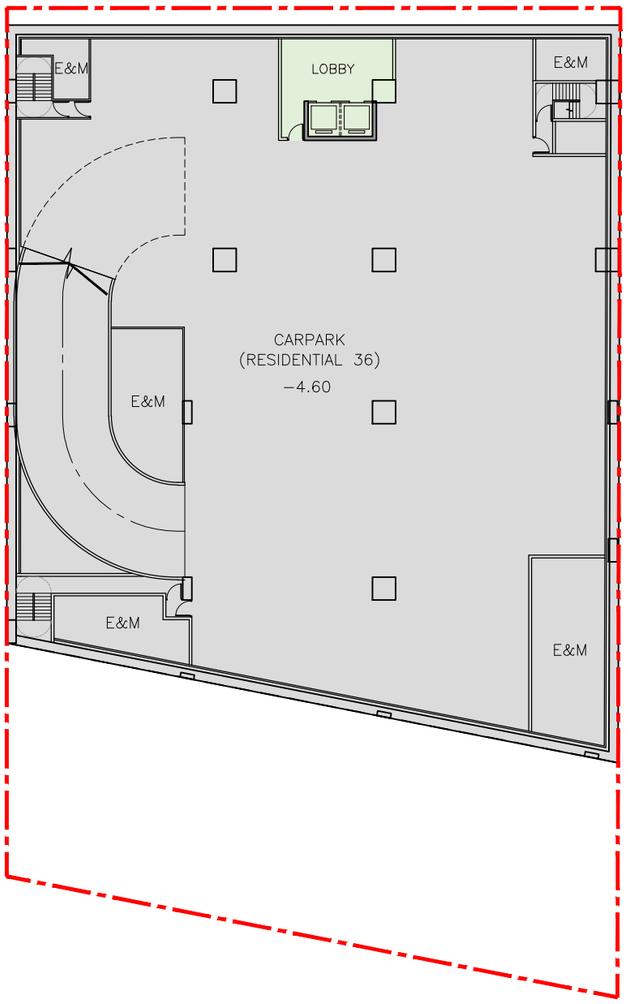
Figure:	2.8	RAMBOLL
Title:	Location of Odour Sources within Kwun Tong Wholesale Fish Market	Drawn by: WT
		Checked by: TC
Project:	Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
		Date: Nov 2024

Appendix 1.1 Master Layout Plan of the Proposed Development



A-01 Master Layout Plan

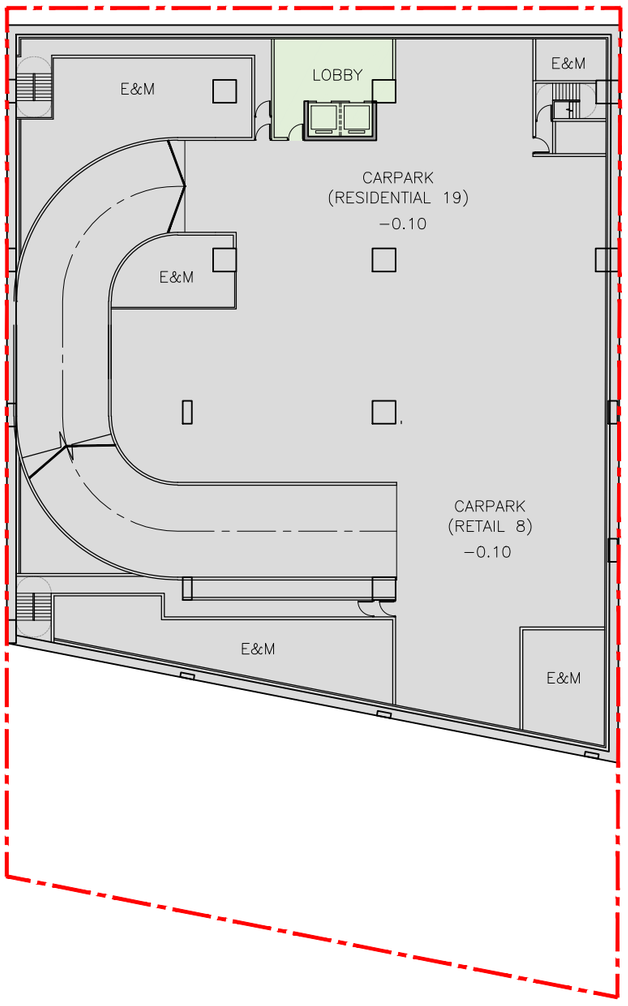
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

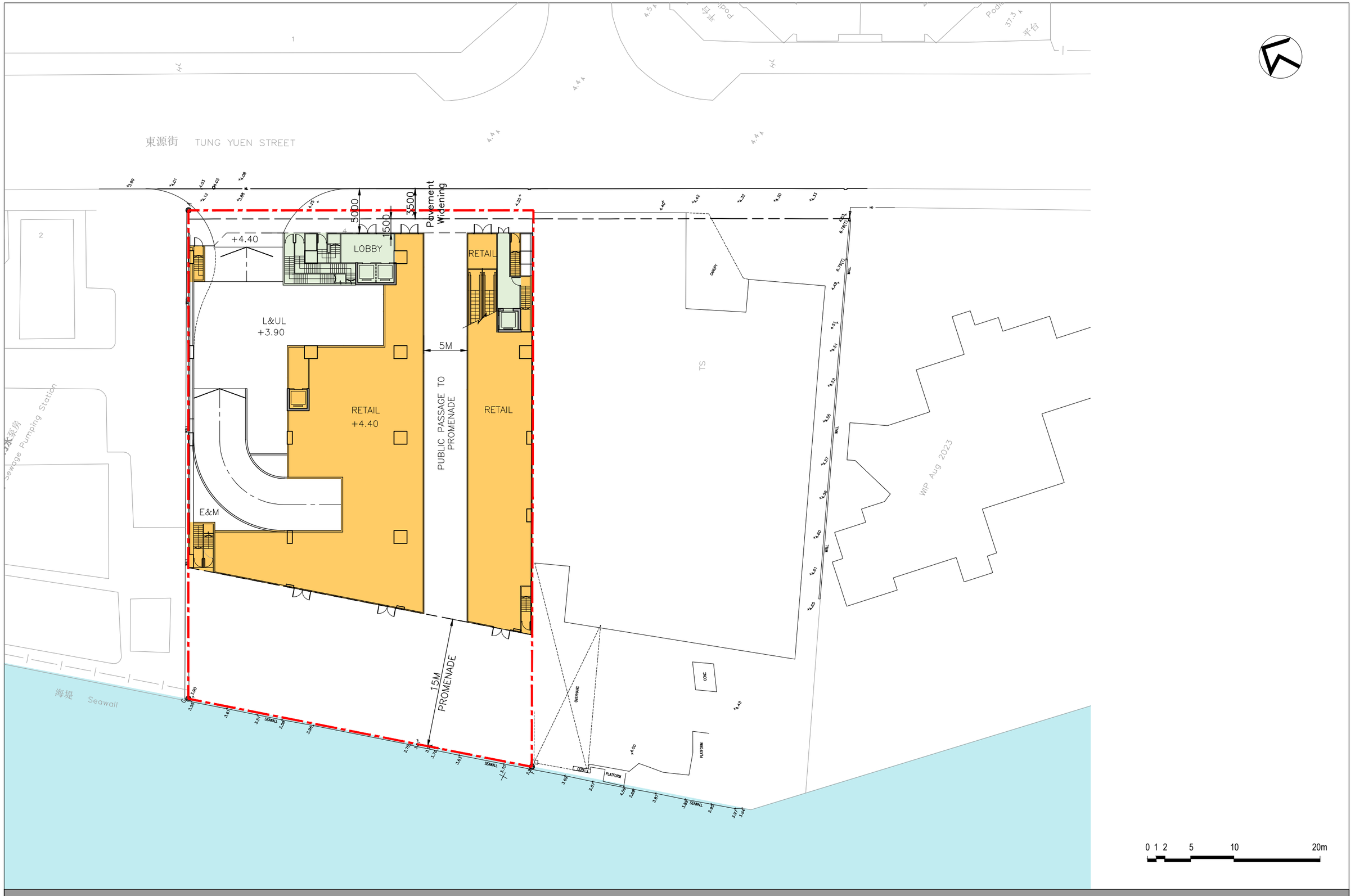
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

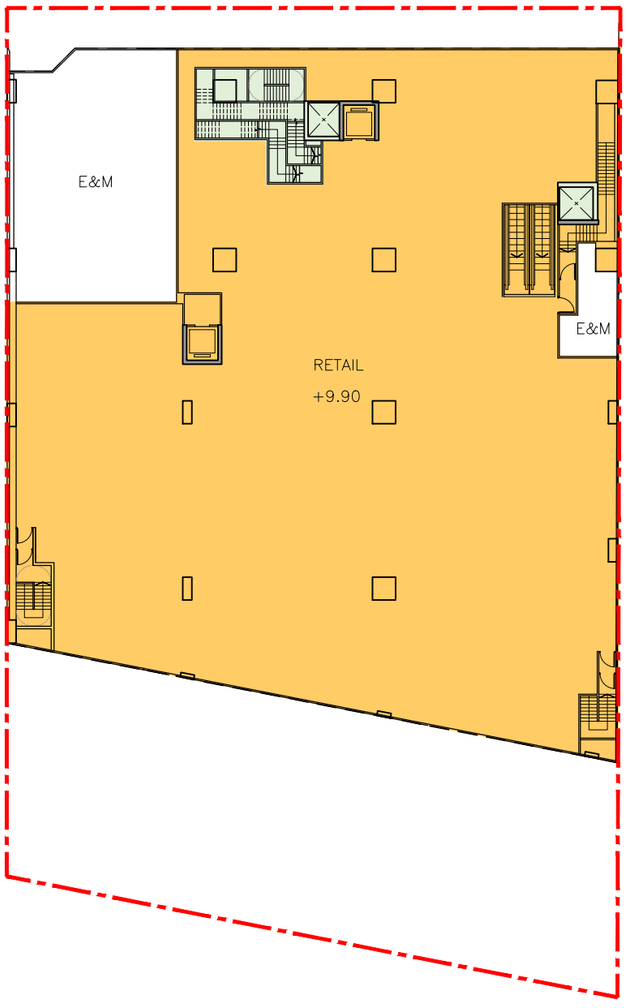
A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level (GF) Plan

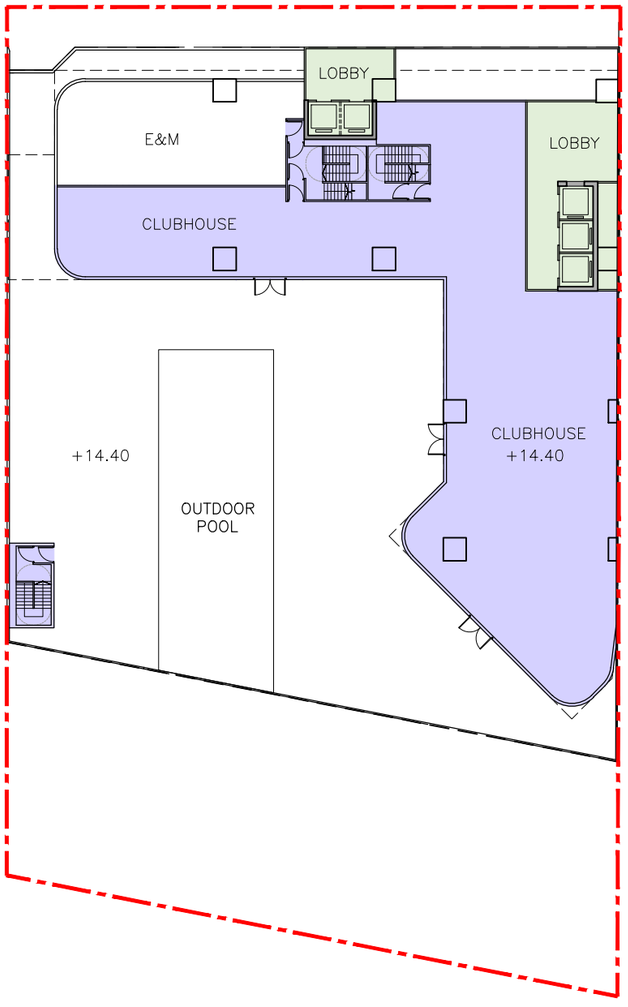
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

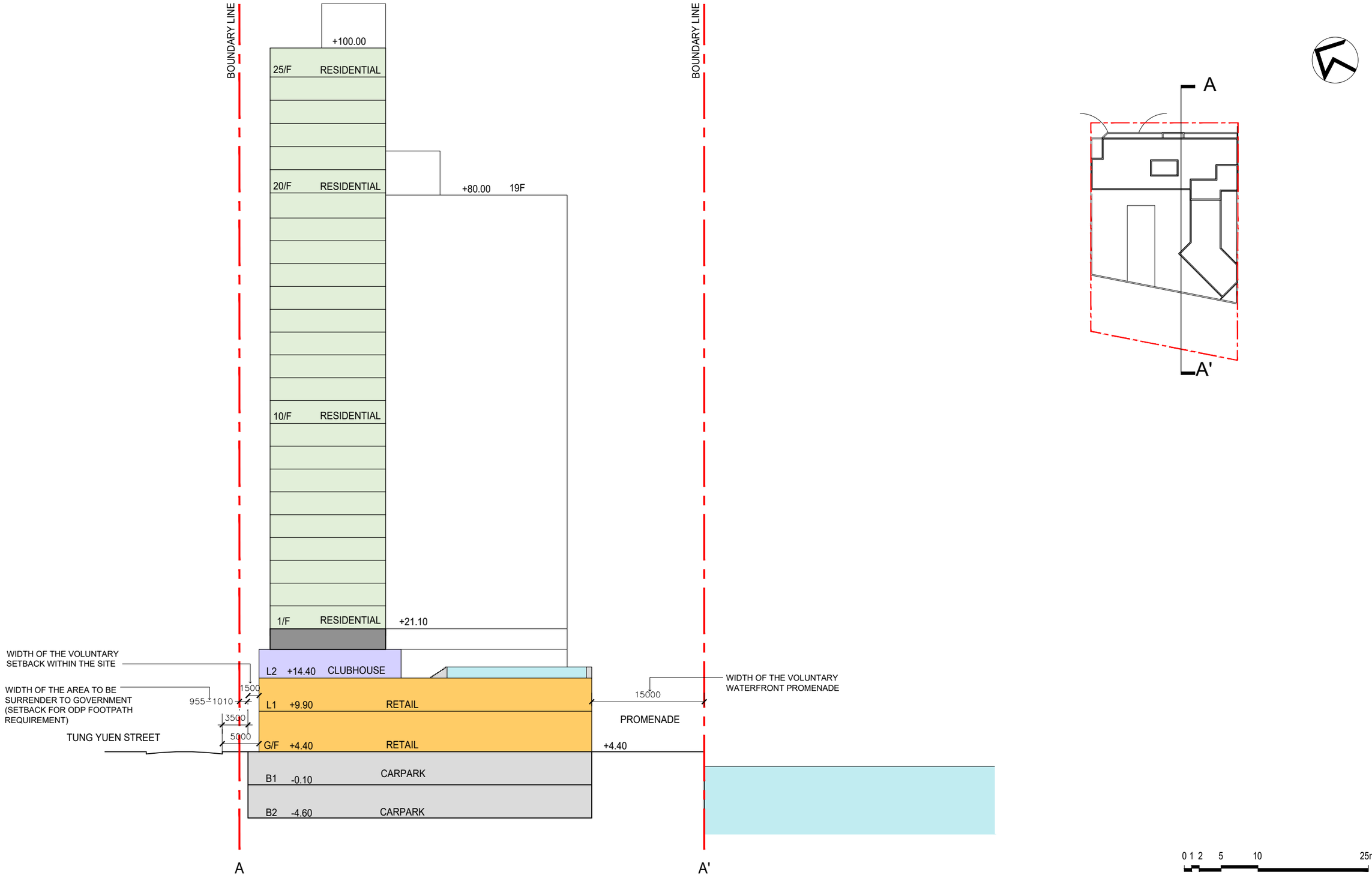
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

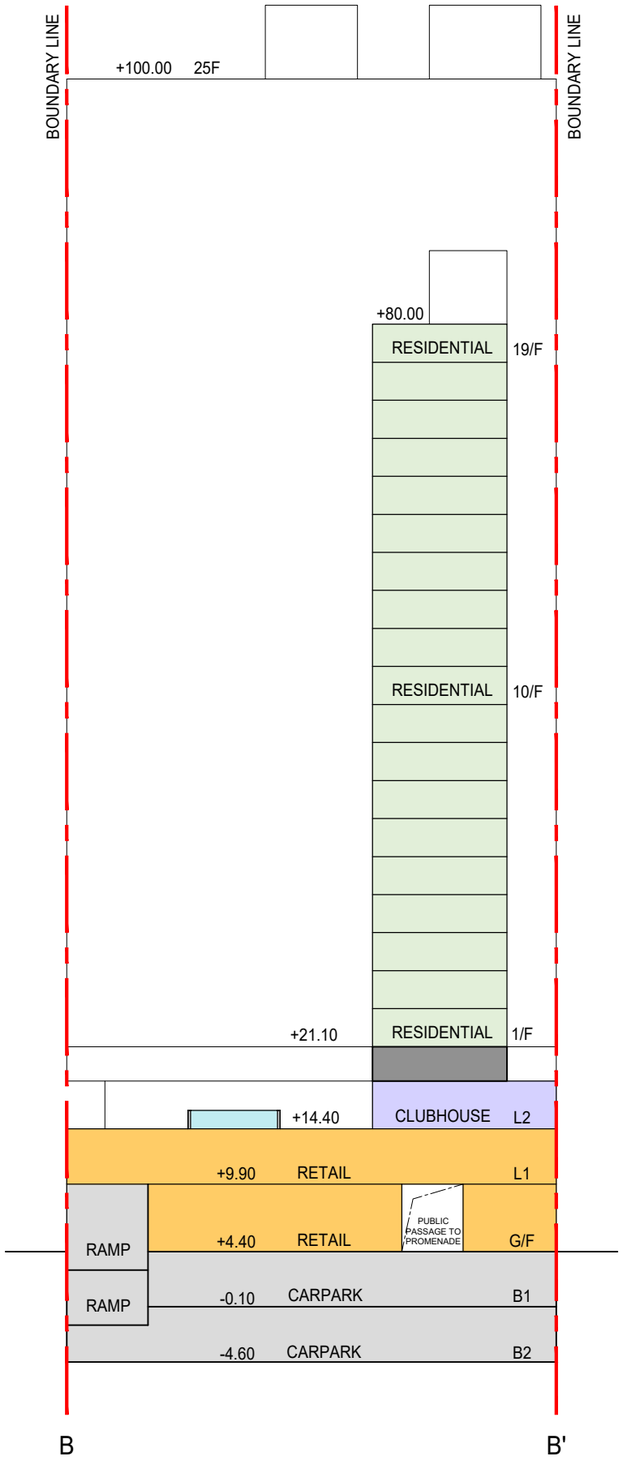
A-06 Level 2 (L2) Plan

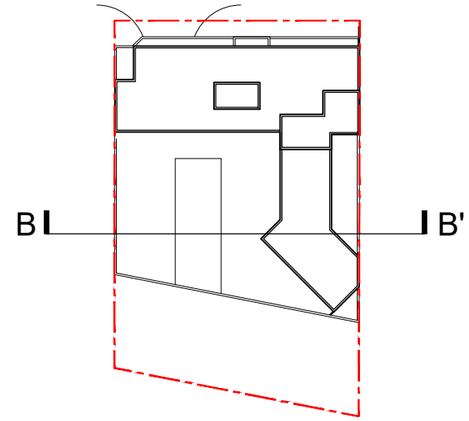
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 2.1 SP License of Concrete Batching Plants

License Holder	License No	Expired Date
China Concrete Co. Ltd.	L-3-194(4)	31 Dec 2019
Hong Kong Concrete Co. Ltd.	L-3-218(3)	11 May 2020
Redland Concrete Limited	L-3-117(6)	23 Aug 2025

China Concrete Co. Ltd.

REGISTER OF LICENCES FOR THE CONDUCT OF A SPECIFIED PROCESS GRANTED UNDER THE AIR POLLUTION CONTROL ORDINANCE

Serial No.: R0499

Licence No.: : L-3-194(4)

1. Details of the Licence

Date of Issue	Date of Expiry	Date of Application	Serial No. of the Application	Serial No. of the Licence (if any) being Renewed
16 January, 2017	31 December, 2019	8 March, 2016	----	R0360

Name of Licence Holder		Certificate of Incorporation No.
English	Chinese	
China Concrete Co. Ltd.	中國混凝土有限公司	720948

Name of the Premises under which the Specified Process is conducted
China Concrete Co. Ltd.
Address of the Premises at which the Specified Process is conducted
No. 22 Tung Yuen Street, Yau Tong, Kowloon

Classification of Specified Process**	Installed/Processing* Capacity	Silo Capacity (for Cement Works only)
Cement Works	240 cubic metre per hour	4460 tonnes

Yau Tong

Delete if not applicable.
As specified in the First Schedule of the Ordinance

22 Tung Yuen St

China Concrete Co. Ltd.

Appendix 7

REGISTER OF APPLICATIONS UNDER SECTION 14(3)(a) OF THE AIR POLLUTION CONTROL ORDINANCE

Serial No.: A0567

1. Type of Application*

New Licence	☐
Renewal of Licence	☐
Variation of Licence	☑
Transfer of Licence	☐
A Licence subsequent to the Cessation of an Exemption under Section 21	☐
Cancellation or Variation of Any Term or Condition of Exemption	☐

2. Name of Applicant (English) China Concrete Co. Ltd.

(Chinese) 中國混凝土有限公司

3. Address of Applicant 24/F, China Merchants Tower, Shun Tak Centre, 168-200 Connaught Road,. Central, Hong Kong

4. Date of Application 12 February, 2003

5. Date of Entry into Register 26 April, 2003

6. Date of Last Notice in Newspapers 26 April, 2003

*Tick the appropriate box

7. Premises Where the Specified Process is Conducted

Name of Premises		Address
English	Chinese	
China Concrete Co. Ltd.	中國混凝土有限公司	No. 22, Tung Yuen Street, Yau Tong, Kowloon

8. Nature of Work

Existing Licence No.	Expiry Date	Classification of Specified Process† under Application	Mode of Operation (Continuous / Batch)	~~Installed~~/ Processing* Capacity	Silo Capacity (for Cement Works Only) (tonnes (t))	Total No. of Emission Points
L-3-194(1).	22 May, 2006.	Cement Works	Batch	Concrete production: Existing licence: 120 cubic metre per hour Proposed variation: 240 cubic metre per hour	Cement: 4x1000 t, 2x130 t PFA: 1x100 t Microsilica: 1x100 t	Existing licence: 13 Proposed variation: 12 (EP12 to be deleted)

9. Other Specified Processes Conducted in Same Premises: Not applicable.

Classification of Specified Process †	Licence / Exemption* Numbers

9A. Air Pollution Control Plan under Section 14A

a. Has the plan been submitted Yes/~~No~~ *

b. Whether the plan is available for inspection Yes/~~No~~ *

† As specified in the Schedule 1 of the Ordinance * Delete if not applicable

China Concrete Co. Ltd.

10. Noxious or Offensive Emissions *

Emission Point No	Exhaust Gas Flowrate (m^3/h)		Mode of Discharge to Atmosphere											
			Exit Temperature (°C)		Fugitive Emission (Yes/No)		Discharge or Chimney Height (m)		Cross-Section of Discharge Exit or Chimney					
									Width (m)		Length (m)		Diameter (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
1	1750		Ambient		No		31		0.125		0.25		N.A.	
2	1750		Ambient		No		31		0.125		0.25		N.A.	
3	1750		Ambient		No		8		0.125		0.25		N.A.	
4	1750		Ambient		No		8		0.125		0.25		N.A.	
5 or 5a (NOTE A)	N.A.		Ambient		Yes		6		4(EP5) 3(EP5a)		4(EP5) 3(EP5a)		N.A.	
6	1750		Ambient		No		30		0.125		0.25		N.A.	
7	1750		Ambient		No		30		0.125		0.25		N.A.	
8	1750		Ambient		No		30		0.125		0.25		N.A.	
9	1750		Ambient		No		30		0.125		0.25		N.A.	
10	3500		Ambient		No		12		0.25		0.25		N.A.	
11	3500		Ambient		No		12		0.25		0.25		N.A.	
12	10200	To be deleted	Ambient	To be deleted	No	To be deleted	31	To be deleted	0.5	To be deleted	0.5	To be deleted	N.A.	To be deleted
13	N.A.		Ambient		Yes		0.5		30		15		N.A.	

Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION

NOTE A: EP5a, i.e. an aggregate receiving hopper (ARH-2) serves as a back up for EP5, i.e. an aggregate receiving hopper (ARH-1).

China Concrete Co. Ltd.

Emission Point No.	Details of Emissions													
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration* (mg/m^3)		Maximum Concentration* (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
1	Dust		0.0364		0.0875		Dust collector		20.8		10		10	14
2	Dust		0.0364		0.0875		Dust collector		20.8		10		10	14
3	Dust		0.0364		0.0875		Dust collector		20.8		10		10	14
4	Dust		0.0364		0.0875		Dust collector		20.8		10		10	14
5 or 5a (NOTE A)	Dust		0.323		0.775		3-side and top enclosure and water spray		N.A		N.A.		10	14
6	Dust		0.0364		0.0875		Dust collector		20.8		10		10	14
7	Dust		0.0364		0.0875		Dust collector		20.8		10		10	14
8	Dust		0.0364		0.0875		Dust collector		20.8		10		10	14
9	Dust		0.0364		0.0875		Dust collector		20.8		10		10	14
10	Dust		0.0728		0.175		Dust collector		20.8		10		10	14
11	Dust		0.0728		0.175		Dust collector		20.8		10		10	14
12	Dust	To be deleted	0.212	To be deleted	0.51	To be deleted	Dust collector	To be deleted	20.8	To be deleted	10	To be deleted	10	To be deleted
13	Dust		0.0897		0.215		Paved road and water spray		N.A.		N.A.		N.A.	N.A.

* Expressed as at standard temperature & pressure of 0°C and 101.325 kPa

Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION

NOTE A: EP5a, i.e. an aggregate receiving hopper (ARH-2) serves as a back up for EP5, i.e. an aggregate receiving hopper (ARH-1).

† As specified in the Schedule 1 of the Ordinance

China Concrete Co. Ltd.

11. Note:

Any person may object within 30 days of notice in newspapers, to the granting of the application on the grounds that the Air Quality Objective in that area is being threatened or the emission of noxious or offensive emissions would be, or be likely to be, prejudicial to health. An objection requires the name, address, and identity of the person making the objection, the address of the premises of the proposed specified process, and how the Air Quality Objective is being threatened or how the emission of noxious or offensive emissions would cause prejudice to health. Objections should be made in Form 5 in the Second Schedule to the Air Pollution Control (Specified Processes) Regulations and be forwarded to the Authority and copied to the Secretary for the Environment, Transport and Works.

Hong Kong Concrete Co. Ltd.

REGISTER OF LICENCES FOR THE CONDUCT OF A SPECIFIED PROCESS GRANTED UNDER THE AIR POLLUTION CONTROL ORDINANCE

Serial No.: R0485

1. Details of the Licence

Licence No.: : L-3-218(3)

Date of Issue	Date of Expiry	Date of Application	Serial No. of the Application	Serial No. of the Licence (if any) being Renewed
8 June, 2016	11 May, 2020	12 February, 2015	A0605	R0333

Name of Licence Holder		Certificate of Incorporation No.
English	Chinese	
Hong Kong Concrete Co. Ltd.	港九混凝土有限公司	255320

Name of the Premises under which the Specified Process is conducted
Hong Kong Concrete Co. Ltd.
Address of the Premises at which the Specified Process is conducted
Yau Tong Marine Lot Nos. 60 & 61, 20 Tung Yuen Street, Yau Tong, Kowloon

Classification of Specified Process**	Installed/Processing* Capacity	Silo Capacity (for Cement Works only)
Cement Works	250 cubic metre per hour	2075 tonnes

* Delete if not applicable.
** As specified in the First Schedule of the Ordinance

EPD 30

Hong Kong Concrete Co. Ltd.

Appendix III

REGISTER OF APPLICATION UNDER SECTION 14(3) (a) OF THE AIR POLLUTION CONTROL ORDINANCE

Serial No. : A0605

1. Type of Application*

New Licence	✓
Renewal of Licence	
Variation of Licence	
Transfer of Licence	
A Licence subsequent to the Cessation of an Exemption under Section 21	
Cancellation of Variation of Any Term or Condition of Exemption	

2. Name of Applicant (English) Hong Kong Concrete Co. Ltd.

(Chinese) 港九混凝土有限公司

3. Address of Applicant Unit 2602, 26/F, 118 Connaught Road West, Hong Kong.

4. Date of Application 31 March, 2004

5. Date of Entry into Register 29 May, 2004

6. Date of Last Notice in Newspapers 29 May, 2004

* Tick the appropriate box

EPD57

Hong Kong Concrete Co. Ltd.

7. Premises Where the Specified Process is Conducted

Name of Premises		Address
English	Chinese	
Hong Kong Concrete Co. Ltd.	港九混凝土有限公司	Yau Tong Marine Lot Nos. 60 & 61, 20 Tung Yuen Street, Yau Tong, Kowloon

8. Nature of Work

Existing Licence No.	Expiry Date	Classification of Specified Process⊙ under Application	Mode of Operation (Continuous/Batch)	Installed/ Processing* Capacity	Silo Capacity (for Cement Works Only)	Total No. Of Emission Points
N/A	N/A	Cement Works	Batch	250 m^3/hr.	2075 Tonnes	14

9. Other Specified Processes Conducted in Same Premises

Classificaiton of Specified Process⊙	Licence / Exemption*Numbers
N/A	N/A

9A. Air Pollution Control Plan under Section 14A

a. Has the Plan been submitted Yes/~~No~~*

b. Whether the plan is available for inspection Yes/~~No~~*

⊙As specified in the Schedule 1 of the Ordinance
*Delete if not appropriate
N/A Not applicable

10. Noxious or Offensive Emission*

Emission Point No.	Exhaust Gas Flow Rate (m^3/h)		Mode of Discharge to Atmosphere											
			Exit Temperature (℃)		Fugitive Emission (Yes/No)		Discharge Exit or Chimney Height Above Ground (m)		Cross-Section of Discharge Exit or Chimney					
									Width (m)		Length (m)		Diameter (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1A(1)	1550		Ambient		No		33		0.125		0.25		N/A	
EP1B(2)	1550		Ambient		No		33		0.125		0.25		N/A	
EP1C(3)	1550		Ambient		No		33		0.125		0.25		N/A	
EP1D(4)	1550		Ambient		No		33		0.125		0.25		N/A	
EP1E(5)	1550		Ambient		No		33		0.125		0.25		N/A	
EP1F(6)	1550		Ambient		No		33		0.125		0.25		N/A	
EP1G(7)	1550		Ambient		No		33		0.125		0.25		N/A	
EP1H(8)	1550		Ambient		No		28		0.125		0.25		N/A	
EP1I(9)	1550		Ambient		No		33		0.125		0.25		N/A	
EP2A(10)	1550		Ambient		No		13		0.125		0.25		N/A	
EP2B(11)	1550		Ambient		No		13		0.125		0.25		N/A	
EP2C(12)	1550		Ambient		No		13		0.125		0.25		N/A	
EP4(13)	-		Ambient		Yes		9		2.5		5		N/A	
EP9(14)	-		Ambient		Yes		0.5		-		-		N/A	

*Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION.

N/A Not applicable

Emission Point No.	Details of Emission															
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration* (mg/m^3)		Maximum Concentration* (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1A(1)	Dust		-		0.0775		Dust collector		-		50		12	
EP1B(2)	Dust		-		0.0775		Dust collector		-		50		12	
EP1C(3)	Dust		-		0.0775		Dust collector		-		50		12	
EP1D(4)	Dust		-		0.0775		Dust collector		-		50		12	
EP1E(5)	Dust		-		0.0775		Dust collector		-		50		12	
EP1F(6)	Dust		-		0.0775		Dust collector		-		50		12	
EP1G(7)	Dust		-		0.0775		Dust collector		-		50		12	
EP1H(8)	Dust		-		0.0775		Dust collector		-		50		12	
EP1I(9)	Dust		-		0.0775		Dust collector		-		50		12	
EP2A(10)	Dust		-		0.0775		Dust collector		-		50		12	
EP2B(11)	Dust		-		0.0775		Dust collector		-		50		12	
EP2C(12)	Dust		-		0.0775		Dust collector		-		50		12	
EP4(13)	Dust		-		-		3 sides & top enclosure & water spray		-		-		12	
EP9(14)	Dust		-		-		Road paved & wetted		-		-		12	

Hong Kong Concrete Co. Ltd.

11. Note:

Any person may object within 30 days of notice in newspapers to the granting of the application on the grounds that the air quality objective in that area is being threatened or the emission of noxious or offensive emissions would be, or be likely to be, prejudicial to health. An objection requires the name, address ,and identity of person making the objection, the address of the premises of the proposed specified process, and how the air quality objective is being threatened or how the emission of noxious or offensive emission would cause prejudice to health. Objections should be made in Form 5 in the Second Schedule to the Air Pollution Control (Specified Processes) Regulations and be forwarded to the Authority and copied to the Secretary for the Environment, Transport and Works.

*Expressed as at Standard Temperature & Pressure of 0℃and 101.325kPa.

Redland Concrete Limited

REGISTER OF LICENCES FOR THE CONDUCT OF A SPECIFIED PROCESS GRANTED UNDER THE AIR POLLUTION CONTROL ORDINANCE

Serial No.: R0667 Licence No.: L-3-117(6)

1. Details of the Licence

Date of Issue	Date of Expiry	Date of Application	Serial No. of the Application	Serial No. of the Licence (if any) being Renewed
24 August 2023	23 August 2025	20 September 2022	A0596	R0587

Name of Licence Holder		Certificate of Incorporation No.
English	Chinese	
Redland Concrete Limited	中港混凝土有限公司	165951

Name of the Premises under which the Specified Process is conducted
Redland Concrete Limited
Address of the Premises at which the Specified Process is conducted
YTML 68, 6 Tung Yuen Street, Yau Tong, Kowloon

Classification of Specified Process**	Installed/Processing* Capacity	Silo Capacity (for Cement Works only)
Cement Works	520 cubic metre per hour	6,800 tonnes plus the maximum capacity of barges/vessels at 5,000 tonnes

* Delete if not applicable.

** As specified in the First Schedule of the Ordinance

2. Variation(s) of the Licence during the Licensing Period

Date of Application	Date of Grant of Application
15 December, 1997	1 August, 1998
27 January, 1999	7 June, 1999
10 January, 2001	4 June, 2001

3. Transfer(s) of the Licence during the Licensing Period

Date of Application	Date of Grant of Application	Name of the Transferee		Identity Card/ Certificate of Incorporation* No. of the Transferee
		English	Chinese	
N.A.				

4. Cancellation of the Licence

Date of Cancellation .....N.A.....

N. A. : Not applicable

* Delete if not applicable.

Redland Concrete Limited

牌照登記冊

根據《空氣污染管制條例》第15條發出的

批准進行指明工序牌照

編號：R0667　　牌照號碼：L-3-117(6)

1. 牌照詳情

發出日期	有效期至	申請日期	申請編號	擬續期牌照(如有)編號
2023年8月24日	2025年8月24日	2022年9月20日	A0596	R0587

持牌人姓名		公司註冊證書號碼
英文	中文	
Redland Concrete Limited	中港混凝土有限公司	165951

用作進行指明工序的樓宇名稱
中港混凝土有限公司
用作進行指明工序的樓宇地址
九龍油塘海旁地段68號東源街6號

指明工序類別**	設備的裝置／處理*能力	筒倉容量(只適用於水泥廠)
水泥工程	每小時520立方米	6,800公噸 以及躉船/船隻最大容量為5,000公噸

* 刪去不適用部分

** 在條例第一附表指定

2. 持牌期間牌照更改情況

申請日期	申請批准日期
1997年12月15日	1998年8月1日
1999年1月27日	1999年6月7日
2001年1月10日	2001年6月4日

3. 持牌期間牌照轉讓情況

申請日期	申請批准日期	承讓人姓名		承讓人的身份證 /公司 註冊證書 * 號碼
		英文	中文	
不適用				

4. 撤銷牌照

撤銷日期.....不適用.....

*刪去不適用部分

Redland Concrete Limited

REGISTER OF APPLICATION UNDER SECTION 14(3) (a) OF THE AIR POLLUTION CONTROL ORDINANCE

Serial No. : A0509

1. Type of Application*

New Licence	☐
Renewal of Licence	☐
Variation of Licence	☑
Transfer of Licence	☐
A Licence subsequent to the Cessation of an Exemption under Section 21	☐
Cancellation of Variation of Any Term or Condition of Exemption	☐

2. Name of Applicant (English) Redland Concrete Ltd.

(Chinese) 中港混凝土有限公司

3. Address of Applicant 8/F, Kaiseng Commercial Centre, 4-6 Hankow Road, Tsim Sha Tsui, Kowloon.

4. Date of Application 10 January, 2001

5. Date of Entry into Register 2 March, 2001

6. Date of Last Notice in Newspapers 2 March, 2001

* Tick the appropriate box

EPD5

Redland Concrete Limited

7. Premises Where the Specified Process is Conducted

Name of Premises		Address	Telephone No.
English	Chinese		
Redland Concrete Ltd.	中港混凝土有限公司	YTML 68, 6 Tung Yuen Street, Yau Tong, Kowloon	

8. Nature of Work

Existing Licence No.	Expiry Date	Classification of Specified Process⊙ under Application	Mode of Operation (Continuous/Batch)	Installed/ ~~Processing~~* Capacity	Silo Capacity (for Cement Works Only)	Total No. Of Emission Points
L-3-117	28 September, 2002	Cement Works	Batch	560 m^3 /hour concrete production	6800 tonne	44(existing licence) 46(proposed variation)

9. Other Specified Processes Conducted in Same Premises N/A

Classificaiton of Specified Process⊙	Licence / Exemption*Numbers

9A. Air Pollution Control Plan under Section 14A

a. Has the Plan been submitted ~~Yes~~/No*

b. Whether the plan is available for inspection ~~Yes~~/No*

⊙As specified in the Schedule 1 of the Ordinance

*Delete if not appropriate

N/A Not applicable

Redland Concrete Limited

10. Noxious or Offensive Emission*

Emission Point No.	Exhaust Gas Flow Rate (m^3/h)		Mode of Discharge to Atmoshpere: Exit Temperature (℃)		Fugitive Emission (Yes/No)		Discharge Exit or Chimney Height Above Ground (m)		Cross-Section of Discharge Exit or Chimney: Width (m)		Length (m)		Diameter (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1	N.A.		Ambient		No		1		N.A.		N.A.		0.50	
EP2	1750		"		"		26		"		"		0.15	
EP3	1750		"		"		26		"		"		0.15	
EP4	1750		"		"		26		"		"		0.15	
EP5	1750		"		"		26		"		"		0.15	
EP6	200		"		"		8		"		"		0.20	
EP7	1750		"		"		10		"		"		0.15	
EP8	1750		"		"		10		"		"		0.15	
EP9	1750		"		"		10		"		"		0.15	
EP10	200		"		"		8		"		"		0.20	
EP11	N.A.		"		Yes		12		5		5		N.A.	
EP12	"		"		"		17		0.612		0.612		"	
EP13	"		"		"		26		16		12		"	
EP14	"		"		"		26		16		12		"	

*Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION.

\... Not applicable

Redland Concrete Limited

10. Noxious or Offensive Emission*

Emission Point No.	Exhaust Gas Flow Rate (m^3/h)		Mode of Discharge to Atmoshpere											
			Exit Temperature (℃)		Fugitive Emission (Yes/No)		Discharge Exit or Chimney Height Above Ground (m)		Cross-Section of Discharge Exit or Chimney					
									Width (m)		Length (m)		Diameter (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP15	N.A.		Ambient		Yes		0		3.46		3.46		N.A.	
EP16	"		"		"		0		0.612		0.612		"	
EP17	"		"		"		0		0.612		0.612		"	
EP18	1750		"		No		26		N.A.		N.A.		0.15	
EP19	1750		"		"		26		"		"		0.15	
EP20	200		"		"		15		"		"		0.20	
EP21	1750		"		"		12		"		"		0.15	
EP22	1750		"		"		26		"		"		0.15	
EP23	1750		"		"		26		"		"		0.15	
EP24	200		"		"		15		"		"		0.20	
EP25	1750		"		"		12		"		"		0.15	
EP26	1750		"		"		26		"		"		0.15	
EP27	1750		"		"		26		"		"		0.15	
EP28	200		"		"		15		"		"		0.20	

*Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION.

N/A Not applicable

Emission Point No.	Exhaust Gas Flow Rate (m³/h)		Mode of Discharge to Atmoshpere											
			Exit Temperature (℃)		Fugitive Emission (Yes/No)		Discharge Exit or Chimney Height Above Ground (m)		Cross-Section of Discharge Exit or Chimney					
									Width (m)		Length (m)		Diameter (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP29	3500		Ambient		No		12		0.4		0.4		N.A.	
EP30	1750		"		"		26		N.A.		N.A.		0.15	
EP31	1750		"		"		26		"		"		0.15	
EP32	200		"		"		15		"		"		0.2	
EP33	3500		"		"		12		0.4		0.4		N.A.	
EP34	N.A.		"		Yes		1		N.A.		N.A.		0.5	
EP35	200		"		No		8		"		"		0.2	
EP36	200		"		"		8		"		"		0.2	
EP37	N.A.		"		Yes		1		"		"		0.45	
EP38	200		"		No		12		"		"		0.2	
EP39	200		"		"		12		"		"		0.2	
EP40	N.A.		"		"		8		"		"		N.A.	
EP41	"		"		"		15		"		"		"	
EP42	"		"		"		24		"		"		"	
EP43	"		"				10		"		"		"	
EP44	"		"		"		8		3		3		"	
EP45		N.A.		Ambient		No		2		N.A.		N.A.		N.A.
EP46		10200		"		"		3		"		"		"

Redland Concrete Limited

*Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION.

N/A Not applicable

Emission Point No.	Details of Emission													
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration * (mg/m^3)		Maximum Concentration * (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1	Dust		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.	
EP2	"		0.088		0.088		Filter		50		50		12	
EP3	"		0.088		0.088		"		"		"		N.A.	
EP4	"		0.088		0.088		"		"		"		"	
EP5	"		0.088		0.088		"		"		"		"	
EP6	"		0.01		0.01		"		"		"		7	
EP7	"		0.088		0.088		"		"		"		"	
EP8	"		0.088		0.088		"		"		"		"	
EP9	"		0.088		0.088		"		"		"		"	
EP10	"		0.01		0.01		"		"		"		"	
EP11	"		N.A.		N.A.		Water spray		N.A.		N.A.		N.A.	
EP12	"		"		"		N.A.		"		"		"	
EP13	"		"		"		"		"		"		"	
EP14	"		"		"		"		"		"		"	

Emission Point No.	Details of Emission															
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration * (mg/m^3)		Maximum Concentration * (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP15	Dust		N.A.		N.A.		Water spray		N.A.		N.A.		N.A.	
EP16	"		"		"		"		"		"		"	
EP17	"		"		"		"		"		"		"	
EP18	"		0.088		0.088		Filter		50		50		7	
EP19	"		"		"		"		"		"		"	
EP20	"		0.01		0.01		"		"		"		"	
EP21	"		0.088		0.088		"		"		"		"	
EP22	"		"		"		"		"		"		"	
EP23	"		"		"		"		"		"		"	
EP24	"		0.01		0.01		"		"		"		"	
EP25	"		0.088		0.088		"		"		"		"	
EP26	"		"		"		"		"		"		"	
EP27	"		"		"		"		"		"		"	
EP28	"		0.01		0.01		"		"		"		"	

Emission Point No.	Details of Emission															
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration* (mg/m^3)		Maximum Concentration* (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP29	Dust		0.175		0.175		Filter		50		50		7	
EP30	"		0.088		0.088		"		"		"		"	
EP31	"		"		"		"		"		"		"	
EP32	"		0.01		0.01		"		"		"		"	
EP33	"		0.175		0.175		"		"		"		N.A.	
EP34	"		N.A.		N.A.		Total enclosure		N.A.		N.A.		"	
EP35	"		0.01		0.01		Filter		50		50		7	
EP36	"		"		"		"		"		"		"	
EP37	"		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.	
EP38	"		0.01		0.01		Filter		50		50		8	
EP39	"		"		"		"		"		"		"	
EP40	"		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.	
EP41	"		"		"		"		"		"		"	
EP42	"		"		"		"		"		"		"	
EP43	"		"		"		"		"		"		"	
EP44	"		"		"		Enclosure, water spray"		"		"		"	
EP45		Dust		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.
EP46		"		0.17		0.17		Filters		50		50		24

*Expressed as at Standard Temperature & Pressure of 0℃and 101.325kPa.

Redland Concrete Limited

11. Note:

Any person may object within 30 days of notice in newspapers to the granting of the application on the grounds that the air quality objective in that area is being threatened or the emission of noxious or offensive emissions would be, or be likely to be, prejudicial to health. An objection requires the name, address ,and identity of person making the objection, the address of the premises of the proposed specified process, and how the air quality objective is being threatened or how the emission of noxious or offensive emission would cause prejudice to health. Objections should be made in Form 5 in the Second Schedule to the Air Pollution Control (Specified Processes) Regulation 1987 and be forwarded to the Authority and copied to the Secretary for the Environment and Food.

Appendix 2.2 Calculation of Concrete Batching Plant Emissions

Calculations of Time-In-Mode (TIM) for Barge to/ from the Concrete Batching Plant (CBP)

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
China Concrete Co. Ltd.	Barge	581.7	NA	0	3.09	60	3.14
HK Concrete Co. Ltd.	Barge	592.4	NA	0	3.09	60	3.20
Redland Concrete Ltd.	Barge	483.5	NA	0	3.09	60	2.61

Notes:
[1] Length of sailing route within 500m assessment area.
[2] No information is available from the operator. The travelling speed of sand barges with similar nature and operation mode are recorded and can be found at https://www.marinetraffic.com. The recorded averaged speed of sand barges (i.e. about 6 knots, 3.09m/s) is adopted in this assessment, assuming the travelling speed of the barges is the same during their journey. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.
[3] Time-In-Mode (TIM) for hotelling - As advised by the operator, there would be one barge at one time serving each CBP and the barges would stay for around one to two days then depart. Given that the long duration of stay and infrequent sailing schedule of the barges, it is assumed that there would be one barge for each CBP hotelling continuously during the operation hours as a conservative assessment.
[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Concrete Batching Plant (CBP)
Marine Emission
Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
China Concrete Co. Ltd.	Barge	Main Engine	727	0.00	0.30	60	3.14	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.14	0.21	10.00	0.40	0.39
HK Concrete Co. Ltd.	Barge	Main Engine	727	0.00	0.30	60	3.20	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.20	0.21	10.00	0.40	0.39
Redland Concrete Ltd.	Barge	Main Engine	727	0.00	0.30	60	2.61	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	2.61	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.
[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.
[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh
[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.
[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the concrete batching plant.

Detailed Emission Rate

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
China Concrete Co. Ltd.	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.370E-03	1.141E-01	3.422E-03	3.308E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	5.420E-04	2.608E-02	1.043E-03	1.017E-03
HK Concrete Co. Ltd.	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.413E-03	1.162E-01	3.485E-03	3.368E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	5.520E-04	2.656E-02	1.063E-03	1.036E-03
Redland Concrete Ltd.	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.970E-03	9.480E-02	2.844E-03	2.749E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	4.505E-04	2.168E-02	8.672E-04	8.455E-04

Note:
[1] It is assumed that there would be one barge hotelling at each concrete batching plant during the operation hours.
[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering at China Concrete Co. Ltd. (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (116 x 0.43 x 10.0 x 3.246 / 60 / 1000)
= 0.02698 kg/hour

Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)

		Emission Factor	Unit	Reference
TSP	=	0.85	Mg/hectare/yr	Table 11.9.4 of AP-42 S11.9

Therefore,

RSP	=	0.40	Mg/hectare/yr	Multiplied by a conversion factor of 0.47 for TSP to RSP according to Table 2 of AP-42 S13.2.4
	=	1.27E-06	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.
FSP	=	0.06	Mg/hectare/yr	Multiplied by a conversion factor of 0.07 for TSP to FSP according to Table 2 of AP-42 S13.2.4
	=	1.89E-07	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.

Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)

$$E = k\,(sL)^{0.91} \times (W)^{1.02}$$

where

E= Emission factor in grams per vehicle kilomter travelled (g/veh-km)

k= Particle size multiplier, k = 0.62 g/veh-km for RSP and 0.15 g/veh-km for FSP as defined according to Table 2 of AP42 S13.2.1-1

sL= Road surface silt loading (g/m^2), as per AP-42 Table 13.2.1-3, mean silt loading for concrete batching plant is 12 g/m^2

W= Average weight (ton) of vehicles travelling on road, 22 tons is assumed as full load condition

RSP Emission Factor = 0.139 g/veh-m

FSP Emission Factor = 0.034 g/veh-m

Description	Source ID	Distance (m)	Road Width (m)	Road Surface Area (m^2)	Peak Hourly Flow of Mixer Trucks [1]	Dust Removal Efficiency (%) [2]	Emission Rate [3][5]	
							RSP ($g/s/m^2$)	FSP ($g/s/m^2$)
China Concrete Co. Ltd. [4]	L11	17	6	102	-	-	3.10E-05	7.49E-06
	L12	6	45	268	-	-	3.10E-05	7.49E-06
HK Concrete Co. Ltd.	L31	3	18	53	22	91.70%	4.01E-06	9.70E-07
	L32	37	3	113	22	91.70%	2.35E-05	5.69E-06
Redland Concrete Ltd.	L21	7	16	110	22	91.70%	4.44E-06	1.08E-06

Note:

1. Peak hourly mixer trucks count of each concrete batching plants based on site observations.
2. Calculation of Dust Removal Efficiency for HK Concrete Co. Ltd. and Redland Concrete Ltd.

$$= 100 - \frac{0.8pdt}{}$$

(ref.: Eq. 3-2 in Section 3.3.3 of USEPA Control of Open Fugitive Duat Sources - Final Report)

where

C = Average control efficiency, in percent

p = Potenial average hourly daytime evaporation rate, 0.23676 mm/h (p = 0.0049 x 48.3189 inch is equivalent to total evaporation of 1227.3mm obtained from Hong Kong Observatory)

d = Average hourly daytime traffic rate per hour, 22 veh/hr based on site observation

t = Time between applications in hour, once in each working hour as observed during site visit

i = Application intensity, 0.5 L/m^2 for haul road as minimum application intensity

Therefore,

C = 100-(0.8)(0.2368)(22)(1)/0.5 = 91.7%

3. Emission Rate(g/s) = Emission Factor x (1- Dust Removal Efficiently) x No. of Trucks per hour x Travelling Distance/Road Surface Area
4. According to the SP License for China Concret Co. Ltd. (L-3-194(4)), the maximum dust emission rate from paved roads is 0.215kg/hr with dust control equipment (i.e. water spray).
5. According to Table 2 of AP42 S13.2.1-1, Particle size multiplier (k) of TSP, RSP and FSP for paved road is defined as 3.23 g/veh-km, 0.62 g/veh-km and 0.15 g/veh-km, respectively. The conversion ratio of TSP to RSP and FSP for paved road has thus referenced to the particle size multiplier.

Calculations of Emission Sources within Concrete Batching Plant (CBP)

Description	Fugitive Emission (Y/N)	Source ID	Source ID from SPL	Emissions/ Parameters extracted from SP License [1]							Concentration	Emission Rate adjusted to Emission Concentration Limit (10 mg/m^3) [2][3]		Exit Velocity (m/s)	Operation Hours [4]
				Exhaust Gas Flowrate (m^3/h)	Exit Temp (K)	Emission Height (mAG)	Stack Width (m)	Stack Length (m)	Stack Diameter (m)	Max Emission Rate (kg/hr)	RSP (mg/m3)	RSP (g/s)	FSP (g/s)		
China Concrete Co. Ltd. [1][2]	N	P101	1	1750	298.15	31	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	0700 to 2100 (14 hours)
	N	P102	2	1750	298.15	31	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P103	3	1750	298.15	8	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P104	4	1750	298.15	8	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	Y	P105	5 or 5a	-	298.15	6	4	4	-	0.7750	-	0.00686	0.00202	-	
	N	P106	6	1750	298.15	30	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P107	7	1750	298.15	30	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P108	8	1750	298.15	30	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P109	9	1750	298.15	30	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P110	10	3500	298.15	12	0.25	0.25	0.28	0.1750	26	0.00972	0.00286	15.6	
	N	P111	11	3500	298.15	12	0.25	0.25	0.28	0.1750	26	0.00972	0.00286	15.6	
HK Concrete Co. Ltd. [1][2]	N	P301	EP1A (1)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	0700 to 1900 (12 hours)
	N	P302	EP1B (2)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P303	EP1C (3)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P304	EP1D (4)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P305	EP1E (5)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P306	EP1F (6)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P307	EP1G (7)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P308	EP1H (8)	1550	298.15	28	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P309	EP1I (9)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P310	EP2A (10)	1550	298.15	13	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P311	EP2B (11)	1550	298.15	13	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P312	EP2C (12)	1550	298.15	13	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	Y	P313	EP4(13)	-	298.15	9	2.5	5	-	0.7750	-	0.00878	0.00258	-	
Redland Concrete Ltd. [1][2]	N	P201	EP2	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	0700 to 1900 (12 hours)
	N	P202	EP3	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P203	EP4	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P204	EP5	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P205	EP6	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P206	EP7	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P207	EP8	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P208	EP9	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P209	EP10	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P210	EP18	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P211	EP19	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P212	EP20	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P213	EP21	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P214	EP22	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P215	EP23	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P216	EP24	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P217	EP25	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P218	EP26	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P219	EP27	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P220	EP28	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P221	EP29	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P222	EP30	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P223	EP31	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P224	EP32	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P225	EP33	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P226	EP35	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P227	EP36	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P228	EP38	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P229	EP39	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P230	EP46	10200	298.15	3	0.5	0.5	0.56	0.1700	9	0.02408	0.00708	11.3	

Note:

1. No information is provided by the operators, reference has been made to the Specified Processes (SP) License (L-3-194(4) for China Concrete Co. Ltd.; L-3-218(3) for HK Concrete Co. Ltd.; and L-3-117 (6) for Redland Concrete Ltd.).
2. According to Appendix B.2, General Particle Size Distributions, page B.2-13, AP-42, 1/95 version, USEPA, RSP and FSP are 51% and 15% of TSP for general concrete batching activity.
3. According to Annex I of A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process - Cement Works (Concrete Batching Plant) BPM3/2(16) (Februrary 2016), the concentration limit of Particulate Matter (PM) would be limited to 10mg/m^3 for license renewal by 1 January 2018 for all plants.
4. Operation hours of these three CBPs were made reference to Approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA258/2018).

Appendix 2.3 Calculation of Sand Depot at Yau Tong Bay

Calculation of Emission factor for Berthing Emissions from Barge (Sand Depot)

Emission Factor is referenced from Applications for Variation of Environmental Permits (VEP-627/2023): Fill Bank at Tseung Kwan O Area 137

where

			Remark
RSP Emission Factor =	8.60	g/hr/vessel	Appendix A1 of VEP-627/2023, Fill Bank at Tseung Kwan O Area 137.
FSP Emission Factor =	8.39	g/hr/vessel	

	RSP	FSP
Unmitigated Emission Factor, E ($g/m^2/s$) =	**2.39E-03**	**2.33E-03**

Calculation of Emission factor for Berthing Emissions from Derrick Lighter (Sand Depot)

Emission Factor is referenced from Applications for Variation of Environmental Permits (VEP-627/2023): Fill Bank at Tseung Kwan O Area 137

where

			Remark
RSP Emission Factor	46.40	g/hr/vessel	Appendix A1 of VEP-627/2023, Fill Bank at Tseung Kwan O Area 137.
FSP Emission Factor	45.30	g/hr/vessel	

	RSP	FSP
Unmitigated Emission Factor, E ($g/m^2/s$) =	**1.29E-02**	**1.26E-02**

Calculation of Emission factor for Wind Erosion at Sand Dunes (Sand Depot)

Emission Factor is referenced to USEPA AP-42, 5th ed. 8/04 ed.: Section 11.9

where

			Remark
p = Percentage active area =	100.0%		
d = Number of working days per year =	365		Emission to be applied during 19:00 and 07:00 hours
TSP Emission Factor =	0.85	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 11.9.2, Table 11.9-4 for Western Surface Coal Mining
RSP Emission Factor =	0.40	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 13.2.4.3 TSP to RSP ratio: 0.35/0.74=0.473=47.3%
FSP Emission Factor =	0.06	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 13.2.4.3 TSP to RSP ratio: 0.053/0.74=0.072=7.2%

	RSP	FSP	
Unmitigated Emission Factor, E ($g/m^2/day$) =	1.10E-01	1.68E-02	
Unmitigated Emission Factor, E ($g/m^2/s$) =	**1.27E-06**	**1.94E-07**	24 hour emission

Appendix 2.4 Calculation of Passenger Ferry Emissions and Visiting Frequencies

Calculations of Time-In-Mode (TIM) for Marine Vessels

Vessel Type	Journey	Length of Sailing Route (m) [1]	Design Speed (m/s)	Averaged Travelling Speed (m/s) [2]	Time-In-Mode (min)	
				Maneuvering	Hotelling [3]	Maneuvering [4]
Sam Ka Tsuen <-> Sai Wan Ho						
Ferry	Departure	620.1	NA	2.78	5	3.72
	Arrival	620.1	NA	2.78	5	3.72
Sam Ka Tsuen <-> Tung Lung Chau						
Ferry	Departure	99.2	NA	2.78	5	0.59
	Arrival	99.2	NA	2.78	5	0.59

Notes:
[1] Length of sailing route within 500m assessment area. The entire length of the navigation route (within and outside assessment area) is indeed 1.5km and 7.5km for Sam Ka Tsuen <-> Sai Wan Ho and Sam Ka Tsuen <-> Tung Lung Chau, respectively.
[2] No information is available from the operator. The averaged travelling speed of the ferry is referenced to the approved planning application A/K15/126 (i.e. 2.78m/s) and it has been adopted for assessment purpose. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, it is assumed that the kaito ferry is travelling under maneuvering mode within the assessment area for assessment purpose.
[3] TIM for hotelling is referenced to the approved planning application A/K15/126 (i.e. 5) and it has been adopted for assessment purpose.
[4] TIM for maneuvering is estimated based on the averaged speed of the ferry and the length of sailing route within 500m assessment area.

Emisson Factor for Marine Vessels

Marine Emission
Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Vessel Type	Journey	Engine Type	Engine Power (kW) [1]	Loading Factor [2]		Time-In-Mode (min) [3]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [5]	NOx [4]	RSP [4]	FSP [4]
Sam Ka Tsuen <-> Sai Wan Ho											
Ferry	Departure	Main Engine	643	0.00	0.30	5	3.72	0.21	10.00	0.30	0.29
		Auxiliary Engine	66	0.43	0.43	5	3.72	0.21	10.00	0.40	0.39
	Arrival	Main Engine	643	0.00	0.30	5	3.72	0.21	10.00	0.30	0.29
		Auxiliary Engine	66	0.43	0.43	5	3.72	0.21	10.00	0.40	0.39
Sam Ka Tsuen <-> Tung Lung Chau											
Ferry	Departure	Main Engine	643	0.00	0.30	5	0.59	0.21	10.00	0.30	0.29
		Auxiliary Engine	66	0.43	0.43	5	0.59	0.21	10.00	0.40	0.39
	Arrival	Main Engine	643	0.00	0.30	5	0.59	0.21	10.00	0.30	0.29
		Auxiliary Engine	66	0.43	0.43	5	0.59	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine - No information from operator is available. Referenced to "Other Vessel" (GRT 0-499) in Table 4-5 of the Study on Marine Vessels Emissions Inventory, February 2012.
Engine Power for Auxiliary Engine - No information from operator is available. Referenced to "Others" in Table 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012.
[2] Loading Factor for Main Engine - No information from operator is available. Reference to "All except tug" in Table 4-7 of the Study on Marine Vessels Emissions Inventory, February 2012.
Loading Factor for Auxiliary Engine - No information from operator is available. Reference to "All RTVs" in Table 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012.
[3] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Marine Vessels
[4] Emission Factor for the Propulsion Engine & Auxiliary Engine of Ferry - No information from operator is available. As a conservative approach, the emission factors for river-trade vessels from Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012 are adopted.
[5] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh

Detailed Emission Rate

Vessel Type	Journey	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Sam Ka Tsuen <-> Sai Wan Ho										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.48E-03	1.20E-01	3.59E-03	3.47E-03
		Auxiliary Engine	4.91E-04	2.37E-02	9.46E-04	9.22E-04	3.65E-04	1.76E-02	7.03E-04	6.86E-04
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.48E-03	1.20E-01	3.59E-03	3.47E-03
		Auxiliary Engine	4.91E-04	2.37E-02	9.46E-04	9.22E-04	3.65E-04	1.76E-02	7.03E-04	6.86E-04
Sam Ka Tsuen <-> Tung Lung Chau										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.97E-04	1.91E-02	5.73E-04	5.54E-04
		Auxiliary Engine	4.91E-04	2.37E-02	9.46E-04	9.22E-04	5.84E-05	2.81E-03	1.12E-04	1.10E-04
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.97E-04	1.91E-02	5.73E-04	5.54E-04
		Auxiliary Engine	4.91E-04	2.37E-02	9.46E-04	9.22E-04	5.84E-05	2.81E-03	1.12E-04	1.10E-04

Note:
[1] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (66 x 0.43 x 10.0 x 3.72 / 60 / 1000)
= 0.0176 kg/hour

Coral Sea Ferry Service Frequency

Passenger Ferry Schedule (Sam Ka Tsuen <-> Sai Wan Ho)

Hour		Number of Activities per hour			
		Sam Ka Tsuen <-> Sai Wan Ho			
Start	End	Monday to Sunday & Public Holidays			
		Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering
0	1				
1	2				
2	3				
3	4				
4	5				
5	6				
6	7	1		1	1
7	8	2	3	2	3
8	9	2	2	3	2
9	10	2	2	2	2
10	11	2	2	2	2
11	12	2	2	2	2
12	13	2	2	2	2
13	14	2	2	2	2
14	15	2	2	2	2
15	16	2	2	2	2
16	17	2	2	2	2
17	18	2	2	2	2
18	19	2	2	2	2
19	20	2	2	2	2
20	21	2	2	2	2
21	22	2	2	2	2
22	23	1	2	1	1
23	24				

Number of Activities Adopted in this Assessment			
Sam Ka Tsuen <-> Sai Wan Ho			
Departure		Arrival	
Hotelling	Maneuvering	Hotelling	Maneuvering
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	1	1
2	3	2	3
2	2	3	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
1	2	1	1
0	0	0	0

Notes:

(1) The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/timetable); accessed on 9 March 2024.

(2) The hour of arrival is determined by the departure time and hotelling duration at Sai Wan Ho Public Ferry Pier as well as sailing time to arrive the pier.
e.g. If a ferry departs Sam Ka Tsuen Public Ferry Pier at 07:00 and the total sailing time to arrive the pier & hotelling time before departure is about 13 minutes according to "Calculations of TIM for Marine Vessel connecting Sam Ka Tsuen / Sai Wan Ho / Tung Lung Chau" as referenced from Appendix 3.7 of the approved planning application A/K15/121, it will arrive Sam Ka Tsuen Public Ferry at 06:47. Hour 6-7 is then adopted as the arrival hour of the ferry.

(3) The hour of departure is the hour the ferry departs at Sam Ka Tsuen Public Pier.

Passenger Ferry Schedule (Sam Ka Tsuen <-> Tung Lung Island)

Hour		Number of Activities per hour				Number of Activities Adopted in this Assessment			
		Sam Ka Tsuen <-> Tung Lung Island				Sam Ka Tsuen <-> Tung Lung Island			
		Saturday, Sunday & Public Holidays							
Start	End	Departure		Arrival		Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering	Hotelling	Maneuvering	Hotelling	Maneuvering
0	1					0	0	0	0
1	2					0	0	0	0
2	3					0	0	0	0
3	4					0	0	0	0
4	5					0	0	0	0
5	6					0	0	0	0
6	7					0	0	0	0
7	8					0	0	0	0
8	9	1	1			1	1	0	0
9	10	1	1	1	1	1	1	1	1
10	11	1	1	1	1	1	1	1	1
11	12	1	1	1	1	1	1	1	1
12	13			1	1	0	0	1	1
13	14	1	1			1	1	0	0
14	15	1	1	1	1	1	1	1	1
15	16	1	1	1	1	1	1	1	1
16	17	1	1	1	1	1	1	1	1
17	18			1	1	0	0	1	1
18	19					0	0	0	0
19	20					0	0	0	0
20	21					0	0	0	0
21	22					0	0	0	0
22	23					0	0	0	0
23	24					0	0	0	0

Notes:

(1) The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/timetable); accessed on 9 March 2024.

(2) The ferry services between Sam Ka Tsuen and Tung Lung Island are only provided on Saturday, Sunday & public holidays.

(3) The hour of departure is the hour the ferry departs at Sam Ka Tsuen Public Pier.

Appendix 2.5 Calculation of Fishing Vessel Emissions and Visiting Frequencies

Calculations of Time-In-Mode (TIM) for Fishing Vessels

Vessel Type	Journey	Length of Sailing Route (m) [1]	Design Speed (m/s)	Averaged Travelling Speed (m/s) [2]	Time-In-Mode (min) [3][4]	
				Maneuvering	Hotelling [3]	Slow Cruise [4]
Ferry	Departure	452.2	NA	4.12	60	1.83
	Arrival	452.2	NA	4.12	60	1.83

Notes:
[1] Length of sailing route within 500m assessment area.
[2] Averaged travelling speed of the fishing vessel was referenced AIS Marine traffic (http://www.marinetraffic.com/). The speed of the fishing vessels range from 8.2 to 10.2knots. 8 knotes (4.12m3/h) is adopted as a conservative assumption due to the longest TIM resulted. As the design speed of the fish vessel is not available, it is assumed the vessels will be sailing under its maximum speed. Therefore, the vessel is assumed travelling under slow cruise mode within the assessment for assessment purpose.
[3] TIM for hotelling is assumed as continuous operation (i.e. 60 mins) per hour as a conservative assumption.
[4] TIM for cruising is estimated based on the averaged speed of the ferry and the length of sailing route within 500m assessment area.

Emisson Factor for Marine Vessels

Marine Emission
Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Vessel Type	Journey	Engine Type	Engine Power (kW) [1]	Loading Factor [2]		Time-In-Mode (min) [3]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [5]	NOx [4]	RSP [4]	FSP [4]
Ferry	Departure	Main Engine	250	0.00	0.45	60	1.83	0.21	10.00	0.30	0.29
		Auxiliary Engine	83	0.43	0.43	60	1.83	0.21	10.00	0.40	0.39
	Arrival	Main Engine	250	0.00	0.45	60	1.83	0.21	10.00	0.30	0.29
		Auxiliary Engine	83	0.43	0.43	60	1.83	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine - No information from operator is available. Referenced to "Other Vessel" (GRT 0-499) in Table 4-5 of the Study on Marine Vessels Emissions Inventory, February 2012.
Engine Power for Auxiliary Engine - No information from operator is available. Referenced to "Others" in Table 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012.
[2] Loading Factor for Main Engine - No information from operator is available. Reference to "All except tug" in Table 4-7 of the Study on Marine Vessels Emissions Inventory, February 2012.
Loading Factor for Auxiliary Engine - No information from operator is available. Reference to "All RTVs" in Table 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012.
[3] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Fishing Vessel
[4] Emission Factor for the Propulsion Engine & Auxiliary Engine of Ferry - No information from operator is available. As a conservative approach, the emission factors for river-trade vessels from Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012 are adopted.
[5] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh

Detailed Emission Rate

Vessel Type	Journey	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.13E-04	3.43E-02	1.03E-03	9.95E-04
		Auxiliary Engine	7.42E-03	3.57E-01	1.43E-02	1.39E-02	2.26E-04	1.09E-02	4.35E-04	4.24E-04
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.13E-04	3.43E-02	1.03E-03	9.95E-04
		Auxiliary Engine	7.42E-03	3.57E-01	1.43E-02	1.39E-02	2.26E-04	1.09E-02	4.35E-04	4.24E-04

Note:
[1] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (66 x 0.43 x 10.0 x 3.72 / 60 / 1000)
= 0.0176 kg/hour

Fishing Vessels Schedule

Hour		Number of Activities per hour		
Start	End	Monday to Sunday & Public Holidays		
		Hotelling	Departure	Arrival
0	1	2	2	2
1	2	2	2	2
2	3	0	0	0
3	4	0	0	0
4	5	0	0	0
5	6	16	16	16
6	7	16	16	16
7	8	16	16	16
8	9	16	16	16
9	10	16	16	16
10	11	16	16	16
11	12	16	16	16
12	13	0	0	0
13	14	0	0	0
14	15	0	0	0
15	16	0	0	0
16	17	0	0	0
17	18	0	0	0
18	19	0	0	0
19	20	0	0	0
20	21	0	0	0
21	22	0	0	0
22	23	0	0	0
23	24	0	0	0

Notes:
1. The schedule of fishing vessels is made referenced to the approved S16 application for Proposed Residential Development in "Comprehensive Development Area (4)" Zone and "Road" at No. 18 Tung Yuen Street, Cha Kwo Ling Yau Tong, Kowloon (A/K15/121). AFCD advised that the maximum number of fishing vessels berthing can be up to 16 at 07:00 to 12:00. For assessment purposes, it is assumed that there would be 16 and 2 fishing vessels (i.e. 2 vessels for night-berthing as there would be 2 arriving / departing according to AFCD) berthing at the market during the morning and night periods, respectively.

Appendix 2.6 Extracts from Approved Planning Application A/K15/121 - Emission Rates and Visiting Frequencies of Planned Local Vessels

Emission Inventory (Marine Emission from Lei Yue Mun Enhancement Project)

Source	Source ID	Type	X	Y	Release Height [1]	Exit Temperature [1]	Exit velocity [1]	Internal diameter [1]	Number of Trips per Day [1]	Emission Rate per day [1]				Emission Rate per trip [1]			
										NOx	RSP	FSP	SO_2	NOx	RSP	FSP	SO_2
			(m)	(m)	(m)	(K)	(m/s)	(m)		(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)
Local Vessel landing at Sam Ka Tsuen Landing Steps	LD1	POINT	842373	816905	8	555	8	0.8	44	9.66E-01	2.24E-02	2.06E-02	1.47E-02	2.20E-02	5.10E-04	4.69E-04	3.33E-04
	LD2	POINT	842353	816873	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD3	POINT	842333	816842	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD4	POINT	842311	816809	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD5	POINT	842289	816775	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD6	POINT	842268	816741	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD7	POINT	842246	816708	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD8	POINT	842224	816674	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD9	POINT	842203	816640	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD10	POINT	842181	816607	8	555	8	0.8	88	6.46E-02	1.51E-03	1.41E-03	9.72E-04	7.34E-04	1.72E-05	1.60E-05	1.10E-05
	LD11	POINT	842160	816573	8	555	8	0.8	88	6.46E-02	1.51E-03	1.41E-03	9.72E-04	7.34E-04	1.72E-05	1.60E-05	1.10E-05
Route of SKT Ferry to/from LYM New Landing Facility	NRLF2	POINT	842383	816853	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF3	POINT	842383	816813	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF4	POINT	842382	816773	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF5	POINT	842381	816733	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF6	POINT	842381	816693	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF7	POINT	842380	816653	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF8	POINT	842379	816613	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF9	POINT	842379	816573	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF10	POINT	842378	816533	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF11	POINT	842418	816536	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF12	POINT	842458	816539	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF13	POINT	842493	816538	8	555	8	0.8	21	2.31E-01	5.36E-03	4.92E-03	3.50E-03	1.10E-02	2.55E-04	2.34E-04	1.66E-04
	NRLF14	POINT	842504	816527	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF15	POINT	842506	816513	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF16	POINT	842499	816500	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF17	POINT	842482	816493	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF18	POINT	842465	816492	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF19	POINT	842447	816496	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF20	POINT	842430	816500	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF21	POINT	842414	816505	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF22	POINT	842396	816511	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF23	POINT	842378	816517	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF24	POINT	842360	816523	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF25	POINT	842343	816530	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF26	POINT	842326	816537	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF27	POINT	842311	816545	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF28	POINT	842295	816553	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF29	POINT	842281	816562	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
Route of Tour Vessel to/from LYM New Landing Facility	LFNRG1	POINT	842287	816592	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG2	POINT	842305	816582	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG3	POINT	842322	816572	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG4	POINT	842339	816562	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG5	POINT	842357	816553	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG6	POINT	842376	816547	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG7	POINT	842396	816543	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG8	POINT	842415	816543	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG9	POINT	842432	816547	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG10	POINT	842449	816553	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG11	POINT	842468	816555	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG12	POINT	842484	816549	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG13	POINT	842493	816538	8	555	8	0.8	4	4.39E-02	1.02E-03	9.38E-04	6.66E-04	1.10E-02	2.55E-04	2.34E-04	1.66E-04
	LFNRG14	POINT	842503	816527	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG15	POINT	842506	816512	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG16	POINT	842499	816500	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG17	POINT	842482	816493	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG18	POINT	842465	816492	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG19	POINT	842447	816496	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG20	POINT	842430	816500	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG21	POINT	842414	816505	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG22	POINT	842396	816511	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG23	POINT	842378	816517	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG24	POINT	842360	816523	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG25	POINT	842343	816530	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG26	POINT	842326	816537	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG27	POINT	842311	816545	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG28	POINT	842295	816553	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06

Source	Source ID	Type	X	Y	Release Height [1]	Exit Temperature [1]	Exit velocity [1]	Internal diameter [1]	Number of Trips per Day [1]	Emission Rate per day [1]				Emission Rate per trip [1]			
										NOx	RSP	FSP	SO_2	NOx	RSP	FSP	SO_2
			(m)	(m)	(m)	(K)	(m/s)	(m)		(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)
	LFNRG29	POINT	842281	816562	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
Route of Government Vessel to/from LYM New Landing Facility	GOVNRG1	POINTHOR	842287	816592	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG2	POINTHOR	842305	816582	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG3	POINTHOR	842322	816572	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG4	POINTHOR	842339	816562	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG5	POINTHOR	842357	816553	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG6	POINTHOR	842376	816547	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG7	POINTHOR	842396	816543	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG8	POINTHOR	842415	816543	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG9	POINTHOR	842432	816547	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG10	POINTHOR	842449	816553	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG11	POINTHOR	842468	816555	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG12	POINTHOR	842484	816549	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG13	POINTHOR	842493	816538	6	773	8	0.7	4	6.91E-01	1.60E-02	1.46E-02	1.05E-02	1.73E-01	4.00E-03	3.66E-03	2.62E-03
	GOVNRG14	POINTHOR	842503	816527	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG15	POINTHOR	842506	816512	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG16	POINTHOR	842499	816500	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG17	POINTHOR	842482	816493	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG18	POINTHOR	842465	816492	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG19	POINTHOR	842447	816496	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG20	POINTHOR	842430	816500	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG21	POINTHOR	842414	816505	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG22	POINTHOR	842396	816511	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG23	POINTHOR	842378	816517	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG24	POINTHOR	842360	816523	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG25	POINTHOR	842343	816530	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG26	POINTHOR	842326	816537	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG27	POINTHOR	842311	816545	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG28	POINTHOR	842295	816553	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG29	POINTHOR	842281	816562	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04

Notes:
[1] Information referenced from approved EIA for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
[2] With reference to approved EIA for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018), the operation of the Project will commence in Q1 2023. As a conservative assumption, emission contribution from the Project is included for the Year 2022.

Daily Profile (Marine Emission from Lei Yue Mun Enhancement Project)

Hour		Number of Vessel per hour							
		Local Vessel		SKT Ferry to/from LYM New Landing Facility		Tour Vessel to/from LYM New Landing Facility		Governemnt Vessel to/from LYM New Landing Facility	
Sources		LD1-LD11		NRLF2-NRLF29		LFNRG1-LFNRG29		GOVNRG1-GOVNRG29	
Start	End	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
0	1								
1	2								
2	3								
3	4								
4	5								
5	6								
6	7								
7	8		2						
8	9		1						
9	10		1						
10	11		2						
11	12		2						
12	13		2						
13	14		6						
14	15		3						
15	16		3						
16	17		18						
17	18		24						
18	19		17		7				
19	20		7		7		4		4
20	21				7				
21	22								
22	23								
23	24								
Total		0	88	0	21	0	4	0	4

Number of Activity Adopted in this Assessment			
Local Vessel	SKT Ferry to/from LYM New Landing Facility	Tour Vessel to/from LYM New Landing Facility	Governemnt Vessel to/from LYM New Landing Facility
LD1-LD11	NRLF2-NRLF29	LFNRG1-LFNRG29	GOVNRG1-GOVNRG29
2			
1			
1			
2			
2			
2			
6			
3			
3			
18			
24			
17	7		
7	7	4	4
	7		
88	21	4	4

Note:
[1] Information referenced from approved EIA for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).

Appendix 2.7 Calculation of Cruise Terminal Emissions and Year 2024 Cruise Schedule

Derivation of Emission Rates and Inventory of 4km Major Point Source (Tier 3)

Marine Emission from Cruises at Kai Tak Cruise Terminal

Emission Factors for Cruises

Cruises	Engine Type	Engine Power kW	Loading Factor [5]	Emission Factor (g/kWh) [6]		
			Hotelling	NOx	RSP	FSP
Spectrum of the Seas	Main Engine [1]	67200	0	13.20	0.31	0.29
	Auxiliary Engine [3]	18682	0.416	13.90	0.32	0.29
	Boiler [4]	1000	1	2.00	0.19	0.14
Costa Serena	Main Engine [2]	75600	0	13.20	0.31	0.29
	Auxiliary Engine [3]	21017	0.416	13.90	0.32	0.29
	Boiler [4]	1000	1	2.00	0.19	0.14

Note:

[1] Engine Power for the Main Engine of Spectrum of the Seas is referenced from website https://en.wikipedia.org/wiki/Spectrum_of_the_Seas

[2] Engine Power for the Main Engine of Costa Serena is referenced from website https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf

[3] Engine Power for the Auxiliary Engine - According to Table 3-20 of the Study on Marine Vessels Emissions Inventory, February 2012, the ratio of the engine power for the Auxiliary Engine is equal to 0.278 of the engine power of the Main Engine.

[4] Engine Power for the Boiler - According to Table 3-23 of the Study of Marine Vessels Emissions Inventory, February 2012, the engine power for the boiler of the Cruise with the passenger carrying capacity >= 2600 is adopted as the passenger carrying capacity of Costa Serena (https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf) and Spectrum of the Seas (https://en.wikipedia.org/wiki/Spectrum_of_the_Seas) are 4890 and 4905, respectively.

[5] Loading Factor for the Main Engine - Table 3-18 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.
Loading Factor for the Auxiliary Engine - Table 3-21 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.
Loading Factor for the Boiler - 100% of loading is assumed as a conservative approach.

[6] According to the Air Pollution Control (Fuel for Vessels) Regulation, starting from 1 January 2019, all vessels except for specified vessel types as set out in the Regulation, are required to use low sulphur marine fuel (i.e. with sulphur content no exceeding 0.5% by weight).

- Emission Factor for the Main Engine - According to Table 3-27 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the engine type of Medium Speed Diesel engine and use of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Auxiliary Engine - According to Table 3-28 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Boiler - According to Table 3-29 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of marine gas oil with 0.5% sulphur content).

Emission Rate (Hotelling)

Emission Rate = Engine Power x Loading Factor x Emission Factor

Cruises	Air Pollutants	Emission Rate (kg/hr)				Emission Rate for 60 mins within an hour (g/s) [1]
		Main Engine	Auxiliary Engine	Boiler	Total	
Spectrum of the Seas	NOx	0.00	108.02	2	110.02	30.56
	RSP	0.00	2.49	0.19	2.68	0.74
	FSP	0.00	2.25	0.14	2.39	0.66
Costa Serena	NOx	0.00	121.53	2	123.53	34.31
	RSP	0.00	2.80	0.19	2.99	0.83
	FSP	0.00	2.54	0.14	2.68	0.74

Note:

[1] As there is no emission factor for TSP in the Study of Marine Vessels Emissions Inventory, February 2012, the emisison rate of TSP is derived from the ratio between all PM and PM10 (55% of all PM is PM10), referenced from USEPA AP-42, 5th ed. 8/04 ed., Section 1.3, Table 1.3-7 Cumulative Particle Size Distribution and Size-specific Emission Factors Uncontrolled Commercial Boilers Burning Residual Or Distillate Oil.

Name of Cruise	Frequency of Visiting HK (Times) [a]	Total Engine Power (kW) [b]	Length (m) [b]
Celebrity Millennium	2	50000	294
Celebrity Solstice	6	67200	317
Coral Princess	1	33600	294
Costa Deliziosa	2	54400	294
Costa Serena	19	75600	290
Diamond Princess	2	60700	290
Insignia	2	18569	181
Mein Schiff 5	7	48000	295
Mein Schiff 6	2	48000	295
MSC Bellissima	2	38400	316
Noordam	1	35200	285
Norwegian Spirit	5	58800	269
Quantum of the Seas	1	67200	347
Queen Mary 2	2	67200	345
Resorts World One	45	58800	269
Royal Princess	1	62400	330
Serenade of the Seas	2	60000	293
Spectrum of the Seas	7	67200	347
Westerdam	4	35200	285
Zuiderdam	2	35200	285
Total	115		

Sources:

[a] https://www.kaitakcruiseterminal.com.hk/schedule/2024-2/

[b] Information of Engine Power

Celebrity Millennium: https://en.wikipedia.org/wiki/Celebrity_Millennium

Celebrity Solstice:https://en.wikipedia.org/wiki/Celebrity_Solstice

Celebrity Solstice: https://www.rivieramm.com/news-content-hub/news-content-hub/celebrity-solstice-goes-to-top-of-the-class-50934

Coral Princess: https://www.doverferryphotosforums.co.uk/mv-coral-princess-past-and-present/

Costa Deliziosa: https://ships.jobmarineman.com/costa-deliziosa-9398917/

Costa Serena: https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf

Diamond Princess: https://ships.jobmarineman.com/diamond-princess-9228198/

Insignia: https://www.scheepvaartwest.be/CMS/index.php/passengers-cruise/2732-insignia-imo-9156462

Mein Schiff 5: https://www.meyerwerft.de/en/ships/mein_schiff_5.jsp

Mein Schiff 6: https://www.meyerwerft.de/en/ships/mein_schiff_6.jsp

MSC Bellissima: https://en.wikipedia.org/wiki/MSC_Bellissima

Noordam: https://www.fincantieri.com/en/products-and-services/cruise-ships/noordam/

Norwegian Spirit: https://www.scheepvaartwest.be/CMS/index.php/passengers-cruise/2774-norwegian-spirit-imo-9141065

Quantum of the Seas: https://en.wikipedia.org/wiki/Quantum_of_the_Seas

Queen Mary 2: https://en.wikipedia.org/wiki/Queen_Mary_2

Resorts World One: https://en.wikipedia.org/wiki/Resorts_World_One

Royal Princess: https://en.wikipedia.org/wiki/Royal_Princess_(2012)

Serenade of the Seas: https://www.balticshipping.com/vessel/imo/9228344

Spectrum of the Seas: https://en.wikipedia.org/wiki/Spectrum_of_the_Seas

Westerdam: https://www.fincantieri.com/en/products-and-services/cruise-ships/westerdam/

Zuiderdam: https://www.fincantieri.com/en/products-and-services/cruise-ships/zuiderdam/

2024年船期 2024 Ship Calls

last edit 23 Oct 2024

一月 January					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
We 03 Jan 2024	Celebrity Solstice	0600	1730	母港 turn	A
We 03 Jan 2024	名勝世界壹號 Resorts World One	0800	1300	母港 turn	B
Fr 05 Jan 2024	名勝世界壹號 Resorts World One	1630	2100	母港 turn	B
Sa 06 Jan 2024	Westerdam	0615		母港 turn	A
Su 07 Jan 2024	Westerdam		1700		
Su 07 Jan 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
Fr 12 Jan 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Su 14 Jan 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
We 17 Jan 2024	名勝世界壹號 Resorts World One	0700	1300	母港 turn	B
Fr 19 Jan 2024	名勝世界壹號 Resorts World One	1600	2100	母港 turn	B
Su 21 Jan 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
Fr 26 Jan 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Sa 27 Jan 2024	Celebrity Solstice	0600	1730	母港 turn	A
Su 28 Jan 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
We 31 Jan 2024	名勝世界壹號 Resorts World One	0700	1300	母港 turn	B
二月 February					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
Fr 02 Feb 2024	名勝世界壹號 Resorts World One	1600	2100	母港 turn	B
Sa 03 Feb 2024	Westerdam	0600	2100	母港 turn	A
Su 04 Feb 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B

Th 08 Feb 2024	Costa Serena	0730	1600	母港 turn	A
Fr 09 Feb 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Su 11 Feb 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
Fr 16 Feb 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Sa 17 Feb 2024	Costa Serena	0730	1600	母港 turn	A
Su 18 Feb 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
Tu 20 Feb 2024	Celebrity Solstice	0600	1730	母港 turn	A
Th 22 Feb 2024	Costa Serena	0730	1600	母港 turn	A
Fr 23 Feb 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Su 25 Feb 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
Tu 27 Feb 2024	Costa Serena	1145	1600	落船 debark	A
We 28 Feb 2024	名勝世界壹號 Resorts World One	0700	1300	母港 turn	B
三月 March					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
Fr 01 Mar 2024	名勝世界壹號 Resorts World One	1700	2100	母港 turn	B
Sa 02 Mar 2024	Westerdam	0600	2100	母港 turn	A
Su 03 Mar 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
Fr 08 Mar 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Sa 09 Mar 2024	Celebrity Millennium	1430		訪問 transit	A
Su 10 Mar 2024	Celebrity Millennium		1800		A
Su 10 Mar 2024	Diamond Princess	0900	2300	訪問 transit	B
We 13 Mar 2024	Queen Mary 2	0700			A
Th 14 Mar 2024	Queen Mary 2		2000	母港 turn	A
Fr 15 Mar 2024	Celebrity Solstice	0600	1730	母港 turn	A
Fr 15 Mar 2024	名勝世界壹號 Resorts World One	1600	2100	母港 turn	B
Sa 16 Mar 2024	Zuiderdam	0630		訪問 transit	A

Su 17 Mar 2024	Zuiderdam		1530		
Su 17 Mar 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
Fr 22 Mar 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Su 24 Mar 2024	名勝世界壹號 Resorts World One	0700	1300	母港 turn	B
Tu 26 Mar 2024	Mein Schiff 5	0730			A
Tu 26 Mar 2024	名勝世界壹號 Resorts World One	1600	2100	母港 turn	B
We 27 Mar 2024	Mein Schiff 5			母港 turn	A
We 27 Mar 2024	Serenade of the Seas	0600		母港 turn	B
Th 28 Mar 2024	Serenade of the Seas		1830*		B
Th 28 Mar 2024	Mein Schiff 5		1900		A
Fr 29 Mar 2024	名勝世界壹號 Resorts World One	1600	2100	母港 turn	B
Su 31 Mar 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
四月 April					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
Tu 02 Apr 2024	Costa Deliziosa	0700		訪問 transit	A
We 03 Apr 2024	Costa Deliziosa		1800		
Fr 05 Apr 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Su 07 Apr 2024	名勝世界壹號 Resorts World One	1000	1300	落船 debark	B
Su 07 Apr 2024	Insignia	1630			A
Mo 08 Apr 2024	Insignia		2100	母港 turn	A
We 10 Apr 2024	Mein Schiff 5	0400		母港 turn	A
Th 11 Apr 2024	Mein Schiff 5		1900		A
Fr 12 Apr 2024	名勝世界壹號 Resorts World One	1700	2100	登船 embark	B
Su 14 Apr 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
Fr 19 Apr 2024	Royal Princess	0645	2130	訪問 transit	A
Fr 19 Apr 2024	名勝世界壹號 Resorts World One	1200	2030	母港 turn	B
Su 21 Apr 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B

Mo 22 Apr 2024	海洋光譜號 Spectrum of the Seas	0700		訪問 transit	A
Tu 23 Apr 2024	海洋光譜號 Spectrum of the Seas		2000		A
We 24 Apr 2024	Mein Schiff 5	0400		母港 turn	A
We 24 Apr 2024	名勝世界壹號 Resorts World One	0700	1300	母港 turn	B
Th 25 Apr 2024	Mein Schiff 5		2200		A
Fr 26 Apr 2024	名勝世界壹號 Resorts World One	1600	2100	母港 turn	B
Su 28 Apr 2024	名勝世界壹號 Resorts World One	1000	1500	母港 turn	B
五月 May					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
Fr 03 May 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Su 05 May 2024	名勝世界壹號 Resorts World One	1200	1800	母港 turn	B
Fr 10 May 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Su 12 May 2024	名勝世界壹號 Resorts World One	1200	1800	母港 turn	B
Fr 17 May 2024	名勝世界壹號 Resorts World One	1200	2100	母港 turn	B
Su 19 May 2024	名勝世界壹號 Resorts World One	1200	2000	母港 turn	B
六月 June					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
Su 30 Jun 2024	地中海榮耀號 MSC Bellissima	0800	2200	訪問 transit	A
七月 July					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
Su 07 Jul 2024	地中海榮耀號 MSC Bellissima	0700	2200	訪問 transit	A
八月 August					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
Th 22 Aug 2024	Norwegian Spirit	1745		訪問 transit	A

Fr 23 Aug 2024	Norwegian Spirit		2300		A
九月 September					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
We 11 Sep 2024	Diamond Princess	0700	1800	訪問 transit	A
Tu 24 Sep 2024	Costa Serena	1000	1700	母港 turn	A
Sa 28 Sep 2024	Costa Serena	0730	1700	母港 turn	A
十月 October					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
We 02 Oct 2024	Costa Serena	0900	1700	母港 turn	A
Mo 07 Oct 2024	Costa Serena	0830	1700	母港 turn	A
Sa 12 Oct 2024	Costa Serena	0830	1700	母港 turn	A
We 16 Oct 2024	Costa Serena	0830	1700	母港 turn	A
Su 20 Oct 2024	Costa Serena	0830	1700	母港 turn	A
We 23 Oct 2024	Quantum of the Seas	0600	1800	訪問 transit	B
Th 24 Oct 2024	Costa Serena	0900	1700	母港 turn	A
Fr 25 Oct 2024	Coral Princess	1200	2300	訪問 transit	A
Tu 29 Oct 2024	Costa Serena	0930	1800	母港 turn	A
十一月 November					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
Sa 02 Nov 2024	Costa Serena	0930	1800	母港 turn	A
We 06 Nov 2024	Costa Serena	0830	1700	母港 turn	A
Su 10 Nov 2024	Noordam	0600	1600	母港 turn	B
Su 10 Nov 2024	Costa Serena	0830	1700	母港 turn	A
Th 14 Nov 2024	Costa Serena	1300		落船 debark	A
Fr 15 Nov 2024	Costa Serena		0900		
Fr 15 Nov 2024	Celebrity Solstice	0600	1730	母港 turn	B

十二月 December					
日期 Date	**船名 Ship**	**STA**	**STD**		**zone**
Fr 06 Dec 2024	海洋光譜號 Spectrum of the Seas	0600	1600	母港 turn	A
Mo 09 Dec 2024	Celebrity Solstice	0600	1730	母港 turn	A
Mo 09 Dec 2024	Norwegian Spirit	1100			
Tu 10 Dec 2024	Norwegian Spirit			母港 turn	B
We 11 Dec 2024	Norwegian Spirit		1500		
We 11 Dec 2024	海洋光譜號 Spectrum of the Seas	0700	1700	母港 turn	A
Su 15 Dec 2024	海洋光譜號 Spectrum of the Seas	0600	1600	母港 turn	A
Fr 20 Dec 2024	海洋光譜號 Spectrum of the Seas	0700	1700	母港 turn	A
Fr 20 Dec 2024	Costa Serena	0900	1500	母港 turn	B
We 25 Dec 2024	Mein Schiff 6	0700		訪問 transit	A
Th 26 Dec 2024	Mein Schiff 6		2200		
Su 29 Dec 2024	海洋光譜號 Spectrum of the Seas	0630	1600	母港 turn	A

*Will depart via central fairway. 此郵輪將於預定啟航時間開航後在海港中部通航。

A () A () A () W3C WAI-aa (http://www.w3.org/WAI/WCAG2AA-Conformance) WCAG 2.0

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Web for All (http://www.ogcio.gov.hk/en/community/web_accessibility/recognition_scheme/) 無障礙網頁 (http://www.ogcio.gov.hk/tc/community/web_accessibility/recognition_scheme/)

香港天文台 (http://www.weather.gov.hk/contentc.htm) HK WEATHER FORECAST (http://www.weather.gov.hk/contente.htm)

Appendix 2.8 Input Parameters of Industrial and Marine Sources in AERMOD

Input Parameters of Industrial Emission Sources in AERMOD

Concrete Batching Plant - Point Source

Description [1]	ID	X	Y	Ground mPD	RSP	FSP	Emission Height	Exit Temp	Exit Velocity	Stack Diameter	Operation Hours
					g/s	g/s	mAG	K	m/s	m	
China Concrete Co. Ltd.	P101	842301	817005	4.5	4.86E-03	1.43E-03	31	298.15	15.6	0.20	0700-2100
	P102	842298	817002	4.5	4.86E-03	1.43E-03	31	298.15	15.6	0.20	
	P103	842300	817009	4.5	4.86E-03	1.43E-03	8	298.15	15.6	0.20	
	P104	842294	817003	4.5	4.86E-03	1.43E-03	8	298.15	15.6	0.20	
	P106	842307	817023	4.5	4.86E-03	1.43E-03	30	298.15	15.6	0.20	
	P107	842309	817025	4.5	4.86E-03	1.43E-03	30	298.15	15.6	0.20	
	P108	842314	817030	4.5	4.86E-03	1.43E-03	30	298.15	15.6	0.20	
	P109	842312	817028	4.5	4.86E-03	1.43E-03	30	298.15	15.6	0.20	
	P110	842313	817029	4.5	9.72E-03	2.86E-03	12	298.15	15.6	0.28	
	P111	842308	817024	4.5	9.72E-03	2.86E-03	12	298.15	15.6	0.28	
HK Concrete Co. Ltd.	P301	842273	817039	4.5	4.31E-03	1.27E-03	33	298.15	13.8	0.20	0700-1900
	P302	842271	817036	4.5	4.31E-03	1.27E-03	33	298.15	13.8	0.20	
	P303	842276	817036	4.5	4.31E-03	1.27E-03	33	298.15	13.8	0.20	
	P304	842278	817034	4.5	4.31E-03	1.27E-03	33	298.15	13.8	0.20	
	P305	842276	817032	4.5	4.31E-03	1.27E-03	33	298.15	13.8	0.20	
	P306	842282	817029	4.5	4.31E-03	1.27E-03	33	298.15	13.8	0.20	
	P307	842280	817027	4.5	4.31E-03	1.27E-03	33	298.15	13.8	0.20	
	P308	842289	817024	4.5	4.31E-03	1.27E-03	28	298.15	13.8	0.20	
	P309	842295	817030	4.5	4.31E-03	1.27E-03	33	298.15	13.8	0.20	
	P310	842279	817042	4.5	4.31E-03	1.27E-03	13	298.15	13.8	0.20	
	P311	842282	817039	4.5	4.31E-03	1.27E-03	13	298.15	13.8	0.20	
	P312	842286	817035	4.5	4.31E-03	1.27E-03	13	298.15	13.8	0.20	
Redland Concrete Ltd.	P201	842116	817205	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	0700-1900
	P202	842127	817210	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P203	842133	817213	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P204	842141	817216	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P205	842134	817226	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P206	842136	817214	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P207	842124	817209	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P208	842122	817208	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P209	842122	817218	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P210	842128	817227	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P211	842128	817227	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P212	842128	817227	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P213	842128	817227	4.5	4.86E-03	1.43E-03	12	298.15	27.5	0.15	
	P214	842130	817221	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P215	842130	817221	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P216	842130	817221	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P217	842130	817221	4.5	4.86E-03	1.43E-03	12	298.15	27.5	0.15	
	P218	842118	817226	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P219	842118	817226	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P220	842118	817226	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P221	842118	817226	4.5	9.72E-03	2.86E-03	12	298.15	6.1	0.45	
	P222	842123	817228	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P223	842123	817228	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P224	842123	817228	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P225	842123	817228	4.5	9.72E-03	2.86E-03	12	298.15	6.1	0.45	
	P226	842134	817226	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P227	842125	817219	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P228	842130	817221	4.5	5.56E-04	1.63E-04	12	298.15	1.8	0.20	
	P229	842123	817228	4.5	5.56E-04	1.63E-04	12	298.15	1.8	0.20	
	P230	842100	817199	4.5	2.41E-02	7.08E-03	3	298.15	11.3	0.56	

Note:

1. Please refer to "Calculations of Emission Sources within Concrete Batching Plant (CBP)" for details.

Concrete Batching Plant - Area Source

Description [1]	ID	X	Y	Z	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
					g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
China Concrete Co. Ltd.	P105 [1]	842282	817004	4.5	6.86E-03	2.02E-03	6.0	4	4	136	0	0700-2100
	L11 [2]	842311	817033	4.5	3.10E-05	7.49E-06	0.5	17	6	45	0	
	L12 [2]	842293	816992	4.5	3.10E-05	7.49E-06	0.5	6	45	46	0	
HK Concrete Co. Ltd.	P313 [1]	842266	817019	4.5	8.78E-03	2.58E-03	9.0	3	5	135	0	0700-1900
	L31 [2]	842300	817044	4.5	4.01E-06	9.70E-07	0.5	3	18	-43	0	
	L32 [2]	842273	817018	4.5	2.35E-05	5.69E-06	0.5	37	3	-44	0	
Redland Concrete Ltd.	L21 [2]	842149	817213	4.5	4.44E-06	1.08E-06	0.5	7	16	-26	0	0700-1900

Note:

1. Please refer to "Calculations of Emission Sources within Concrete Batching Plant (CBP)" for details.
2. Please refer to "Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)" for details.

Wind Erosion of Sand Barge - Area Source

Description [1] [2]	ID	X	Y	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
				g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
China Concrete Co. Ltd.	SB01	842232.7	816960.7	1.27E-06	1.89E-07	1.5	20	50	46	0	Full day
HK Concrete Co. Ltd.	SB02	842214.2	816979.4	1.27E-06	1.89E-07	1.5	20	50	46	0	Full day
Redland Concrete Ltd.	SB04	842026.2	817196.7	1.27E-06	1.89E-07	1.5	20	50	71	0	Full day

Notes:

1. All parameters of Wind Erosion of Sand Barge of concrete batching plants are referenced to the approved S16 application for Proposed Residential Development in "Comprehensive Development Area (4)" Zone and "Road" at No. 18 Tung Yuen Street, Cha Kwo Ling Yau Tong, Kowloon (A/K15/121) (extracted in Appendix 2.3).
2. Mean Sea Level is 1.5m, referenced to 2016 data of Hong Kong Observatory.
3. Details of RSP and FSP emission rates were shown in "Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)".

Yau Tong Bay Sand Depot - Point Source

Description [1] [2]	ID	X	Y	RSP	FSP	Release Height [1]	Exit Temp [1]	Area (4)	Approximate Air Flow Volume of Dust Collector	Discharge rate at Exit Temp. (2)	Exit Velocity (3)	Equiv. Stack dia. (5)	Operation Hours
				g/s-m^2	g/s-m^2	mAG	K	m^2	**m^3/h**	**m^3/s**	m/s	m	
Berthing Emission from Barge	YTBEP1	842292.8	817633.0	2.39E-03	2.33E-03	15.0	803.0	0.07	2,036	0.57	8.0	0.30	0700-1900
Berthing Emission from Derrick Lighter	YTBEP2	842291.8	817615.2	1.29E-02	1.26E-02	9.0	795.0	0.02	509	0.14	8.0	0.15	

Notes:

1. Referenced from Appendix A1 of VEP-627/2023, Fill Bank at Tseung Kwan O Area 137.
2. The discharge rate is calculated by Area * Exit Velocity
3. Exit velocity referenced from Appendix A1 of VEP-627/2023, Fill Bank at Tseung Kwan O Area 137.
4. Area is calculated by πr^2
5. The stack diameter is referenced from Appendix A1 of VEP-627/2023, Fill Bank at Tseung Kwan O Area 137.

Wind Erosion at Yau Tong Bay Sand Depot - Area Source

Description [1] [2]	ID	X	Y	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
				g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Wind Erosion at Yau Tong Bay Sand Depot	WE01	842334.3	817646.9	1.27E-06	1.94E-07	0.5	21	48	63	0	Full day

Note:

1. Please refer to "Calculation of Emission factor for Berthing Emissions from Barge (Sand Depot)" for details.

Input Parameters of Marine Emission Sources in AERMOD

Marine Emission - Passenger Ferry (Sam Ka Tsuen <-> Tung Lung Island)

Description [1] [2]	ID	Source Type	X	Y	SO2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling (Sam Ka Tsuen <-> Tung Lung Island)	TLC1001	POINT	842381	816883	1.37E-04	6.57E-03	2.63E-04	2.56E-04	555	8	0.8	8	Please refer to Appendix 2.4 for the coral sea ferry frequency
Passenger Ferry - Maneuvering (Sam Ka Tsuen <-> Tung Lung Island)	TLC1002	POINT	842374	816865	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1003	POINT	842366	816846	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1004	POINT	842359	816828	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1005	POINT	842351	816809	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1006	POINT	842344	816791	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1007	POINT	842336	816772	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1008	POINT	842329	816754	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1009	POINT	842321	816735	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1010	POINT	842314	816717	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1011	POINT	842306	816698	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1012	POINT	842299	816680	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1013	POINT	842291	816661	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1014	POINT	842285	816642	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1015	POINT	842278	816623	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1016	POINT	842271	816604	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1017	POINT	842270	816584	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1018	POINT	842276	816566	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1019	POINT	842285	816547	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1020	POINT	842293	816529	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1021	POINT	842302	816511	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	
	TLC1022	POINT	842311	816493	2.55E-05	1.23E-03	3.85E-05	3.72E-05	555	8	0.8	8	

Notes:

1. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Passenger Ferry (Sam Ka Tsuen <-> Sai Wan Ho)

Description [1]	ID	Source Type	X	Y	SO2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling (Sam Ka Tsuen <-> Sai Wan Ho)	SWH01	POINT	842377	816887	1.37E-04	6.57E-03	2.63E-04	2.56E-04	555	8	0.8	8	Please refer to Appendix 2.4 for the coral sea ferry frequency
Passenger Ferry - Maneuvering (Sam Ka Tsuen <-> Sai Wan Ho)	SWH02	POINT	842360	816876	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH03	POINT	842342	816868	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH04	POINT	842323	816862	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH05	POINT	842304	816857	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH06	POINT	842284	816852	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH07	POINT	842264	816848	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH08	POINT	842245	816844	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH09	POINT	842225	816840	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH10	POINT	842206	816835	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH11	POINT	842186	816831	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH12	POINT	842167	816826	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH13	POINT	842148	816821	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH14	POINT	842128	816816	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH15	POINT	842109	816812	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH16	POINT	842089	816807	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH17	POINT	842069	816807	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH18	POINT	842049	816807	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH19	POINT	842029	816808	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH20	POINT	842009	816809	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH21	POINT	841989	816809	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH22	POINT	841969	816810	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH23	POINT	841949	816811	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH24	POINT	841929	816812	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH25	POINT	841909	816813	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH26	POINT	841890	816815	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH27	POINT	841870	816817	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH28	POINT	841850	816819	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH29	POINT	841830	816821	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH30	POINT	841810	816823	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH31	POINT	841790	816825	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	
	SWH32	POINT	841750	816829	2.55E-05	1.23E-03	3.84E-05	3.72E-05	555	8	0.8	8	

Notes:
1. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Barges

Description	ID	Type	X	Y	SO2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [1]	Release Height [1]	Operation Hours
					g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling (China Concrete Co. Ltd.)	B01	POINT	842267	816980	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	0700 - 2100
Barge - Maneuvering (China Concrete Co. Ltd.)	CC01	POINT	842253	816965	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC02	POINT	842237	816953	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC03	POINT	842220	816945	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC04	POINT	842200	816941	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC05	POINT	842181	816937	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC06	POINT	842161	816933	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC07	POINT	842143	816927	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC08	POINT	842122	816922	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC09	POINT	842106	816918	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC10	POINT	842083	816914	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC11	POINT	842063	816911	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC12	POINT	842044	816906	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC13	POINT	842024	816903	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC14	POINT	842003	816898	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC15	POINT	841983	816897	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC16	POINT	841963	816896	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC17	POINT	841943	816895	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC18	POINT	841923	816894	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC19	POINT	841903	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC20	POINT	841883	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC21	POINT	841863	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC22	POINT	841843	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC23	POINT	841823	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC24	POINT	841803	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC25	POINT	841783	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC26	POINT	841763	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC27	POINT	841743	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC28	POINT	841723	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
	CC29	POINT	841683	816893	2.79E-05	1.34E-03	4.28E-05	4.14E-05	555	25	0.8	8	
Barge - Hotelling (HK Concrete Co. Ltd.)	B02	POINT	842248	816999	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	0700 - 1900
Barge - Maneuvering (HK Concrete Co. Ltd.)	SW01	POINT	842233	816985	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW02	POINT	842214	816978	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW03	POINT	842194	816973	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW04	POINT	842174	816969	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW05	POINT	842154	816965	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW06	POINT	842134	816961	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW07	POINT	842115	816954	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW08	POINT	842095	816950	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW09	POINT	842075	816945	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW10	POINT	842055	816941	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW11	POINT	842035	816937	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW12	POINT	842016	816933	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW13	POINT	841995	816930	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW14	POINT	841975	816928	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW15	POINT	841955	816928	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW16	POINT	841935	816928	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW17	POINT	841914	816928	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW18	POINT	841894	816927	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW19	POINT	841873	816927	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW20	POINT	841853	816928	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW21	POINT	841833	816929	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW22	POINT	841812	816930	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW23	POINT	841792	816931	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW24	POINT	841772	816932	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW25	POINT	841751	816933	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW26	POINT	841731	816934	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW27	POINT	841710	816935	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW28	POINT	841690	816936	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
	SW29	POINT	841668	816938	2.84E-05	1.37E-03	4.36E-05	4.22E-05	555	25	0.8	8	
Barge - Hotelling (Redland Concrete Ltd.)	B04	POINT	842065	817199	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	0700 - 2100
Barge - Maneuvering (Redland Concrete Ltd.)	RL01	POINT	842046	817193	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL02	POINT	842028	817186	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL03	POINT	842008	817181	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL04	POINT	841989	817176	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL05	POINT	841969	817172	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL06	POINT	841949	817169	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL07	POINT	841930	817163	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL08	POINT	841911	817158	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL09	POINT	841891	817153	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL10	POINT	841872	817150	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL11	POINT	841852	817146	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL12	POINT	841832	817142	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL13	POINT	841812	817138	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL14	POINT	841792	817134	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL15	POINT	841772	817130	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL16	POINT	841752	817126	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL17	POINT	841732	817122	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL18	POINT	841712	817121	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL19	POINT	841692	817120	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL20	POINT	841672	817119	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL21	POINT	841652	817118	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL22	POINT	841632	817117	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL23	POINT	841612	817116	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	
	RL24	POINT	841591	817115	2.80E-05	1.35E-03	4.30E-05	4.16E-05	555	25	0.8	8	

Note:
1. No information from the operator is available. Barge information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to another similar type of vessel presented in Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) due to the similar nature and operating mode.

Marine Emission - Fishing Vessels

Description [1] [2]	ID	Type	X	Y	SO2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Fishing Vessels	FVH01	POINT	842167	817098	2.06E-03	9.91E-02	3.97E-03	3.87E-03	555	8	0.3	6	Please refer to Appendix 2.3 for the fishing vessel frequency
	FVS01	POINT	842153	817084	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS02	POINT	842138	817069	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS03	POINT	842124	817054	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS04	POINT	842110	817040	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS05	POINT	842095	817025	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS06	POINT	842081	817011	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS07	POINT	842067	816995	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS08	POINT	842052	816981	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS09	POINT	842038	816966	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS10	POINT	842024	816951	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS11	POINT	842010	816937	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS12	POINT	841995	816922	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS13	POINT	841981	816907	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS14	POINT	841966	816893	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS15	POINT	841952	816878	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS16	POINT	841938	816863	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS17	POINT	841923	816849	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS18	POINT	841909	816834	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS19	POINT	841895	816819	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS20	POINT	841881	816805	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS21	POINT	841867	816790	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	
	FVS22	POINT	841852	816774	1.19E-05	5.70E-04	1.85E-05	1.79E-05	555	8	0.3	6	

Notes:
1. No information from the operator is available. Fishing vessels information including exit temperature, exit velocity and internal diameter of its chimney is referenced to another similar type of vessel presented in Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) due to the similar nature.
2. The sailing route is referenced to https://www.marinetraffic.com/en.

Marine Emission - Planned Local Vessels

Description [1] [2]	ID	Type	X	Y	SO2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Local Vessel landing at Sam Ka Tsuen Landing Steps	LD1	POINT	842373	816905	3.33E-04	2.20E-02	5.10E-04	4.69E-04	555	8	0.8	8	Please refer to Appendix 2.5 for the planned local vessel frequency
	LD2	POINT	842353	816873	1.06E-05	7.00E-04	1.63E-05	1.49E-05	555	8	0.8	8	
	LD3	POINT	842333	816842	1.06E-05	7.00E-04	1.63E-05	1.49E-05	555	8	0.8	8	
	LD4	POINT	842311	816809	1.06E-05	7.00E-04	1.63E-05	1.49E-05	555	8	0.8	8	
	LD5	POINT	842289	816775	1.06E-05	7.00E-04	1.63E-05	1.49E-05	555	8	0.8	8	
	LD6	POINT	842268	816741	1.06E-05	7.00E-04	1.63E-05	1.49E-05	555	8	0.8	8	
	LD7	POINT	842246	816708	1.06E-05	7.00E-04	1.63E-05	1.49E-05	555	8	0.8	8	
	LD8	POINT	842224	816674	1.06E-05	7.00E-04	1.63E-05	1.49E-05	555	8	0.8	8	
	LD9	POINT	842203	816640	1.06E-05	7.00E-04	1.63E-05	1.49E-05	555	8	0.8	8	
	LD10	POINT	842181	816607	1.10E-05	7.34E-04	1.72E-05	1.60E-05	555	8	0.8	8	
	LD11	POINT	842160	816573	1.10E-05	7.34E-04	1.72E-05	1.60E-05	555	8	0.8	8	
Route of SKT Ferry to/from LYM New Landing Facility	NRLF2	POINT	842383	816853	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	Please refer to Appendix 2.5 for the planned local vessel frequency
	NRLF3	POINT	842383	816813	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	
	NRLF4	POINT	842382	816773	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	
	NRLF5	POINT	842381	816733	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	
	NRLF6	POINT	842381	816693	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	
	NRLF7	POINT	842380	816653	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	
	NRLF8	POINT	842379	816613	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	
	NRLF9	POINT	842379	816573	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	
	NRLF10	POINT	842378	816533	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	
	NRLF11	POINT	842418	816536	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	
	NRLF12	POINT	842458	816539	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	
	NRLF13	POINT	842493	816538	1.66E-04	1.10E-02	2.55E-04	2.34E-04	555	8	0.8	8	
	NRLF14	POINT	842503	816527	4.85E-06	3.20E-04	7.44E-06	6.83E-06	555	8	0.8	8	
	NRLF15	POINT	842506	816512	4.85E-06	3.20E-04	7.44E-06	6.83E-06	555	8	0.8	8	
	NRLF16	POINT	842499	816500	4.85E-06	3.20E-04	7.44E-06	6.83E-06	555	8	0.8	8	
	NRLF17	POINT	842482	816493	4.85E-06	3.20E-04	7.44E-06	6.83E-06	555	8	0.8	8	
	NRLF18	POINT	842465	816492	4.85E-06	3.20E-04	7.44E-06	6.83E-06	555	8	0.8	8	
	NRLF19	POINT	842447	816496	4.85E-06	3.20E-04	7.44E-06	6.83E-06	555	8	0.8	8	
	NRLF20	POINT	842430	816500	4.85E-06	3.20E-04	7.44E-06	6.83E-06	555	8	0.8	8	
	NRLF21	POINT	842414	816505	4.85E-06	3.20E-04	7.44E-06	6.83E-06	555	8	0.8	8	
	NRLF22	POINT	842396	816511	8.70E-06	5.78E-04	1.35E-05	1.26E-05	555	8	0.8	8	
	NRLF23	POINT	842378	816517	8.70E-06	5.78E-04	1.35E-05	1.26E-05	555	8	0.8	8	
	NRLF24	POINT	842360	816523	8.70E-06	5.78E-04	1.35E-05	1.26E-05	555	8	0.8	8	
	NRLF25	POINT	842343	816530	8.70E-06	5.78E-04	1.35E-05	1.26E-05	555	8	0.8	8	
	NRLF26	POINT	842326	816537	8.70E-06	5.78E-04	1.35E-05	1.26E-05	555	8	0.8	8	
	NRLF27	POINT	842311	816545	8.70E-06	5.78E-04	1.35E-05	1.26E-05	555	8	0.8	8	
	NRLF28	POINT	842295	816553	8.70E-06	5.78E-04	1.35E-05	1.26E-05	555	8	0.8	8	
	NRLF29	POINT	842281	816562	8.70E-06	5.78E-04	1.35E-05	1.26E-05	555	8	0.8	8	
Route of Tour Vessel to/from LYM New Landing Facility	LFNRG1	POINT	842287	816592	8.29E-06	5.50E-04	1.29E-05	1.20E-05	555	8	0.8	8	Please refer to Appendix 2.5 for the planned local vessel frequency
	LFNRG2	POINT	842305	816582	8.29E-06	5.50E-04	1.29E-05	1.20E-05	555	8	0.8	8	
	LFNRG3	POINT	842322	816572	8.29E-06	5.50E-04	1.29E-05	1.20E-05	555	8	0.8	8	
	LFNRG4	POINT	842339	816562	8.29E-06	5.50E-04	1.29E-05	1.20E-05	555	8	0.8	8	
	LFNRG5	POINT	842357	816553	5.01E-06	3.30E-04	7.67E-06	7.05E-06	555	8	0.8	8	
	LFNRG6	POINT	842376	816547	5.01E-06	3.30E-04	7.67E-06	7.05E-06	555	8	0.8	8	
	LFNRG7	POINT	842396	816543	5.01E-06	3.30E-04	7.67E-06	7.05E-06	555	8	0.8	8	
	LFNRG8	POINT	842415	816543	5.01E-06	3.30E-04	7.67E-06	7.05E-06	555	8	0.8	8	
	LFNRG9	POINT	842432	816547	5.01E-06	3.30E-04	7.67E-06	7.05E-06	555	8	0.8	8	
	LFNRG10	POINT	842449	816553	5.01E-06	3.30E-04	7.67E-06	7.05E-06	555	8	0.8	8	
	LFNRG11	POINT	842468	816555	5.01E-06	3.30E-04	7.67E-06	7.05E-06	555	8	0.8	8	
	LFNRG12	POINT	842484	816549	5.01E-06	3.30E-04	7.67E-06	7.05E-06	555	8	0.8	8	
	LFNRG13	POINT	842493	816538	1.66E-04	1.10E-02	2.55E-04	2.34E-04	555	8	0.8	8	
	LFNRG14	POINT	842503	816527	4.83E-06	3.18E-04	7.39E-06	6.79E-06	555	8	0.8	8	
	LFNRG15	POINT	842506	816512	4.83E-06	3.18E-04	7.39E-06	6.79E-06	555	8	0.8	8	
	LFNRG16	POINT	842499	816500	4.83E-06	3.18E-04	7.39E-06	6.79E-06	555	8	0.8	8	
	LFNRG17	POINT	842482	816493	4.83E-06	3.18E-04	7.39E-06	6.79E-06	555	8	0.8	8	
	LFNRG18	POINT	842465	816492	4.83E-06	3.18E-04	7.39E-06	6.79E-06	555	8	0.8	8	
	LFNRG19	POINT	842447	816496	4.83E-06	3.18E-04	7.39E-06	6.79E-06	555	8	0.8	8	
	LFNRG20	POINT	842430	816500	4.83E-06	3.18E-04	7.39E-06	6.79E-06	555	8	0.8	8	
	LFNRG21	POINT	842414	816505	4.83E-06	3.18E-04	7.39E-06	6.79E-06	555	8	0.8	8	
	LFNRG22	POINT	842396	816511	8.77E-06	5.82E-04	1.36E-05	1.27E-05	555	8	0.8	8	
	LFNRG23	POINT	842378	816517	8.77E-06	5.82E-04	1.36E-05	1.27E-05	555	8	0.8	8	
	LFNRG24	POINT	842360	816523	8.77E-06	5.82E-04	1.36E-05	1.27E-05	555	8	0.8	8	
	LFNRG25	POINT	842343	816530	8.77E-06	5.82E-04	1.36E-05	1.27E-05	555	8	0.8	8	
	LFNRG26	POINT	842326	816537	8.77E-06	5.82E-04	1.36E-05	1.27E-05	555	8	0.8	8	
	LFNRG27	POINT	842311	816545	8.77E-06	5.82E-04	1.36E-05	1.27E-05	555	8	0.8	8	
	LFNRG28	POINT	842295	816553	8.77E-06	5.82E-04	1.36E-05	1.27E-05	555	8	0.8	8	
	LFNRG29	POINT	842281	816562	8.77E-06	5.82E-04	1.36E-05	1.27E-05	555	8	0.8	8	
Route of Government Vessel to/from LYM New Landing Facility	GOVNRGG1	POINTHOR	842287	816592	1.09E-04	7.21E-03	1.69E-04	1.57E-04	773	8	0.7	6	Please refer to Appendix 2.5 for the planned local vessel frequency
	GOVNRGG2	POINTHOR	842305	816582	1.09E-04	7.21E-03	1.69E-04	1.57E-04	773	8	0.7	6	
	GOVNRGG3	POINTHOR	842322	816572	1.09E-04	7.21E-03	1.69E-04	1.57E-04	773	8	0.7	6	
	GOVNRGG4	POINTHOR	842339	816562	1.09E-04	7.21E-03	1.69E-04	1.57E-04	773	8	0.7	6	
	GOVNRGG5	POINTHOR	842357	816553	1.56E-04	1.02E-02	2.37E-04	2.16E-04	773	8	0.7	6	
	GOVNRGG6	POINTHOR	842376	816547	1.56E-04	1.02E-02	2.37E-04	2.16E-04	773	8	0.7	6	
	GOVNRGG7	POINTHOR	842396	816543	1.56E-04	1.02E-02	2.37E-04	2.16E-04	773	8	0.7	6	
	GOVNRGG8	POINTHOR	842415	816543	1.56E-04	1.02E-02	2.37E-04	2.16E-04	773	8	0.7	6	
	GOVNRGG9	POINTHOR	842432	816547	1.56E-04	1.02E-02	2.37E-04	2.16E-04	773	8	0.7	6	
	GOVNRGG10	POINTHOR	842449	816553	1.56E-04	1.02E-02	2.37E-04	2.16E-04	773	8	0.7	6	
	GOVNRGG11	POINTHOR	842468	816555	1.56E-04	1.02E-02	2.37E-04	2.16E-04	773	8	0.7	6	
	GOVNRGG12	POINTHOR	842484	816549	1.56E-04	1.02E-02	2.37E-04	2.16E-04	773	8	0.7	6	
	GOVNRGG13	POINTHOR	842493	816538	2.62E-03	1.73E-01	4.00E-03	3.66E-03	773	8	0.7	6	
	GOVNRGG14	POINTHOR	842503	816527	1.50E-04	9.86E-03	2.28E-04	2.09E-04	773	8	0.7	6	
	GOVNRGG15	POINTHOR	842506	816512	1.50E-04	9.86E-03	2.28E-04	2.09E-04	773	8	0.7	6	
	GOVNRGG16	POINTHOR	842499	816500	1.50E-04	9.86E-03	2.28E-04	2.09E-04	773	8	0.7	6	
	GOVNRGG17	POINTHOR	842482	816493	1.50E-04	9.86E-03	2.28E-04	2.09E-04	773	8	0.7	6	
	GOVNRGG18	POINTHOR	842465	816492	1.50E-04	9.86E-03	2.28E-04	2.09E-04	773	8	0.7	6	
	GOVNRGG19	POINTHOR	842447	816496	1.50E-04	9.86E-03	2.28E-04	2.09E-04	773	8	0.7	6	
	GOVNRGG20	POINTHOR	842430	816500	1.50E-04	9.86E-03	2.28E-04	2.09E-04	773	8	0.7	6	
	GOVNRGG21	POINTHOR	842414	816505	1.50E-04	9.86E-03	2.28E-04	2.09E-04	773	8	0.7	6	
	GOVNRGG22	POINTHOR	842396	816511	1.15E-04	7.64E-03	1.79E-04	1.66E-04	773	8	0.7	6	
	GOVNRGG23	POINTHOR	842378	816517	1.15E-04	7.64E-03	1.79E-04	1.66E-04	773	8	0.7	6	
	GOVNRGG24	POINTHOR	842360	816523	1.15E-04	7.64E-03	1.79E-04	1.66E-04	773	8	0.7	6	
	GOVNRGG25	POINTHOR	842343	816530	1.15E-04	7.64E-03	1.79E-04	1.66E-04	773	8	0.7	6	
	GOVNRGG26	POINTHOR	842326	816537	1.15E-04	7.64E-03	1.79E-04	1.66E-04	773	8	0.7	6	
	GOVNRGG27	POINTHOR	842311	816545	1.15E-04	7.64E-03	1.79E-04	1.66E-04	773	8	0.7	6	
	GOVNRGG28	POINTHOR	842295	816553	1.15E-04	7.64E-03	1.79E-04	1.66E-04	773	8	0.7	6	
	GOVNRGG29	POINTHOR	842281	816562	1.15E-04	7.64E-03	1.79E-04	1.66E-04	773	8	0.7	6	

Notes:
1. All parameters including emission rates of planned local vessels are referenced to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).

Input Parameters of Major Point Sources in AERMOD

Major Point Sources within 4km Assessment Area - Cruise Vessels at Kai Tak Cruise Terminal

Description [1] [2] [3]	ID	Type	X	Y	SO2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Hotelling of Spectrum of the Seas	H1	Point	839744	818698	5.36	30.56	0.74	0.66	537	24.6	1.9	63.2 [1]	Full day
Hotelling of Costa Serena	H2	Point	840021	818427	5.93	34.31	0.83	0.74	537	24.6	1.9	62 [2]	

Notes:

1. The emission height of the chimney of Spectrum of the Seas is estimated based on the website (https://zh.wikipedia.org/wiki/%E6%B5%B7%E6%B4%8B%E5%85%89%E8%AD%9C%E8%99%9F#%E5%A4%96%E9%83%A8%E9%93%BE%E6%8E%A5). The estimated height is about 63.2m (above water surface).

2. The emission height of the chimney of Costa Serena is estimated based on the observation. The estimated height is about 60m (above water surface) which is close to the height of the Post-Panamax (62m above water surface) as stated in the Approved EIA Report for Kai Tak Development. Therefore, the height of 62m above water surface has been adopted for the assessment.

Appendix 2.9 Detailed calculations of Albedo, Bowen ratio and surface roughness generated by Smart Air Modelling Platform (SAMP v2.0)

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	51963	5.20%	0.00935334	1.021292706
2		Public Residential	1	0.18	1.5	51573	5.16%	0.00928314	1.02113122
3		Rural Settlement	0.375	0.165	0.9	7422	0.74%	0.00122463	0.99921832
11		Commercial/Business and Office	1	0.18	1.5	10727	1.07%	0.00193086	1.004358897
21		Industrial Land	0.7	0.18	1.5	8613	0.86%	0.00155034	1.003498376
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	8562	0.86%	0.00154116	1.003477625
23		Warehouse and Open Storage	0.7	0.18	1.5	1644	0.16%	0.00029592	1.000666807
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	41968	4.20%	0.00755424	1.017162166
32		Open Space and Recreation	0.04	0.15	1	38799	3.88%	0.00581985	1
41		Roads and Transport Facilities	0.7	0.18	1.5	76899	7.69%	0.01384182	1.031671045
42		Railways	0.7	0.18	1.5	2462	0.25%	0.00044316	1.000998754
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	271	0.03%	0.00004878	1.000109887
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	8698	0.87%	0.00156564	1.003532962
52		Utilities	0.7	0.18	1.5	6422	0.64%	0.00115596	1.00260729
53		Vacant Land/Construction in Progress	0.2	0.18	1	36593	3.66%	0.00658674	1
54		Others	0.2	0.18	1	20700	2.07%	0.003726	1
61		Agricultural Land	0.1575	0.18	0.55	5913	0.59%	0.00106434	0.996471231
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	0	0.00%	0	1
71		Woodland	1.05	0.1625	0.75	170154	17.02%	0.027650025	0.952228497
72		Shrubland	0.3	0.18	1.25	110622	11.06%	0.01991196	1.024991773
73		Grassland	0.065	0.185	0.8	63033	6.30%	0.011661105	0.986033048
74		Mangrove/Swamp	0.065	0.14	0.225	7	0.00%	0.00000098	0.999989558
81		Badland	0.15	0.1625	0.75	0	0.00%	0	1
83		Rocky Shore	0.05	0.2	4.75	212	0.02%	0.0000424	1.000330381
91		Reservoirs	0.001	0.1	0.1	1940	0.19%	0.000194	0.995542947
92		Streams and Nullahs	0.001	0.1	0.1	829	0.08%	0.0000829	0.998092978
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	273974	27.40%	0.0273974	0.532140116
				0.153927	**0.565437**	1000000			

* Non-PlanD Land Utilization categories

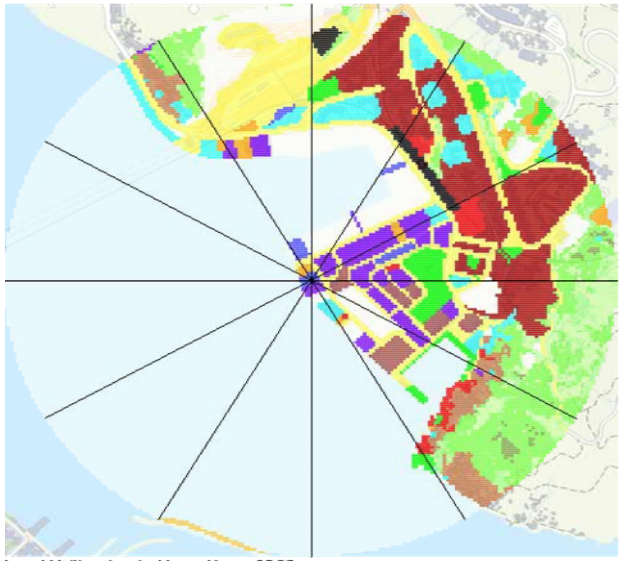
Center: X=842105, Y=817255, Z=5.0; Met Year=2019;



Land Utilization in Hong Kong 2023

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	**0.087019**
30	30 - 60	5.31768931	**0.431486**
60	60 - 90	5.176452751	**0.595389**
90	90 - 120	5.176452751	**0.392559**
120	120 - 150	5.31768931	**0.139597**
150	150 - 180	5.176452751	**0.002000**
180	180 - 210	5.176452751	**0.001456**
210	210 - 240	5.31768931	**0.001463**
240	240 - 270	5.176452751	**0.001180**
270	270 - 300	5.176452751	**0.001220**
300	300 - 330	5.31768931	**0.005581**
330	330 - 360	5.176452751	**0.070439**

Center: X=842105, Y=817255, Z=5.0; Met Year=2019;



Land Utilization in Hong Kong 2023

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio
1		Private Residential	1	0.18	1.5
2		Public Residential	1	0.18	1.5
3		Rural Settlement	0.375	0.165	0.9
11		Commercial/Business and Office	1	0.18	1.5
21		Industrial Land	0.7	0.18	1.5
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5
23		Warehouse and Open Storage	0.7	0.18	1.5
31		Government, Institutional and Community Facilities	0.7	0.18	1.5
32		Open Space and Recreation	0.04	0.15	1
41		Roads and Transport Facilities	0.7	0.18	1.5
42		Railways	0.7	0.18	1.5
43		Airport	0.07	0.18	1.5
44		Port Facilities	0.7	0.18	1.5
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5
52		Utilities	0.7	0.18	1.5
53		Vacant Land/Construction in Progress	0.2	0.18	1
54		Others	0.2	0.18	1
61		Agricultural Land	0.1575	0.18	0.55
62		Fish Ponds/Gei Wais	0.001	0.1	0.1
71		Woodland	1.05	0.1625	0.75
72		Shrubland	0.3	0.18	1.25
73		Grassland	0.065	0.185	0.8
74		Mangrove/Swamp	0.065	0.14	0.225
81		Badland	0.15	0.1625	0.75
83		Rocky Shore	0.05	0.2	4.75
91		Reservoirs	0.001	0.1	0.1
92		Streams and Nullahs	0.001	0.1	0.1
99		SZ Residential *	1	0.18	1.5
0		Open Sea *	0.001	0.1	0.1

* Non-PlanD Land Utilization categories

Appendix 2.10 Summary of Met Data generated by Smart Air Modelling Platform (SAMP v2.0)

Month Minimum

Grid (I,J)	Hour	Annual Minimum		January		February		March		April		May		June		July		August		September		October		November		December	
		Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH
46,30	0000-0100	13	30	14	41	17	66	18	74	21	76	21	73	27	72	27	78	27	73	25	38	23	43	17	47	13	30
46,30	0100-0200	13	32	14	42	17	65	17	75	21	78	21	76	27	78	27	74	27	75	25	40	23	55	17	49	13	32
46,30	0200-0300	12	31	13	43	16	62	17	72	21	82	21	77	26	81	27	77	26	75	25	40	22	55	17	48	12	31
46,30	0300-0400	12	31	13	40	17	61	17	70	21	77	20	75	25	84	28	74	26	75	24	41	22	56	16	49	12	31
46,30	0400-0500	12	31	13	41	17	59	17	66	21	77	21	72	25	83	27	72	26	74	24	42	21	57	16	48	12	31
46,30	0500-0600	11	31	13	43	16	61	17	64	21	76	21	71	24	80	27	73	26	79	24	43	21	56	16	49	11	31
46,30	0600-0700	11	31	13	47	16	66	17	60	20	78	21	70	24	68	27	78	26	78	24	43	21	51	15	48	11	31
46,30	0700-0800	11	31	12	50	16	70	18	54	20	76	21	63	24	70	27	72	27	72	24	41	21	48	16	46	11	31
46,30	0800-0900	12	32	13	51	16	70	18	53	20	73	22	64	25	69	27	66	27	64	25	38	22	46	17	46	12	32
46,30	0900-1000	13	32	14	48	16	70	18	52	20	72	22	62	25	64	28	67	28	59	25	34	23	45	18	45	13	32
46,30	1000-1100	14	30	14	43	17	69	19	52	20	70	22	65	25	65	27	63	28	58	26	33	24	45	18	44	14	30
46,30	1100-1200	15	28	15	42	18	69	19	55	20	70	22	65	26	63	26	59	28	54	27	34	24	45	19	41	15	28
46,30	1200-1300	15	26	16	45	19	66	19	57	20	68	22	66	27	60	27	58	27	58	27	33	24	45	20	42	15	26
46,30	1300-1400	16	27	16	54	19	69	18	62	20	69	22	64	28	60	28	59	26	61	27	33	24	44	20	41	16	27
46,30	1400-1500	16	25	17	37	19	59	18	58	21	60	22	61	28	55	27	62	26	54	28	31	25	45	21	40	16	25
46,30	1500-1600	16	26	17	38	20	59	18	61	21	63	22	61	28	57	26	64	27	58	27	30	25	47	20	41	16	26
46,30	1600-1700	16	27	17	42	20	58	18	63	21	67	22	65	26	59	26	66	27	61	27	31	25	49	20	39	16	27
46,30	1700-1800	16	27	17	46	20	68	19	66	21	68	22	65	27	58	28	69	27	63	27	28	24	50	20	43	16	27
46,30	1800-1900	16	25	16	50	20	70	18	69	21	75	22	67	27	66	27	69	27	67	27	28	25	54	20	38	17	25
46,30	1900-2000	14	26	16	54	19	73	18	72	21	74	22	74	27	71	27	72	27	68	27	31	25	54	20	39	14	26
46,30	2000-2100	14	27	16	56	18	78	18	75	21	78	22	81	27	77	27	73	27	70	26	33	24	60	20	41	14	27
46,30	2100-2200	14	27	16	50	18	79	18	75	21	79	22	79	26	74	27	72	27	70	26	33	24	61	19	42	14	27
46,30	2200-2300	14	28	16	39	18	77	18	73	21	81	22	76	26	75	26	70	25	72	26	34	23	47	18	43	14	28
46,30	2300-0000	14	29	16	39	16	79	18	76	21	80	22	75	26	78	27	75	27	74	26	36	23	40	18	45	14	29

Month Average

Grid (I,J)	Hour	Annual Minimum		January		February		March		April		May		June		July		August		September		October		November		December	
		Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH
				19	80	21	88	22	87	24	89	25	90	28	87	29	84	29	85	28	76	26	71	22	71	18	72
46,30	0000-0100	13	30	19	80	21	88	22	88	24	89	25	90	28	88	29	84	28	86	27	77	26	72	21	70	18	72
46,30	0100-0200	13	32	18	80	21	89	21	88	24	91	25	91	28	89	29	84	28	87	27	77	25	73	21	70	17	72
46,30	0200-0300	12	31	18	79	20	89	21	88	24	91	25	91	28	90	29	84	28	87	27	77	25	74	21	69	17	71
46,30	0300-0400	12	31	18	80	20	90	21	88	24	90	25	91	28	90	29	85	28	87	27	77	25	74	20	69	17	70
46,30	0400-0500	12	31	18	80	20	90	21	87	24	91	25	90	28	89	29	85	28	88	27	77	25	75	20	69	17	69
46,30	0500-0600	11	31	18	80	20	90	21	88	24	90	25	89	28	88	29	84	28	86	27	77	25	75	20	69	17	68
46,30	0600-0700	11	31	18	79	20	89	21	85	24	88	25	87	28	87	29	82	29	83	27	73	25	72	20	67	17	67
46,30	0700-0800	11	31	18	78	21	86	22	82	25	84	26	84	29	82	30	78	29	80	28	69	26	70	21	65	18	65
46,30	0800-0900	12	32	19	76	21	83	22	81	26	83	26	82	29	80	30	76	30	76	28	66	26	67	22	62	18	64
46,30	0900-1000	13	32	19	74	22	82	22	79	26	80	27	81	30	79	31	73	30	74	29	64	27	64	23	59	19	63
46,30	1000-1100	14	30	19	74	22	81	23	78	26	79	27	81	30	78	31	73	31	72	29	63	27	63	23	58	19	63
46,30	1100-1200	15	28	20	73	22	79	23	78	26	79	27	80	30	77	31	72	31	73	29	63	27	63	23	57	20	62
46,30	1200-1300	15	26	20	73	22	79	23	78	26	78	27	80	30	77	31	72	30	73	29	63	27	63	24	59	20	62
46,30	1300-1400	16	27	21	69	23	75	24	74	27	74	27	77	30	76	31	72	31	73	30	63	27	61	24	57	21	58
46,30	1400-1500	16	25	21	71	23	76	23	75	27	76	28	78	30	76	31	73	31	74	30	65	27	62	24	60	21	59
46,30	1500-1600	16	26	21	72	23	78	23	77	26	77	27	80	30	76	31	75	30	76	30	66	27	64	24	63	21	61
46,30	1600-1700	16	27	20	74	22	80	23	79	26	81	27	82	30	78	30	77	30	78	29	67	27	67	23	66	20	65
46,30	1700-1800	16	27	20	75	22	83	23	81	26	84	27	84	29	81	30	79	30	81	29	68	27	68	23	67	20	67
46,30	1800-1900	16	25	20	76	22	84	22	83	26	84	26	86	29	82	30	80	30	81	29	68	27	70	23	68	20	67
46,30	1900-2000	14	26	20	80	21	87	22	86	25	88	26	89	29	84	29	82	29	83	29	71	26	72	23	70	19	70
46,30	2000-2100	14	27	19	80	21	89	22	86	25	88	26	90	29	85	29	83	29	84	28	72	26	72	22	69	19	72
46,30	2100-2200	14	27	19	79	21	89	22	87	25	88	26	90	29	86	29	83	29	84	28	74	26	72	22	70	18	72
46,30	2200-2300	14	28	19	79	21	90	22	87	25	89	26	90	29	86	29	84	29	85	28	75	26	73	22	71	18	72
46,30	2300-0000	14	29																								

Appendix 2.11 Year 2047 Traffic Forecasts for Air Quality Impact Assessment

Road Name	Road ID	Road Type	Speed Limit (km/hr)	Average Speed (km/hr)	Start Emission Estimated by Broad Brush Approach (Y/N)	Hour	Total Vehicles (Veh/hr)	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium Goods Vehicles<=15t	07 - Medium Goods Vehicles15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles>24t	18 - Non-franchised Bus >24t	Total
								PC	TAXI	LGV3	LGV4	LGV5	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9	
Tung Yuen Street	1	1	50	30	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	1	1	50	30	Y	0100-0200	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	1	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	1	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	1	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	1	1	50	30	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	1	1	50	30	Y	0600-0700	30	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	1	1	50	29	Y	0700-0800	120	29.17%	4.17%	0.00%	8.33%	4.17%	8.33%	12.50%	4.17%	0.00%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Tung Yuen Street	1	1	50	29	Y	0800-0900	125	32.00%	4.00%	0.00%	8.00%	4.00%	8.00%	12.00%	4.00%	0.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Tung Yuen Street	1	1	50	29	Y	0900-1000	120	29.17%	4.17%	0.00%	8.33%	4.17%	8.33%	12.50%	4.17%	0.00%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Tung Yuen Street	1	1	50	29	Y	1000-1100	125	32.00%	4.00%	0.00%	8.00%	4.00%	8.00%	12.00%	4.00%	0.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Tung Yuen Street	1	1	50	29	Y	1100-1200	130	34.62%	3.85%	0.00%	7.69%	3.85%	7.69%	11.54%	3.85%	0.00%	3.85%	3.85%	3.85%	3.85%	0.00%	3.85%	3.85%	3.85%	0.00%	100.00%
Tung Yuen Street	1	1	50	28	Y	1200-1300	150	30.00%	3.33%	3.33%	6.67%	3.33%	6.67%	10.00%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	100.00%
Tung Yuen Street	1	1	50	29	Y	1300-1400	140	28.57%	3.57%	3.57%	7.14%	3.57%	3.57%	10.71%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	100.00%
Tung Yuen Street	1	1	50	29	Y	1400-1500	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	1	1	50	29	Y	1500-1600	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	1	1	50	29	Y	1600-1700	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	1	1	50	29	Y	1700-1800	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	1	1	50	29	Y	1800-1900	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	1	1	50	29	Y	1900-2000	120	25.00%	4.17%	4.17%	4.17%	4.17%	4.17%	8.33%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Tung Yuen Street	1	1	50	29	Y	2000-2100	110	22.73%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	100.00%
Tung Yuen Street	1	1	50	29	Y	2100-2200	110	22.73%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	100.00%
Tung Yuen Street	1	1	50	30	Y	2200-2300	85	23.53%	5.88%	0.00%	5.88%	5.88%	5.88%	5.88%	5.88%	0.00%	5.88%	5.88%	5.88%	5.88%	0.00%	5.88%	5.88%	5.88%	0.00%	100.00%
Tung Yuen Street	1	1	50	30	Y	2300-0000	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	2	1	50	30	Y	0000-0100	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	2	1	50	30	Y	0100-0200	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	2	1	50	30	Y	0200-0300	15	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	2	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	2	1	50	30	Y	0400-0500	15	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	2	1	50	30	Y	0500-0600	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	2	1	50	30	Y	0600-0700	70	35.71%	0.00%	0.00%	14.29%	7.14%	7.14%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	7.14%	100.00%
Tung Yuen Street	2	1	50	27	Y	0700-0800	215	25.58%	2.33%	2.33%	11.63%	6.98%	6.98%	11.63%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	4.65%	4.65%	4.65%	2.33%	100.00%
Tung Yuen Street	2	1	50	26	Y	0800-0900	230	26.09%	2.17%	2.17%	13.04%	6.52%	6.52%	13.04%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	4.35%	4.35%	4.35%	2.17%	100.00%
Tung Yuen Street	2	1	50	27	Y	0900-1000	215	25.58%	2.33%	2.33%	11.63%	6.98%	6.98%	11.63%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	4.65%	4.65%	4.65%	2.33%	100.00%
Tung Yuen Street	2	1	50	27	Y	1000-1100	205	26.83%	2.44%	2.44%	12.20%	4.88%	7.32%	12.20%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	4.88%	2.44%	4.88%	2.44%	100.00%
Tung Yuen Street	2	1	50	27	Y	1100-1200	220	29.55%	2.27%	2.27%	11.36%	4.55%	6.82%	13.64%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	4.55%	2.27%	4.55%	2.27%	100.00%
Tung Yuen Street	2	1	50	27	Y	1200-1300	215	30.23%	2.33%	2.33%	11.63%	4.65%	6.98%	11.63%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	4.65%	2.33%	4.65%	2.33%	100.00%
Tung Yuen Street	2	1	50	28	Y	1300-1400	175	34.29%	2.86%	0.00%	11.43%	5.71%	8.57%	14.29%	2.86%	0.00%	2.86%	2.86%	2.86%	2.86%	0.00%	2.86%	2.86%	5.71%	0.00%	100.00%
Tung Yuen Street	2	1	50	28	Y	1400-1500	160	34.38%	3.13%	0.00%	12.50%	6.25%	6.25%	12.50%	3.13%	0.00%	3.13%	3.13%	3.13%	3.13%	0.00%	3.13%	3.13%	3.13%	0.00%	100.00%
Tung Yuen Street	2	1	50	28	Y	1500-1600	150	36.67%	3.33%	0.00%	13.33%	3.33%	6.67%	13.33%	3.33%	0.00%	3.33%	3.33%	3.33%	3.33%	0.00%	3.33%	0.00%	3.33%	0.00%	100.00%
Tung Yuen Street	2	1	50	28	Y	1600-1700	145	37.93%	3.45%	0.00%	10.34%	3.45%	6.90%	13.79%	3.45%	0.00%	3.45%	3.45%	3.45%	3.45%	0.00%	3.45%	0.00%	3.45%	0.00%	100.00%
Tung Yuen Street	2	1	50	28	Y	1700-1800	145	37.93%	3.45%	0.00%	10.34%	3.45%	6.90%	13.79%	3.45%	0.00%	3.45%	3.45%	3.45%	3.45%	0.00%	3.45%	0.00%	3.45%	0.00%	100.00%
Tung Yuen Street	2	1	50	28	Y	1800-1900	145	37.93%	3.45%	0.00%	10.34%	3.45%	6.90%	13.79%	3.45%	0.00%	3.45%	3.45%	3.45%	3.45%	0.00%	3.45%	0.00%	3.45%	0.00%	100.00%
Tung Yuen Street	2	1	50	29	Y	1900-2000	125	32.00%	4.00%	0.00%	12.00%	4.00%	8.00%	12.00%	4.00%	0.00%	4.00%	4.00%	4.00%	4.00%	0.00%	4.00%	0.00%	4.00%	0.00%	100.00%
Tung Yuen Street	2	1	50	29	Y	2000-2100	110	31.82%	4.55%	0.00%	9.09%	4.55%	4.55%	13.64%	4.55%	0.00%	4.55%	4.55%	4.55%	4.55%	0.00%	4.55%	0.00%	4.55%	0.00%	100.00%
Tung Yuen Street	2	1	50	29	Y	2100-2200	110	31.82%	4.55%	0.00%	9.09%	4.55%	4.55%	13.64%	4.55%	0.00%	4.55%	4.55%	4.55%	4.55%	0.00%	4.55%	0.00%	4.55%	0.00%	100.00%
Tung Yuen Street	2	1	50	30	Y	2200-2300	100	30.00%	5.00%	0.00%	10.00%	5.00%	5.00%	15.00%	5.00%	0.00%	5.00%	5.00%	5.00%	5.00%	0.00%	5.00%	0.00%	5.00%	0.00%	100.00%
Tung Yuen Street	2	1	50	30	Y	2300-0000	30	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	3	1	50	30	Y	0000-0100	25	60.00%	0.00%	0.00%	20.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	3	1	50	30	Y	0100-0200	25	60.00%	0.00%	0.00%	20.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	3	1	50	30	Y	0200-0300	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	3	1	50	30	Y	0300-0400	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	3	1	50	30	Y	0400-0500	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	3	1	50	30	Y	0500-0600	30	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	3	1	50	29	Y	0600-0700	120	37.50%	0.00%	0.00%	12.50%	4.17%	8.33%	12.50%	4.17%	0.00%	4.17%	0.00%	0.00%	4.17%	0.00%	4.17%	4.17%	4.17%	4.17%	100.00%
Tung Yuen Street	3	1	50	24	Y	0700-0800	305	33.15%	1.64%	1.64%	13.11%	4.92%	6.56%	11.48%	3.28%	1.64%	3.28%	1.64%	1.64%	3.28%	1.64%	3.28%	4.92%	3.28%	1.64%	100.00%
Tung Yuen Street	3	1	50	24	Y	0800-0900	325	32.31%	1.54%	1.54%	13.85%	4.62%	6.15%	12.31%	3.08%	1.54%	3.08%	1.54%	1.54%	3.08%	1.54%	3.08%	4.62%	3.08%	1.54%	100.00%
Tung Yuen Street	3	1	50	24	Y	0900-1000	310	32.26%	1.61%	1.61%	12.90%	4.84%	6.45%	11.29%	3.23%	1.61%	3.23%	1.61%	1.61%	3.23%	1.61%	3.23%	4.84%	3.23%	1.61%	100.00%
Tung Yuen Street	3	1	50	24	Y	1000-1100	315	33.33%	1.59%	1.59%	12.70%	4.76%	6.35%	11.11%	3.17%	1.59%	3.17%	1.59%	1.59%	3.17%	1.59%	3.17%	4.76%	3.17%	1.59%	100.00%
Tung Yuen Street	3	1	50	24	Y	1100-1200	335	35.82%	1.49%	1.49%	11.94%	4.48%	5.97%	11.94%	2.99%	1.49%	2.99%	1.49%	1.49%	2.99%	1.49%	2.99%	4.48%	2.99%	1.49%	100.00%
Tung Yuen Street	3	1	50	23	Y	1200-1300	345	36.23%	2.90%	1.45%	11.59%	4.35%	5.80%	11.59%	2.90%	1.45%	2.90%	1.45%	1.45%	2.90%	1.45%	2.90%	4.35%	2.90%	1.45%	100.00%
Tung Yuen Street	3	1	50	25	Y	1300-1400	295	40.68%	3.39%	0.00%	11.86%	5.08%	6.78%	11.86%	1.69%	0.00%	1.69%	1.69%	1.69%	1.69%	0.00%	3.39%	5.08%	3.39%	0.00%	100.00%
Tung Yuen Street	3	1	50	25	Y	1400-1500	265	43.40%	3.77%	0.00%	11.32%	3.77%	5.66%	11.32%	1.89%	0.00%	1.89%	1.89%	1.89%	1.89%	0.00%	3.77%	3.77%	3.77%	0.00%	100.00%
Tung Yuen Street	3	1	50	25	Y	1500-1600	270	44.44%	3.70%	0.00%	11.11%	3.70%	5.56%	11.11%	1.85%	0.00%	1.85%	1.85%	1.85%	1.85%	0.00%	3.70%	3.70%	3.70%	0.00%	100.00%
Tung Yuen Street	3	1	50	25	Y	1600-1700	275	45.45%	3.64%	0.00%	10.91%	3.64%	5.45%	10.91%	1.82%	0.00%	1.82%	1.82%	1.82%	1.82%	0.00%	3.64%	3.64%	3.64%	0.00%	100.00%
Tung Yuen Street	3	1	50	25	Y	1700-1800	270	46.30%	3.70%	0.00%	9.26%	3.70%	5.56%	11.11%	1.85%	0.00%	1.85%	1.85%	1.85%	1.85%	0.00%	3.70%	3.70%	3.70%	0.00%	100.00%
Tung Yuen Street	3	1	50	25	Y	1800-1900	265	45.28%	3.77%	0.00%	9.43%	3.77%	5.66%	11.32%	1.89%	0.00%	1.89%	1.89%	1.89%	1.89%	0.00%	3.77%	3.77%	3.77%	0.00%	100.00%
Tung Yuen Street	3	1	50	27	Y	1900-2000	205	43.90%	2.44%	0.00%	9.76%	4.88%	4.88%	12.20%	2.44%	0.00%	2.44%	2.44%	2.44%	2.44%	0.00%	2.44%	4.88%	2.44%	0.00%	100.00%
Tung Yuen Street	3	1	50	28	Y	2000-2100	180	44.44%	2.78%	0.00%	11.11%	2.78%	5.56%	11.11%	2.78%	0.00%	2.78%	2.78%	2.78%	2.78%	0.00%	2.78%	2.78%	2.78%	0.00%	100.00%
Tung Yuen Street	3	1	50	28	Y	2100-2200	180	44.44%	2.78%	0.00%	11.11%	2.78%	5.56%	11.11%	2.78%	0.00%	2.78%	2.78%	2.78%	2.78%	0.00%	2.78%	2.78%	2.78%	0.00%	100.00%
Tung Yuen Street	3	1	50	28	Y	2200-2300	155	41.94%	3.23%	0.00%	9.68%	3.23%	6.45%	9.68%	3.23%	0.00%	3.23%	3.23%	3.23%	3.23%	0.00%	3.23%	3.23%	3.23%	0.00%	100.00%
Tung Yuen Street	3	1	50	30	Y	2300-0000	80	43.75%	0.00%	0.00%	12.50%	6.25%	6.25%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.25%	6.25%	6.25%	0.00%	100.00%
Tung Yuen Street	4	1	50	30	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	4	1	50	30	Y	0100-0200	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	4	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	4	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	4	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	4	1	50	30	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	4	1	50	30	Y	0600-0700	25	60.00%	0.00%	0.00%	20.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	4	1	50	29	Y	0700-0800	125	24.00%	4.00%	4.00%	8.00%	4.00%	4.00%	8.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Tung Yuen Street	4	1	50	29	Y	0800-0900	130	26.92%	3.85%	3.85%	7.69%	3.85%	3.85%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Tung Yuen Street	4	1	50	29	Y	0900-1000	130	26.92%	3.85%	3.85%	7.69%	3.85%	3.85%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Tung Yuen Street	4	1	50	29	Y	1000-1100	130	26.92%	3.85%	3.85%	7.69%	3.85%	3.85%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Tung Yuen Street	4	1	50	29	Y	1100-1200	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	4	1	50	29	Y	1200-1300	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	4	1	50	29	Y	1300-1400	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	4	1	50	29	Y	1400-1500	130	26.92%	3.85%	3.85%	7.69%	3.85%	3.85%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Tung Yuen Street	4	1	50	29	Y	1500-1600	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	4	1	50	29	Y	1600-1700	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	4	1	50	29	Y	1700-1800	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	4	1	50	29	Y	1800-1900	135	29.63%	3.70%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Tung Yuen Street	4	1	50	29	Y	1900-2000	115	26.09%	4.35%	4.35%	4.35%	4.35%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Tung Yuen Street	4	1	50	29	Y	2000-2100	110	22.73%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	100.00%
Tung Yuen Street	4	1	50	29	Y	2100-2200	110	22.73%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	100.00%
Tung Yuen Street	4	1	50	29	Y	2200-2300	105	19.05%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Tung Yuen Street	4	1	50	30	Y	2300-0000	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	5	1	50	30	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	5	1	50	30	Y	0100-0200	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Tung Yuen Street	5	1	50	30	Y	0200-0300

Ko Fai Road	8	1	50	30	Y	0000-0100	30	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	8	1	50	30	Y	0100-0200	30	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	8	1	50	30	Y	0200-0300	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	8	1	50	30	Y	0300-0400	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	8	1	50	30	Y	0400-0500	25	40.00%	0.00%	0.00%	20.00%	0.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	8	1	50	30	Y	0500-0600	35	42.86%	0.00%	0.00%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	8	1	50	29	Y	0600-0700	135	33.33%	0.00%	0.00%	14.81%	7.41%	7.41%	14.81%	3.70%	0.00%	3.70%	0.00%	0.00%	0.00%	3.70%	0.00%	3.70%	3.70%	3.70%	0.00%	100.00%
Ko Fai Road	8	1	50	24	Y	0700-0800	325	30.77%	1.54%	1.54%	13.85%	6.15%	6.15%	12.31%	3.08%	1.54%	3.08%	1.54%	1.54%	1.54%	3.08%	1.54%	3.08%	3.08%	4.62%	1.54%	100.00%
Ko Fai Road	8	1	50	23	Y	0800-0900	350	31.43%	1.43%	1.43%	14.29%	5.71%	7.14%	12.86%	2.86%	1.43%	2.86%	1.43%	1.43%	2.86%	1.43%	2.86%	2.86%	4.29%	1.43%	100.00%
Ko Fai Road	8	1	50	24	Y	0900-1000	325	30.77%	1.54%	1.54%	13.85%	6.15%	6.15%	12.31%	3.08%	1.54%	3.08%	1.54%	1.54%	3.08%	1.54%	3.08%	3.08%	4.62%	1.54%	100.00%
Ko Fai Road	8	1	50	24	Y	1000-1100	340	32.35%	1.47%	1.47%	13.24%	5.88%	7.35%	11.76%	2.94%	1.47%	2.94%	1.47%	1.47%	2.94%	1.47%	2.94%	2.94%	4.41%	1.47%	100.00%
Ko Fai Road	8	1	50	23	Y	1100-1200	365	34.25%	1.37%	1.37%	13.70%	5.48%	6.85%	12.33%	2.74%	1.37%	2.74%	1.37%	1.37%	2.74%	1.37%	2.74%	2.74%	4.11%	1.37%	100.00%
Ko Fai Road	8	1	50	23	Y	1200-1300	365	34.25%	2.74%	1.37%	12.33%	5.48%	6.85%	12.33%	2.74%	1.37%	2.74%	1.37%	1.37%	2.74%	1.37%	2.74%	2.74%	4.11%	1.37%	100.00%
Ko Fai Road	8	1	50	24	Y	1300-1400	340	36.76%	2.94%	0.00%	13.24%	5.88%	7.35%	13.24%	2.94%	0.00%	2.94%	1.47%	1.47%	2.94%	0.00%	2.94%	2.94%	4.41%	0.00%	100.00%
Ko Fai Road	8	1	50	24	Y	1400-1500	305	37.70%	3.28%	0.00%	13.11%	4.92%	6.56%	13.11%	3.28%	0.00%	3.28%	1.64%	1.64%	3.28%	0.00%	3.28%	3.28%	4.26%	1.64%	100.00%
Ko Fai Road	8	1	50	24	Y	1500-1600	310	38.71%	3.23%	0.00%	12.90%	4.84%	6.45%	12.90%	3.23%	0.00%	3.23%	1.61%	1.61%	3.23%	0.00%	3.23%	3.23%	4.19%	1.61%	100.00%
Ko Fai Road	8	1	50	24	Y	1600-1700	315	39.68%	3.17%	0.00%	12.70%	4.76%	6.35%	12.70%	3.17%	0.00%	3.17%	1.59%	1.59%	3.17%	0.00%	3.17%	3.17%	4.13%	1.59%	100.00%
Ko Fai Road	8	1	50	24	Y	1700-1800	310	40.32%	3.23%	0.00%	11.29%	4.84%	6.45%	12.90%	3.23%	0.00%	3.23%	1.61%	1.61%	3.23%	0.00%	3.23%	3.23%	4.19%	1.61%	100.00%
Ko Fai Road	8	1	50	24	Y	1800-1900	305	39.34%	3.28%	0.00%	11.48%	4.92%	6.56%	13.11%	3.28%	0.00%	3.28%	1.64%	1.64%	3.28%	0.00%	3.28%	3.28%	4.26%	1.64%	100.00%
Ko Fai Road	8	1	50	27	Y	1900-2000	220	40.91%	2.27%	0.00%	11.36%	4.55%	6.82%	13.64%	2.27%	0.00%	2.27%	2.27%	2.27%	2.27%	0.00%	2.27%	2.27%	4.55%	0.00%	100.00%
Ko Fai Road	8	1	50	27	Y	2000-2100	200	40.00%	2.50%	0.00%	12.50%	5.00%	7.50%	12.50%	2.50%	0.00%	2.50%	2.50%	2.50%	2.50%	0.00%	2.50%	2.50%	2.50%	0.00%	100.00%
Ko Fai Road	8	1	50	27	Y	2100-2200	200	40.00%	2.50%	0.00%	12.50%	5.00%	7.50%	12.50%	2.50%	0.00%	2.50%	2.50%	2.50%	2.50%	0.00%	2.50%	2.50%	2.50%	0.00%	100.00%
Ko Fai Road	8	1	50	28	Y	2200-2300	170	38.24%	2.94%	0.00%	11.76%	5.88%	5.88%	11.76%	2.94%	0.00%	2.94%	2.94%	2.94%	2.94%	0.00%	2.94%	2.94%	2.94%	0.00%	100.00%
Ko Fai Road	8	1	50	30	Y	2300-0000	90	38.89%	0.00%	0.00%	11.11%	5.56%	5.56%	11.11%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%	100.00%
Ko Fai Road	9	1	50	30	Y	0000-0100	60	50.00%	0.00%	0.00%	16.67%	8.33%	8.33%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	100.00%
Ko Fai Road	9	1	50	30	Y	0100-0200	55	45.45%	0.00%	0.00%	18.18%	9.09%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	0.00%	100.00%
Ko Fai Road	9	1	50	30	Y	0200-0300	40	50.00%	0.00%	0.00%	25.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	9	1	50	30	Y	0300-0400	25	60.00%	0.00%	0.00%	20.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	9	1	50	30	Y	0400-0500	45	44.44%	0.00%	0.00%	22.22%	11.11%	11.11%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	9	1	50	30	Y	0500-0600	55	45.45%	0.00%	0.00%	18.18%	9.09%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	0.00%	100.00%
Ko Fai Road	9	1	50	27	Y	0600-0700	185	40.54%	2.70%	0.00%	16.22%	5.41%	5.41%	10.81%	2.70%	0.00%	2.70%	2.70%	0.00%	2.70%	0.00%	2.70%	2.70%	2.70%	0.00%	100.00%
Ko Fai Road	9	1	50	21	Y	0700-0800	440	36.36%	2.27%	1.14%	15.91%	5.68%	4.55%	10.23%	2.27%	1.14%	2.27%	2.27%	1.14%	2.27%	1.14%	3.41%	3.41%	3.41%	1.14%	100.00%
Ko Fai Road	9	1	50	20	Y	0800-0900	480	36.46%	2.08%	1.04%	16.67%	6.25%	5.21%	10.42%	2.08%	1.04%	2.08%	2.08%	1.04%	2.08%	1.04%	3.13%	3.13%	3.13%	1.04%	100.00%
Ko Fai Road	9	1	50	21	Y	0900-1000	445	37.08%	2.25%	1.12%	15.73%	5.62%	4.49%	10.11%	2.25%	1.12%	2.25%	2.25%	1.12%	2.25%	1.12%	3.37%	3.37%	3.37%	1.12%	100.00%
Ko Fai Road	9	1	50	20	Y	1000-1100	470	38.30%	2.13%	1.06%	14.89%	6.38%	5.32%	9.57%	2.13%	1.06%	2.13%	2.13%	1.06%	2.13%	1.06%	3.19%	3.19%	3.19%	1.06%	100.00%
Ko Fai Road	9	1	50	19	Y	1100-1200	515	39.81%	1.94%	0.97%	15.53%	5.83%	4.85%	9.71%	1.94%	0.97%	1.94%	1.94%	0.97%	1.94%	0.97%	2.91%	3.88%	2.91%	0.97%	100.00%
Ko Fai Road	9	1	50	19	Y	1200-1300	520	41.35%	1.92%	0.96%	14.42%	5.77%	4.81%	9.62%	1.92%	0.96%	1.92%	1.92%	0.96%	1.92%	0.96%	2.88%	3.85%	2.88%	0.96%	100.00%
Ko Fai Road	9	1	50	20	Y	1300-1400	470	44.68%	2.13%	0.00%	14.89%	6.38%	5.32%	10.64%	1.06%	0.00%	1.06%	1.06%	1.06%	1.06%	0.00%	3.19%	4.26%	3.19%	0.00%	100.00%
Ko Fai Road	9	1	50	21	Y	1400-1500	430	46.51%	2.33%	0.00%	15.12%	5.81%	4.65%	10.47%	1.16%	0.00%	1.16%	1.16%	1.16%	1.16%	0.00%	2.33%	4.65%	2.33%	0.00%	100.00%
Ko Fai Road	9	1	50	21	Y	1500-1600	445	47.19%	2.25%	0.00%	14.61%	5.62%	4.49%	10.11%	1.12%	0.00%	1.12%	1.12%	1.12%	1.12%	0.00%	2.25%	5.62%	2.25%	0.00%	100.00%
Ko Fai Road	9	1	50	21	Y	1600-1700	455	48.35%	2.20%	0.00%	14.29%	5.49%	4.40%	9.89%	1.10%	0.00%	1.10%	1.10%	1.10%	1.10%	0.00%	2.20%	5.49%	2.20%	0.00%	100.00%
Ko Fai Road	9	1	50	21	Y	1700-1800	450	48.89%	2.22%	0.00%	13.33%	5.56%	4.44%	10.00%	1.11%	0.00%	1.11%	1.11%	1.11%	1.11%	0.00%	2.22%	5.56%	2.22%	0.00%	100.00%
Ko Fai Road	9	1	50	21	Y	1800-1900	440	47.73%	2.27%	0.00%	13.64%	5.68%	4.55%	10.23%	1.14%	0.00%	1.14%	1.14%	1.14%	1.14%	0.00%	2.27%	5.68%	2.27%	0.00%	100.00%
Ko Fai Road	9	1	50	23	Y	1900-2000	345	46.38%	1.45%	0.00%	13.04%	5.80%	4.35%	10.14%	1.45%	0.00%	1.45%	1.45%	1.45%	1.45%	0.00%	2.90%	5.80%	2.90%	0.00%	100.00%
Ko Fai Road	9	1	50	25	Y	2000-2100	295	47.46%	1.69%	0.00%	13.56%	5.08%	5.08%	10.17%	1.69%	0.00%	1.69%	1.69%	1.69%	1.69%	0.00%	1.69%	5.08%	1.69%	0.00%	100.00%
Ko Fai Road	9	1	50	25	Y	2100-2200	300	46.67%	1.67%	0.00%	15.00%	5.00%	5.00%	10.00%	1.67%	0.00%	1.67%	1.67%	1.67%	1.67%	0.00%	1.67%	5.00%	1.67%	0.00%	100.00%
Ko Fai Road	9	1	50	26	Y	2200-2300	245	44.90%	2.04%	0.00%	14.29%	6.12%	4.08%	10.20%	2.04%	0.00%	2.04%	2.04%	2.04%	2.04%	0.00%	2.04%	4.08%	2.04%	0.00%	100.00%
Ko Fai Road	9	1	50	29	Y	2300-0000	130	46.15%	3.85%	0.00%	15.38%	7.69%	3.85%	11.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.85%	3.85%	3.85%	0.00%	100.00%
Ko Fai Road	10	1	50	30	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	10	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	10	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	10	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	10	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	10	1	50	30	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	10	1	50	30	Y	0600-0700	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	10	1	50	30	Y	0700-0800	75	0.00%	0.00%	0.00%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	100.00%
Ko Fai Road	10	1	50	30	Y	0800-0900	75	0.00%	0.00%	0.00%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	100.00%
Ko Fai Road	10	1	50	30	Y	0900-1000	75	0.00%	0.00%	0.00%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	100.00%
Ko Fai Road	10	1	50	30	Y	1000-1100	75	0.00%	0.00%	0.00%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	100.00%
Ko Fai Road	10	1	50	30	Y	1100-1200	75	0.00%	0.00%	0.00%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	100.00%
Ko Fai Road	10	1	50	30	Y	1200-1300	85	5.88%	0.00%	0.00%	5.88%	5.88%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Ko Fai Road	10	1	50	30	Y	1300-1400	85	5.88%	0.00%	0.00%	5.88%	5.88%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Ko Fai Road	10	1	50	30	Y	1400-1500	85	5.88%	0.00%	0.00%	5.88%	5.88%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Ko Fai Road	10	1	50	30	Y	1500-1600	85	5.88%	0.00%	0.00%	5.88%	5.88%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Ko Fai Road	10	1	50	30	Y	1600-1700	85	5.88%	0.00%	0.00%	5.88%	5.88%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Ko Fai Road	10	1	50	30	Y	1700-1800	85	5.88%	0.00%	0.00%	5.88%	5.88%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Ko Fai Road	10	1	50	30	Y	1800-1900	85	5.88%	0.00%	0.00%	5.88%	5.88%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Ko Fai Road	10	1	50	30	Y	1900-2000	80	6.25%	0.00%	0.00%	6.25%	6.25%	6.25%	12.50%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Ko Fai Road	10	1	50	30	Y	2000-2100	80	6.25%	0.00%	0.00%	6.25%	6.25%	6.25%	12.50%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Ko Fai Road	10	1	50	30	Y	2100-2200	80	6.25%	0.00%	0.00%	6.25%	6.25%	6.25%	12.50%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Ko Fai Road	10	1	50	30	Y	2200-2300	75	0.00%	0.00%	0.00%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	100.00%
Ko Fai Road	10	1	50	30	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	11	1	50	30	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	11	1	50	30	Y	0100-0200	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	11	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	11	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	11	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	11	1	50	30	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	11	1	50	30	Y	0600-0700	25	60.00%	0.00%	0.00%	20.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ko Fai Road	11	1	50	29	Y	0700-0800	125	24.00%	4.00%	4.00%	8.00%	4.00%	4.00%	8.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Ko Fai Road	11	1	50	29	Y	0800-0900	130	26.92%	3.85%	3.85%	7.69%	3.85%	3.85%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Ko Fai Road	11	1	50	29	Y	0900-1000	125	24.00%	4.00%	4.00%	8.00%	4.00%	4.00%	8.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Ko Fai Road	11	1	50	29	Y	1000-1100	130	26.92%	3.85%	3.85%	7.69%	3.85%	3.85%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Ko Fai Road	11	1	50	28	Y	1100-1200	145	27.59%	3.45%	3.45%	10.34%	3.45%	3.45%	10.34%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	100.00%
Ko Fai Road	11	1	50	28	Y	1200-1300	155	25.81%	3.23%	3.23%	9.68%	6.45%	6.45%	9.68%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	100.00%
Ko Fai Road	11	1	50	28	Y	1300-1400	150	23.33%	3.33%	3.33%	10.00%	6.67%	6.67%	10.00%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	100.00%
Ko Fai Road	11	1	50	28	Y	1400-1500	150	23.33%	3.33%	3.33%	10.00%	6.67%	6.67%	10.00%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	100.00%
Ko Fai Road	11	1	50	28	Y	1500-1600	155	22.58%	3.23%	3.23%	12.90%	6.45%	6.45%	9.68%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	100.00%
Ko Fai Road	11	1	50	28	Y	1600-1700	155	22.58%	3.23%	3.23%	12.90%	6.45%	6.45%	9.68%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	100.00%
Ko Fai Road	11	1	50	28	Y	1700-1800	155	22.58%	3.23%	3.23%	12.90%	6.45%	6.45%	9.68%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	100.00%
Ko Fai Road	11	1	50	28	Y	1800-1900	155	22.58%	3.23%	3.23%	12.90%	6.45%	6.45%	9.68%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	100.00%
Ko Fai Road	11	1	50	29	Y	1900-2000	125	20.00%	4.00%	4.00%	12.00%	4.00%	4.00%	8.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Ko Fai Road	11	1	50	29	Y	2000-2100	120	20.83%	4.17%	4.17%	8.33%	4.17%	4.17%	8.33%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Ko Fai Road	11	1	50	29	Y	2100-2200	120	20.83%	4.17%	4.17%	8.33%	4.17%	4.17%	8.33%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Ko Fai Road	11	1	50	29	Y	2200-2300	110	18.18%	4.55%	4.55%	9.09%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	100.00%
Ko Fai Road	11	1	50	30	Y	2300-0000	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	12	1	50	30	Y	0000-0100	55	45.45%	9.09%	0.00%	18.18%	9.09%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	12	1	50	30	Y	0100-0200	50	50.00%	0.00%	0.00%	20.00%	10.00%	10.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	12	1	50	30	Y	0200-0300	30	66.67%	0.00%	0.00%	16.67%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	12	1	50	30	Y	0300-0400	25	60.00%	0.00%	0.00%	20.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	12	1	50	30	Y	0400-0500	35	57.14%	0.00%	0.00%	14.29%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Fai Road	12	1	50	30	Y	0500-0600	50	50.00%	0.00%	0.00%	20.00%	10.00%	10.00%	10.00%	0.00%	0.00%

Yan Yue Wai	15	1	50	30	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	15	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	15	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	15	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	15	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	15	1	50	30	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	15	1	50	30	Y	0600-0700	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	15	1	50	30	Y	0700-0800	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	0800-0900	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	0900-1000	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	1000-1100	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	1100-1200	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	1200-1300	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	1300-1400	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	1400-1500	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	1500-1600	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	1600-1700	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	1700-1800	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	1800-1900	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	1900-2000	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	2000-2100	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	2100-2200	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	2200-2300	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	100.00%
Yan Yue Wai	15	1	50	30	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	16	1	50	30	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	16	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	16	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	16	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	16	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	16	1	50	30	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	16	1	50	30	Y	0600-0700	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Yan Yue Wai	16	1	50	30	Y	0700-0800	70	14.29%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	100.00%
Yan Yue Wai	16	1	50	30	Y	0800-0900	70	14.29%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	100.00%
Yan Yue Wai	16	1	50	30	Y	0900-1000	70	14.29%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	100.00%
Yan Yue Wai	16	1	50	30	Y	1000-1100	70	14.29%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	100.00%
Yan Yue Wai	16	1	50	30	Y	1100-1200	70	14.29%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	100.00%
Yan Yue Wai	16	1	50	30	Y	1200-1300	90	11.11%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	100.00%
Yan Yue Wai	16	1	50	30	Y	1300-1400	85	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Yan Yue Wai	16	1	50	30	Y	1400-1500	85	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Yan Yue Wai	16	1	50	30	Y	1500-1600	85	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Yan Yue Wai	16	1	50	30	Y	1600-1700	85	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Yan Yue Wai	16	1	50	30	Y	1700-1800	85	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Yan Yue Wai	16	1	50	30	Y	1800-1900	85	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Yan Yue Wai	16	1	50	30	Y	1900-2000	85	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Yan Yue Wai	16	1	50	30	Y	2000-2100	85	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Yan Yue Wai	16	1	50	30	Y	2100-2200	85	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Yan Yue Wai	16	1	50	30	Y	2200-2300	65	7.69%	0.00%	0.00%	0.00%	0.00%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	100.00%
Yan Yue Wai	16	1	50	30	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Yan Yue Wai	17	1	50	30	Y	0000-0100	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Yan Yue Wai	17	1	50	30	Y	0100-0200	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Yan Yue Wai	17	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Yan Yue Wai	17	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Yan Yue Wai	17	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Yan Yue Wai	17	1	50	30	Y	0500-0600	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Yan Yue Wai	17	1	50	30	Y	0600-0700	10	50.00%	10.00%	0.00%	0.00%	20.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Yan Yue Wai	17	1	50	28	Y	0700-0800	175	34.29%	5.71%	2.86%	11.43%	5.71%	2.86%	5.71%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	100.00%
Yan Yue Wai	17	1	50	28	Y	0800-0900	180	36.11%	5.56%	2.78%	11.11%	5.56%	2.78%	5.56%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	100.00%
Yan Yue Wai	17	1	50	28	Y	0900-1000	175	34.29%	5.71%	2.86%	11.43%	5.71%	2.86%	5.71%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	100.00%
Yan Yue Wai	17	1	50	28	Y	1000-1100	180	36.11%	5.56%	2.78%	11.11%	5.56%	2.78%	5.56%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	100.00%
Yan Yue Wai	17	1	50	27	Y	1100-1200	195	38.46%	5.13%	2.56%	12.82%	5.13%	2.56%	5.13%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	100.00%
Yan Yue Wai	17	1	50	27	Y	1200-1300	195	38.46%	5.13%	2.56%	12.82%	5.13%	2.56%	5.13%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	100.00%
Yan Yue Wai	17	1	50	29	Y	1300-1400	140	53.57%	3.57%	0.00%	17.86%	7.14%	3.57%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	3.57%	0.00%	3.57%	100.00%
Yan Yue Wai	17	1	50	29	Y	1400-1500	135	51.85%	3.70%	0.00%	18.52%	7.41%	3.70%	7.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%	0.00%	3.70%	0.00%	3.70%	100.00%
Yan Yue Wai	17	1	50	29	Y	1500-1600	140	53.57%	3.57%	0.00%	17.86%	7.14%	3.57%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	3.57%	0.00%	3.57%	100.00%
Yan Yue Wai	17	1	50	29	Y	1600-1700	140	53.57%	3.57%	0.00%	17.86%	7.14%	3.57%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	3.57%	0.00%	3.57%	100.00%
Yan Yue Wai	17	1	50	29	Y	1700-1800	140	53.57%	3.57%	0.00%	17.86%	7.14%	3.57%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	3.57%	0.00%	3.57%	100.00%
Yan Yue Wai	17	1	50	29	Y	1800-1900	135	51.85%	3.70%	0.00%	18.52%	7.41%	3.70%	7.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%	0.00%	3.70%	0.00%	3.70%	100.00%
Yan Yue Wai	17	1	50	29	Y	1900-2000	105	52.38%	4.76%	0.00%	19.05%	4.76%	4.76%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	0.00%	4.76%	0.00%	4.76%	100.00%
Yan Yue Wai	17	1	50	30	Y	2000-2100	95	52.63%	5.26%	0.00%	15.79%	5.26%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	0.00%	5.26%	0.00%	5.26%	100.00%
Yan Yue Wai	17	1	50	30	Y	2100-2200	95	52.63%	5.26%	0.00%	15.79%	5.26%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	0.00%	5.26%	0.00%	5.26%	100.00%
Yan Yue Wai	17	1	50	30	Y	2200-2300	80	50.00%	6.25%	0.00%	12.50%	6.25%	6.25%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.25%	0.00%	6.25%	0.00%	6.25%	100.00%
Yan Yue Wai	17	1	50	30	Y	2300-0000	35	57.14%	0.00%	0.00%	14.29%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	18	1	50	30	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	18	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shun Street	18	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shun Street	18	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shun Street	18	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shun Street	18	1	50	30	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shun Street	18	1	50	30	Y	0600-0700	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	18	1	50	30	Y	0700-0800	55	27.27%	9.09%	9.09%	9.09%	9.09%	0.00%	0.00%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	18	1	50	30	Y	0800-0900	55	27.27%	9.09%	9.09%	9.09%	9.09%	0.00%	0.00%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	18	1	50	30	Y	0900-1000	55	27.27%	9.09%	9.09%	9.09%	9.09%	0.00%	0.00%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	18	1	50	30	Y	1000-1100	55	27.27%	9.09%	9.09%	9.09%	9.09%	0.00%	0.00%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	18	1	50	30	Y	1100-1200	60	33.33%	8.33%	8.33%	8.33%	8.33%	0.00%	0.00%	0.00%	8.33%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	8.33%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	18	1	50	30	Y	1200-1300	70	28.57%	14.29%	7.14%	14.29%	7.14%	0.00%	0.00%	0.00%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Sh

Shung Shun Street	22	1	50	30	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	0100-0200	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shun Street	22	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shun Street	22	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shun Street	22	1	50	30	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	0600-0700	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	0700-0800	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	0800-0900	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	0900-1000	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	1000-1100	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	1100-1200	40	50.00%	12.50%	12.50%	12.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	1200-1300	45	44.44%	11.11%	11.11%	11.11%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.11%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	1300-1400	45	44.44%	11.11%	11.11%	11.11%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.11%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	1400-1500	45	44.44%	11.11%	11.11%	11.11%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.11%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	1500-1600	50	50.00%	10.00%	10.00%	10.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	1600-1700	50	50.00%	10.00%	10.00%	10.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	1700-1800	50	50.00%	10.00%	10.00%	10.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	1800-1900	50	50.00%	10.00%	10.00%	10.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	1900-2000	45	44.44%	11.11%	11.11%	11.11%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.11%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	2000-2100	40	37.50%	12.50%	12.50%	12.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	2100-2200	40	37.50%	12.50%	12.50%	12.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	2200-2300	30	33.33%	16.67%	16.67%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	22	1	50	30	Y	2300-0000	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	30	Y	0000-0100	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	30	Y	0100-0200	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	30	Y	0500-0600	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	30	Y	0600-0700	50	50.00%	10.00%	0.00%	20.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	0700-0800	145	34.48%	6.90%	3.45%	13.79%	6.90%	3.45%	3.45%	3.45%	3.45%	3.45%	0.00%	0.00%	0.00%	0.00%	3.45%	3.45%	3.45%	6.90%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	0800-0900	150	36.67%	6.67%	3.33%	13.33%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	0.00%	0.00%	0.00%	0.00%	3.33%	3.33%	3.33%	6.67%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	0900-1000	145	34.48%	6.90%	3.45%	13.79%	6.90%	3.45%	3.45%	3.45%	3.45%	3.45%	0.00%	0.00%	0.00%	0.00%	3.45%	3.45%	3.45%	6.90%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	1000-1100	150	36.67%	6.67%	3.33%	13.33%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	0.00%	0.00%	0.00%	0.00%	3.33%	3.33%	3.33%	6.67%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	1100-1200	160	37.50%	6.25%	3.13%	15.63%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	0.00%	0.00%	0.00%	0.00%	3.13%	3.13%	3.13%	6.25%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	1200-1300	160	37.50%	6.25%	3.13%	15.63%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	0.00%	0.00%	0.00%	0.00%	3.13%	3.13%	3.13%	6.25%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	1300-1400	155	38.71%	6.45%	3.23%	16.13%	6.45%	3.23%	3.23%	3.23%	3.23%	3.23%	0.00%	0.00%	0.00%	0.00%	3.23%	3.23%	3.23%	6.45%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	1400-1500	150	36.67%	6.67%	3.33%	16.67%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	0.00%	0.00%	0.00%	0.00%	3.33%	3.33%	3.33%	6.67%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	1500-1600	155	38.71%	6.45%	3.23%	16.13%	6.45%	3.23%	3.23%	3.23%	3.23%	3.23%	0.00%	0.00%	0.00%	0.00%	3.23%	3.23%	3.23%	6.45%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	1600-1700	155	38.71%	6.45%	3.23%	16.13%	6.45%	3.23%	3.23%	3.23%	3.23%	3.23%	0.00%	0.00%	0.00%	0.00%	3.23%	3.23%	3.23%	6.45%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	1700-1800	155	38.71%	6.45%	3.23%	16.13%	6.45%	3.23%	3.23%	3.23%	3.23%	3.23%	0.00%	0.00%	0.00%	0.00%	3.23%	3.23%	3.23%	6.45%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	28	Y	1800-1900	155	38.71%	6.45%	3.23%	16.13%	6.45%	3.23%	3.23%	3.23%	3.23%	3.23%	0.00%	0.00%	0.00%	0.00%	3.23%	3.23%	3.23%	6.45%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	29	Y	1900-2000	120	37.50%	4.17%	4.17%	16.67%	4.17%	4.17%	4.17%	0.00%	4.17%	4.17%	0.00%	0.00%	0.00%	0.00%	4.17%	4.17%	4.17%	4.17%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	29	Y	2000-2100	110	36.36%	4.55%	4.55%	13.64%	4.55%	4.55%	4.55%	0.00%	4.55%	4.55%	0.00%	0.00%	0.00%	0.00%	4.55%	4.55%	4.55%	4.55%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	29	Y	2100-2200	110	36.36%	4.55%	4.55%	13.64%	4.55%	4.55%	4.55%	0.00%	4.55%	4.55%	0.00%	0.00%	0.00%	0.00%	4.55%	4.55%	4.55%	4.55%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	30	Y	2200-2300	95	31.58%	5.26%	5.26%	10.53%	5.26%	5.26%	5.26%	0.00%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	5.26%	5.26%	5.26%	5.26%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	23	1	50	30	Y	2300-0000	35	42.86%	14.29%	0.00%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.29%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	0000-0100	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	0100-0200	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	0200-0300	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	0400-0500	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	0500-0600	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	0600-0700	65	46.15%	7.69%	0.00%	15.38%	7.69%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	7.69%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	0700-0800	180	36.11%	8.33%	2.78%	13.89%	5.56%	2.78%	5.56%	2.78%	2.78%	2.78%	0.00%	0.00%	0.00%	0.00%	2.78%	2.78%	5.56%	5.56%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	0800-0900	185	37.84%	8.11%	2.70%	13.51%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	0.00%	0.00%	0.00%	0.00%	2.70%	2.70%	5.41%	5.41%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	0900-1000	180	36.11%	8.33%	2.78%	13.89%	5.56%	2.78%	5.56%	2.78%	2.78%	2.78%	0.00%	0.00%	0.00%	0.00%	2.78%	2.78%	5.56%	5.56%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	1000-1100	185	37.84%	8.11%	2.70%	13.51%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	0.00%	0.00%	0.00%	0.00%	2.70%	2.70%	5.41%	5.41%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	1100-1200	200	37.50%	7.50%	2.50%	15.00%	5.00%	2.50%	5.00%	2.50%	2.50%	2.50%	0.00%	0.00%	0.00%	0.00%	2.50%	2.50%	5.00%	5.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	1200-1300	200	40.00%	7.50%	2.50%	15.00%	5.00%	2.50%	5.00%	2.50%	2.50%	2.50%	0.00%	0.00%	0.00%	0.00%	2.50%	2.50%	5.00%	5.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	1300-1400	190	42.11%	7.89%	2.63%	15.79%	5.26%	2.63%	5.26%	0.00%	2.63%	2.63%	0.00%	0.00%	0.00%	0.00%	2.63%	2.63%	5.26%	2.63%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	1400-1500	175	42.86%	5.71%	2.86%	14.29%	5.71%	2.86%	5.71%	0.00%	2.86%	2.86%	0.00%	0.00%	0.00%	0.00%	2.86%	2.86%	5.71%	2.86%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	1500-1600	185	43.24%	5.41%	2.70%	16.22%	5.41%	2.70%	5.41%	0.00%	2.70%	2.70%	0.00%	0.00%	0.00%	0.00%	2.70%	2.70%	5.41%	2.70%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	1600-1700	185	43.24%	5.41%	2.70%	16.22%	5.41%	2.70%	5.41%	0.00%	2.70%	2.70%	0.00%	0.00%	0.00%	0.00%	2.70%	2.70%	5.41%	2.70%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	1700-1800	185	43.24%	5.41%	2.70%	16.22%	5.41%	2.70%	5.41%	0.00%	2.70%	2.70%	0.00%	0.00%	0.00%	0.00%	2.70%	2.70%	5.41%	2.70%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	1800-1900	180	41.67%	5.56%	2.78%	16.67%	5.56%	2.78%	5.56%	0.00%	2.78%	2.78%	0.00%	0.00%	0.00%	0.00%	2.78%	2.78%	5.56%	2.78%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	1900-2000	140	42.86%	7.14%	3.57%	14.29%	3.57%	3.57%	3.57%	0.00%	3.57%	3.57%	0.00%	0.00%	0.00%	0.00%	3.57%	3.57%	3.57%	3.57%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	2000-2100	125	40.00%	4.00%	4.00%	16.00%	4.00%	4.00%	4.00%	0.00%	4.00%	4.00%	0.00%	0.00%	0.00%	0.00%	4.00%	4.00%	4.00%	4.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	2100-2200	125	40.00%	4.00%	4.00%	16.00%	4.00%	4.00%	4.00%	0.00%	4.00%	4.00%	0.00%	0.00%	0.00%	0.00%	4.00%	4.00%	4.00%	4.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	2200-2300	110	36.36%	4.55%	4.55%	13.64%	4.55%	4.55%	4.55%	0.00%	4.55%	4.55%	0.00%	0.00%	0.00%	0.00%	4.55%	4.55%	4.55%	4.55%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	24	1	50	30	Y	2300-0000	50	40.00%	10.00%	0.00%	20.00%	10.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	30	Y	0000-0100	25	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	30	Y	0100-0200	25	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	30	Y	0200-0300	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	30	Y	0300-0400	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	30	Y	0400-0500	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	30	Y	0500-0600	25	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	30	Y	0600-0700	95	42.11%	10.53%	0.00%	15.79%	5.26%	0.00%	5.26%	5.26%	0.00%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	29	Y	0700-0800	235	38.30%	10.64%	2.13%	12.77%	6.38%	2.13%	4.26%	4.26%	2.13%	4.26%	0.00%	0.00%	0.00%	0.00%	2.13%	2.13%	4.26%	4.26%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	29	Y	0800-0900	255	39.22%	9.80%	1.96%	13.73%	5.88%	1.96%	3.92%	5.88%	1.96%	3.92%	0.00%	0.00%	0.00%	0.00%	1.96%	1.96%	3.92%	3.92%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	29	Y	0900-1000	245	38.78%	10.20%	2.04%	14.29%	6.12%	2.04%	4.08%	4.08%	2.04%	4.08%	0.00%	0.00%	0.00%	0.00%	2.04%	2.04%	4.08%	4.08%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	29	Y	1000-1100	255	39.22%	11.76%	1.96%	13.73%	5.88%	1.96%	3.92%	3.92%	1.96%	3.92%	0.00%	0.00%	0.00%	0.00%	1.96%	1.96%	3.92%	3.92%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	28	Y	1100-1200	285	40.35%	12.28%	1.75%	14.04%	5.26%	1.75%	3.51%	3.51%	1.75%	3.51%	0.00%	0.00%	0.00%	0.00%	1.75%	1.75%	5.26%	3.51%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	28	Y	1200-1300	290	39.66%	13.79%	1.72%	13.79%	5.17%	1.72%	3.45%	3.45%	1.72%	3.45%	0.00%	0.00%	0.00%	0.00%	1.72%	1.72%	5.17%	3.45%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	29	Y	1300-1400	280	41.07%	14.29%	1.79%	14.29%	5.36%	1.79%	3.57%	1.79%	1.79%	1.79%	0.00%	0.00%	0.00%	0.00%	1.79%	1.79%	5.36%	3.57%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	29	Y	1400-1500	265	39.62%	15.09%	1.89%	13.21%	5.66%	1.89%	3.77%	1.89%	1.89%	1.89%	0.00%	0.00%	0.00%	0.00%	1.89%	1.89%	5.66%	3.77%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	29	Y	1500-1600	280	39.29%	16.07%	1.79%	14.29%	5.36%	1.79%	3.57%	1.79%	1.79%	1.79%	0.00%	0.00%	0.00%	0.00%	1.79%	1.79%	5.36%	3.57%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	28	Y	1600-1700	285	40.35%	17.54%	1.75%	14.04%	5.26%	1.75%	3.51%	0.00%	1.75%	1.75%	0.00%	0.00%	0.00%	0.00%	1.75%	1.75%	5.26%	3.51%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	28	Y	1700-1800	285	40.35%	17.54%	1.75%	14.04%	5.26%	1.75%	3.51%	0.00%	1.75%	1.75%	0.00%	0.00%	0.00%	0.00%	1.75%	1.75%	5.26%	3.51%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	28	Y	1800-1900	275	40.00%	16.36%	1.82%	14.55%	5.45%	1.82%	3.64%	0.00%	1.82%	1.82%	0.00%	0.00%	0.00%	0.00%	1.82%	1.82%	5.45%	3.64%	0.00%	0.00%	0.00%	100.00%
Shung Shun Street	25	1	50	29	Y	1900-2000	210	40.48%	16.67%	2.38%

Sze Shan Street	29	1	50	30	Y	0000-0100	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	29	1	50	30	Y	0100-0200	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	29	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	29	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	29	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	29	1	50	30	Y	0500-0600	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	29	1	50	30	Y	0600-0700	45	55.56%	11.11%	0.00%	11.11%	11.11%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	29	1	50	28	Y	0700-0800	160	31.25%	6.25%	3.13%	9.38%	6.25%	3.13%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	100.00%
Sze Shan Street	29	1	50	28	Y	0800-0900	165	33.33%	6.06%	3.03%	9.09%	6.06%	3.03%	6.06%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	100.00%
Sze Shan Street	29	1	50	28	Y	0900-1000	160	31.25%	6.25%	3.13%	9.38%	6.25%	3.13%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	100.00%
Sze Shan Street	29	1	50	28	Y	1000-1100	165	33.33%	6.06%	3.03%	9.09%	6.06%	3.03%	6.06%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	100.00%
Sze Shan Street	29	1	50	27	Y	1100-1200	185	35.14%	8.11%	2.70%	10.81%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	100.00%
Sze Shan Street	29	1	50	27	Y	1200-1300	190	34.21%	7.89%	2.63%	10.53%	5.26%	2.63%	5.26%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	5.26%	2.63%	100.00%
Sze Shan Street	29	1	50	27	Y	1300-1400	190	34.21%	7.89%	2.63%	10.53%	5.26%	2.63%	5.26%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	5.26%	2.63%	100.00%
Sze Shan Street	29	1	50	27	Y	1400-1500	185	32.43%	8.11%	2.70%	10.81%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	100.00%
Sze Shan Street	29	1	50	27	Y	1500-1600	195	33.33%	7.69%	2.56%	12.82%	5.13%	2.56%	5.13%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	5.13%	2.56%	100.00%
Sze Shan Street	29	1	50	27	Y	1600-1700	195	33.33%	7.69%	2.56%	12.82%	5.13%	2.56%	5.13%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	5.13%	2.56%	100.00%
Sze Shan Street	29	1	50	27	Y	1700-1800	195	33.33%	7.69%	2.56%	12.82%	5.13%	2.56%	5.13%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	5.13%	2.56%	100.00%
Sze Shan Street	29	1	50	27	Y	1800-1900	195	33.33%	7.69%	2.56%	12.82%	5.13%	2.56%	5.13%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	5.13%	2.56%	100.00%
Sze Shan Street	29	1	50	28	Y	1900-2000	155	32.26%	6.45%	3.23%	12.90%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	100.00%
Sze Shan Street	29	1	50	29	Y	2000-2100	140	28.57%	7.14%	3.57%	10.71%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	100.00%
Sze Shan Street	29	1	50	29	Y	2100-2200	140	28.57%	7.14%	3.57%	10.71%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	100.00%
Sze Shan Street	29	1	50	29	Y	2200-2300	125	28.00%	4.00%	4.00%	8.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Sze Shan Street	29	1	50	30	Y	2300-0000	40	50.00%	12.50%	0.00%	12.50%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	30	1	50	30	Y	0000-0100	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	30	1	50	30	Y	0100-0200	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	30	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	30	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	30	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	30	1	50	30	Y	0500-0600	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	30	1	50	30	Y	0600-0700	40	50.00%	12.50%	0.00%	12.50%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	30	1	50	28	Y	0700-0800	155	29.03%	6.45%	3.23%	9.68%	6.45%	3.23%	6.45%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	100.00%
Sze Shan Street	30	1	50	28	Y	0800-0900	160	31.25%	6.25%	3.13%	9.38%	6.25%	3.13%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	100.00%
Sze Shan Street	30	1	50	28	Y	0900-1000	155	29.03%	6.45%	3.23%	9.68%	6.45%	3.23%	6.45%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	100.00%
Sze Shan Street	30	1	50	28	Y	1000-1100	160	31.25%	6.25%	3.13%	9.38%	6.25%	3.13%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	100.00%
Sze Shan Street	30	1	50	28	Y	1100-1200	180	33.33%	8.33%	2.78%	11.11%	5.56%	2.78%	5.56%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	100.00%
Sze Shan Street	30	1	50	27	Y	1200-1300	185	32.43%	8.11%	2.70%	10.81%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	100.00%
Sze Shan Street	30	1	50	27	Y	1300-1400	185	32.43%	8.11%	2.70%	10.81%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	100.00%
Sze Shan Street	30	1	50	28	Y	1400-1500	180	30.56%	8.33%	2.78%	11.11%	5.56%	2.78%	5.56%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	5.56%	2.78%	100.00%
Sze Shan Street	30	1	50	27	Y	1500-1600	185	32.43%	8.11%	2.70%	10.81%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	100.00%
Sze Shan Street	30	1	50	27	Y	1600-1700	185	32.43%	8.11%	2.70%	10.81%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	100.00%
Sze Shan Street	30	1	50	27	Y	1700-1800	185	32.43%	8.11%	2.70%	10.81%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	100.00%
Sze Shan Street	30	1	50	27	Y	1800-1900	185	32.43%	8.11%	2.70%	10.81%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	100.00%
Sze Shan Street	30	1	50	28	Y	1900-2000	145	31.03%	6.90%	3.45%	10.34%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	100.00%
Sze Shan Street	30	1	50	29	Y	2000-2100	135	29.63%	7.41%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Sze Shan Street	30	1	50	29	Y	2100-2200	140	28.57%	7.14%	3.57%	10.71%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	100.00%
Sze Shan Street	30	1	50	29	Y	2200-2300	120	25.00%	4.17%	4.17%	8.33%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Sze Shan Street	30	1	50	30	Y	2300-0000	35	42.86%	14.29%	0.00%	14.29%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	31	1	50	30	Y	0000-0100	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	31	1	50	30	Y	0100-0200	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	31	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	31	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	31	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	31	1	50	30	Y	0500-0600	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	31	1	50	30	Y	0600-0700	50	50.00%	10.00%	0.00%	20.00%	10.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	31	1	50	28	Y	0700-0800	170	29.41%	5.88%	2.94%	11.76%	5.88%	2.94%	8.82%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	100.00%
Sze Shan Street	31	1	50	28	Y	0800-0900	175	31.43%	5.71%	2.86%	11.43%	5.71%	2.86%	8.57%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	100.00%
Sze Shan Street	31	1	50	28	Y	0900-1000	170	29.41%	5.88%	2.94%	11.76%	5.88%	2.94%	8.82%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	2.94%	100.00%
Sze Shan Street	31	1	50	28	Y	1000-1100	175	31.43%	5.71%	2.86%	11.43%	5.71%	2.86%	8.57%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	100.00%
Sze Shan Street	31	1	50	27	Y	1100-1200	190	31.58%	7.89%	2.63%	13.16%	5.26%	2.63%	7.89%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	5.26%	2.63%	100.00%
Sze Shan Street	31	1	50	27	Y	1200-1300	195	30.77%	7.69%	2.56%	12.82%	5.13%	2.56%	7.69%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	5.13%	2.56%	100.00%
Sze Shan Street	31	1	50	27	Y	1300-1400	195	30.77%	7.69%	2.56%	12.82%	5.13%	2.56%	7.69%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	5.13%	2.56%	100.00%
Sze Shan Street	31	1	50	27	Y	1400-1500	185	29.73%	8.11%	2.70%	13.51%	5.41%	2.70%	5.41%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	100.00%
Sze Shan Street	31	1	50	27	Y	1500-1600	190	31.58%	7.89%	2.63%	13.16%	5.26%	2.63%	5.26%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	5.26%	2.63%	100.00%
Sze Shan Street	31	1	50	27	Y	1600-1700	190	31.58%	7.89%	2.63%	13.16%	5.26%	2.63%	5.26%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	5.26%	2.63%	100.00%
Sze Shan Street	31	1	50	27	Y	1700-1800	190	31.58%	7.89%	2.63%	13.16%	5.26%	2.63%	5.26%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	5.26%	2.63%	100.00%
Sze Shan Street	31	1	50	27	Y	1800-1900	190	31.58%	7.89%	2.63%	13.16%	5.26%	2.63%	5.26%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	5.26%	2.63%	100.00%
Sze Shan Street	31	1	50	28	Y	1900-2000	155	29.03%	6.45%	3.23%	12.90%	3.23%	3.23%	6.45%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	100.00%
Sze Shan Street	31	1	50	29	Y	2000-2100	140	28.57%	7.14%	3.57%	10.71%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	100.00%
Sze Shan Street	31	1	50	29	Y	2100-2200	140	28.57%	7.14%	3.57%	10.71%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	100.00%
Sze Shan Street	31	1	50	29	Y	2200-2300	120	25.00%	4.17%	4.17%	8.33%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Sze Shan Street	31	1	50	30	Y	2300-0000	35	42.86%	14.29%	0.00%	14.29%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	32	1	50	30	Y	0000-0100	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	32	1	50	30	Y	0100-0200	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	32	1	50	30	Y	0200-0300	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	32	1	50	30	Y	0300-0400	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	32	1	50	30	Y	0400-0500	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	32	1	50	30	Y	0500-0600	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	32	1	50	30	Y	0600-0700	65	46.15%	7.69%	0.00%	23.08%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	100.00%
Sze Shan Street	32	1	50	27	Y	0700-0800	205	31.71%	7.32%	2.44%	14.63%	7.32%	2.44%	4.88%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	4.88%	2.44%	100.00%
Sze Shan Street	32	1	50	27	Y	0800-0900	215	32.56%	6.98%	2.33%	16.28%	6.98%	2.33%	4.65%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	4.65%	2.33%	100.00%
Sze Shan Street	32	1	50	27	Y	0900-1000	205	31.71%	7.32%	2.44%	14.63%	7.32%	2.44%	4.88%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	4.88%	2.44%	100.00%
Sze Shan Street	32	1	50	27	Y	1000-1100	210	30.95%	7.14%	2.38%	16.67%	7.14%	2.38%	4.76%	2.38%	2.38%	2.38%	2.38%	2.38%	2.38%	2.38%	2.38%	2.38%	2.38%	2.38%	4.76%	2.38%	100.00%
Sze Shan Street	32	1	50	26	Y	1100-1200	230	32.61%	8.70%	2.17%	15.22%	6.52%	2.17%	4.35%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	6.52%	2.17%	100.00%
Sze Shan Street	32	1	50	26	Y	1200-1300	230	32.61%	8.70%	2.17%	15.22%	6.52%	2.17%	4.35%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	6.52%	2.17%	100.00%
Sze Shan Street	32	1	50	26	Y	1300-1400	230	32.61%	8.70%	2.17%	15.22%	6.52%	2.17%	4.35%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	2.17%	6.52%	2.17%	100.00%
Sze Shan Street	32	1	50	27	Y	1400-1500	215	30.23%	9.30%	2.33%	13.95%	6.98%	2.33%	4.65%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	2.33%	6.98%	2.33%	100.00%
Sze Shan Street	32	1	50	27	Y	1500-1600	220	31.82%	9.09%	2.27%	13.64%	6.82%	2.27%	4.55%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	6.82%	2.27%	100.00%
Sze Shan Street	32	1	50	27	Y	1600-1700	220	31.82%	9.09%	2.27%	13.64%	6.82%	2.27%	4.55%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	6.82%	2.27%	100.00%
Sze Shan Street	32	1	50	27	Y	1700-1800	220	31.82%	9.09%	2.27%	13.64%	6.82%	2.27%	4.55%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	6.82%	2.27%	100.00%
Sze Shan Street	32	1	50	27	Y	1800-1900	220	31.82%	9.09%	2.27%	13.64%	6.82%	2.27%	4.55%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	6.82%	2.27%	100.00%
Sze Shan Street	32	1	50	28	Y	1900-2000	175	28.57%	8.57%	2.86%	14.29%	5.71%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	5.71%	2.86%	100.00%
Sze Shan Street	32	1	50	28	Y	2000-2100	160	28.13%	6.25%	3.13%	12.50%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	6.25%	3.13%	100.00%
Sze Shan Street	32	1	50	28	Y	2100-2200	165	27.27%	9.09%	3.03%	12.12%	6.06%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	3.03%	6.06%	3.03%	100.00%
Sze Shan Street	32	1	50	29	Y	2200-2300	140	25.00%	7.14%	3.57%	10.71%	7.14%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57

Sze Shan Street	36	1	50	30	Y	0000-0100	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	36	1	50	30	Y	0100-0200	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	36	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	36	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	36	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	36	1	50	30	Y	0500-0600	10	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	36	1	50	30	Y	0600-0700	40	50.00%	25.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	100.00%
Sze Shan Street	36	1	50	29	Y	0700-0800	110	31.82%	13.64%	4.55%	13.64%	4.55%	4.55%	4.55%	0.00%	4.55%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	4.55%	100.00%
Sze Shan Street	36	1	50	29	Y	0800-0900	120	33.33%	16.67%	4.17%	12.50%	4.17%	4.17%	4.17%	0.00%	4.17%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	4.17%	100.00%
Sze Shan Street	36	1	50	29	Y	0900-1000	115	34.78%	13.04%	4.35%	13.04%	4.35%	4.35%	4.35%	0.00%	4.35%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.70%	4.35%	100.00%
Sze Shan Street	36	1	50	29	Y	1000-1100	120	37.50%	12.50%	4.17%	12.50%	4.17%	4.17%	4.17%	0.00%	4.17%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	4.17%	100.00%
Sze Shan Street	36	1	50	29	Y	1100-1200	135	37.04%	14.81%	3.70%	14.81%	3.70%	3.70%	3.70%	0.00%	3.70%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.41%	3.70%	100.00%
Sze Shan Street	36	1	50	29	Y	1200-1300	140	39.29%	10.71%	3.57%	14.29%	7.14%	3.57%	3.57%	0.00%	3.57%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	3.57%	100.00%
Sze Shan Street	36	1	50	29	Y	1300-1400	130	42.31%	11.54%	3.85%	15.38%	7.69%	3.85%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	3.85%	100.00%
Sze Shan Street	36	1	50	29	Y	1400-1500	125	40.00%	12.00%	4.00%	16.00%	8.00%	4.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	4.00%	100.00%
Sze Shan Street	36	1	50	29	Y	1500-1600	125	44.00%	8.00%	4.00%	16.00%	8.00%	4.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	4.00%	100.00%
Sze Shan Street	36	1	50	29	Y	1600-1700	130	46.15%	7.69%	3.85%	15.38%	7.69%	3.85%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	3.85%	100.00%
Sze Shan Street	36	1	50	29	Y	1700-1800	130	46.15%	7.69%	3.85%	15.38%	7.69%	3.85%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	3.85%	100.00%
Sze Shan Street	36	1	50	29	Y	1800-1900	125	44.00%	8.00%	4.00%	16.00%	8.00%	4.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	4.00%	100.00%
Sze Shan Street	36	1	50	30	Y	1900-2000	100	45.00%	10.00%	5.00%	15.00%	5.00%	5.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	5.00%	100.00%
Sze Shan Street	36	1	50	30	Y	2000-2100	85	41.18%	11.76%	5.88%	11.76%	5.88%	5.88%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.88%	5.88%	100.00%
Sze Shan Street	36	1	50	30	Y	2100-2200	90	38.89%	11.11%	5.56%	16.67%	5.56%	5.56%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	5.56%	100.00%
Sze Shan Street	36	1	50	30	Y	2200-2300	75	40.00%	6.67%	6.67%	13.33%	6.67%	6.67%	6.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.67%	6.67%	100.00%
Sze Shan Street	36	1	50	30	Y	2300-0000	30	33.33%	16.67%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	16.67%	0.00%	100.00%
Sze Shan Street	37	1	50	30	Y	0000-0100	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	37	1	50	30	Y	0100-0200	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	37	1	50	30	Y	0200-0300	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	37	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	37	1	50	30	Y	0400-0500	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	37	1	50	30	Y	0500-0600	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	37	1	50	30	Y	0600-0700	40	37.50%	12.50%	0.00%	25.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	100.00%
Sze Shan Street	37	1	50	28	Y	0700-0800	150	23.33%	6.67%	3.33%	13.33%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	6.67%	3.33%	3.33%	100.00%
Sze Shan Street	37	1	50	28	Y	0800-0900	155	25.81%	6.45%	3.23%	12.90%	6.45%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	3.23%	6.45%	3.23%	3.23%	100.00%
Sze Shan Street	37	1	50	28	Y	0900-1000	150	23.33%	6.67%	3.33%	13.33%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	6.67%	3.33%	3.33%	100.00%
Sze Shan Street	37	1	50	28	Y	1000-1100	160	25.00%	6.25%	3.13%	15.63%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	6.25%	3.13%	3.13%	100.00%
Sze Shan Street	37	1	50	28	Y	1100-1200	175	25.71%	8.57%	2.86%	14.29%	8.57%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	5.71%	2.86%	2.86%	100.00%
Sze Shan Street	37	1	50	28	Y	1200-1300	180	25.00%	8.33%	2.78%	16.67%	8.33%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	5.56%	2.78%	2.78%	100.00%
Sze Shan Street	37	1	50	28	Y	1300-1400	175	22.86%	8.57%	2.86%	17.14%	8.57%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	5.71%	2.86%	2.86%	100.00%
Sze Shan Street	37	1	50	28	Y	1400-1500	175	22.86%	8.57%	2.86%	17.14%	8.57%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	5.71%	2.86%	2.86%	100.00%
Sze Shan Street	37	1	50	28	Y	1500-1600	180	22.22%	11.11%	2.78%	16.67%	8.33%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	2.78%	5.56%	2.78%	2.78%	100.00%
Sze Shan Street	37	1	50	27	Y	1600-1700	185	21.62%	10.81%	2.70%	18.92%	8.11%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	2.70%	100.00%
Sze Shan Street	37	1	50	27	Y	1700-1800	185	21.62%	10.81%	2.70%	18.92%	8.11%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	2.70%	100.00%
Sze Shan Street	37	1	50	27	Y	1800-1900	185	21.62%	10.81%	2.70%	18.92%	8.11%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	2.70%	5.41%	2.70%	2.70%	100.00%
Sze Shan Street	37	1	50	28	Y	1900-2000	150	20.00%	10.00%	3.33%	16.67%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	100.00%
Sze Shan Street	37	1	50	29	Y	2000-2100	135	18.52%	7.41%	3.70%	14.81%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Sze Shan Street	37	1	50	29	Y	2100-2200	135	18.52%	7.41%	3.70%	14.81%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Sze Shan Street	37	1	50	29	Y	2200-2300	120	16.67%	8.33%	4.17%	12.50%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Sze Shan Street	37	1	50	30	Y	2300-0000	35	28.57%	14.29%	0.00%	28.57%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.29%	0.00%	0.00%	100.00%
Sze Shan Street	38	1	50	30	Y	0000-0100	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	38	1	50	30	Y	0100-0200	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	38	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	38	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Sze Shan Street	38	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	38	1	50	30	Y	0500-0600	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	38	1	50	30	Y	0600-0700	30	33.33%	16.67%	0.00%	33.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	38	1	50	29	Y	0700-0800	130	19.23%	3.85%	3.85%	15.38%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Sze Shan Street	38	1	50	29	Y	0800-0900	130	19.23%	3.85%	3.85%	15.38%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Sze Shan Street	38	1	50	29	Y	0900-1000	130	19.23%	3.85%	3.85%	15.38%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Sze Shan Street	38	1	50	29	Y	1000-1100	130	19.23%	3.85%	3.85%	15.38%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Sze Shan Street	38	1	50	28	Y	1100-1200	145	20.69%	6.90%	3.45%	17.24%	6.90%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	100.00%
Sze Shan Street	38	1	50	28	Y	1200-1300	150	20.00%	6.67%	3.33%	16.67%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	6.67%	3.33%	3.33%	100.00%
Sze Shan Street	38	1	50	28	Y	1300-1400	150	20.00%	6.67%	3.33%	16.67%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	6.67%	3.33%	3.33%	100.00%
Sze Shan Street	38	1	50	28	Y	1400-1500	150	20.00%	6.67%	3.33%	16.67%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	6.67%	3.33%	3.33%	100.00%
Sze Shan Street	38	1	50	28	Y	1500-1600	160	21.88%	9.38%	3.13%	15.63%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	6.25%	3.13%	3.13%	100.00%
Sze Shan Street	38	1	50	28	Y	1600-1700	160	21.88%	9.38%	3.13%	15.63%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	6.25%	3.13%	3.13%	100.00%
Sze Shan Street	38	1	50	28	Y	1700-1800	160	21.88%	9.38%	3.13%	15.63%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	6.25%	3.13%	3.13%	100.00%
Sze Shan Street	38	1	50	28	Y	1800-1900	160	21.88%	9.38%	3.13%	15.63%	6.25%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	3.13%	6.25%	3.13%	3.13%	100.00%
Sze Shan Street	38	1	50	29	Y	1900-2000	130	19.23%	7.69%	3.85%	15.38%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Sze Shan Street	38	1	50	29	Y	2000-2100	120	16.67%	8.33%	4.17%	12.50%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Sze Shan Street	38	1	50	29	Y	2100-2200	120	16.67%	8.33%	4.17%	12.50%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Sze Shan Street	38	1	50	29	Y	2200-2300	105	14.29%	4.76%	4.76%	9.52%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Sze Shan Street	38	1	50	30	Y	2300-0000	25	40.00%	20.00%	0.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	39	1	50	30	Y	0000-0100	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	39	1	50	30	Y	0100-0200	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	39	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	39	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Sze Shan Street	39	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	39	1	50	30	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	39	1	50	30	Y	0600-0700	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	39	1	50	29	Y	0700-0800	115	17.39%	4.35%	4.35%	13.04%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Sze Shan Street	39	1	50	29	Y	0800-0900	115	17.39%	4.35%	4.35%	13.04%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Sze Shan Street	39	1	50	29	Y	0900-1000	115	17.39%	4.35%	4.35%	13.04%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Sze Shan Street	39	1	50	29	Y	1000-1100	120	20.83%	4.17%	4.17%	12.50%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Sze Shan Street	39	1	50	29	Y	1100-1200	130	19.23%	7.69%	3.85%	15.38%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Sze Shan Street	39	1	50	29	Y	1200-1300	140	21.43%	7.14%	3.57%	14.29%	7.14%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	100.00%
Sze Shan Street	39	1	50	29	Y	1300-1400	140	21.43%	7.14%	3.57%	14.29%	7.14%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	100.00%
Sze Shan Street	39	1	50	29	Y	1400-1500	140	21.43%	7.14%	3.57%	14.29%	7.14%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	3.57%	100.00%
Sze Shan Street	39	1	50	28	Y	1500-1600	145	20.69%	10.34%	3.45%	13.79%	6.90%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	3.45%	100.00%
Sze Shan Street	39	1	50	28	Y	1600-1700	150	23.33%	10.00%	3.33%	13.33%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	100.00%
Sze Shan Street	39	1	50	28	Y	1700-1800	150	23.33%	10.00%	3.33%	13.33%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	100.00%
Sze Shan Street	39	1	50	28	Y	1800-1900	150	23.33%	10.00%	3.33%	13.33%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	100.00%
Sze Shan Street	39	1	50	29	Y	1900-2000	125	20.00%	8.00%	4.00%	12.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Sze Shan Street	39	1	50	29	Y	2000-2100	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Sze Shan Street	39	1	50	29	Y	2100-2200	120	16.67%	8.33%	4.17%	12.50%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Sze Shan Street	39	1	50	29	Y	2200-2300	105	14.29%	4.76%	4.76%	9.52%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Sze Shan Street	39	1	50	30	Y	2300-0000	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	40	1	50	30	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Sze Shan Street	40	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Sze Shan Street	40	1	50	30

Sze Shan Street	43	1	50	30	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	43	1	50	30	Y	0100-0200	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	43	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	43	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	43	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	43	1	50	30	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	43	1	50	30	Y	0600-0700	25	60.00%	0.00%	0.00%	20.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sze Shan Street	43	1	50	29	Y	0700-0800	120	20.83%	4.17%	4.17%	8.33%	4.17%	4.17%	8.33%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	100.00%
Sze Shan Street	43	1	50	29	Y	0800-0900	125	24.00%	4.00%	4.00%	8.00%	4.00%	4.00%	8.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Sze Shan Street	43	1	50	29	Y	0900-1000	125	24.00%	4.00%	4.00%	8.00%	4.00%	4.00%	8.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Sze Shan Street	43	1	50	29	Y	1000-1100	125	24.00%	4.00%	4.00%	8.00%	4.00%	4.00%	8.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	100.00%
Sze Shan Street	43	1	50	29	Y	1100-1200	130	26.92%	3.85%	3.85%	7.69%	3.85%	3.85%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Sze Shan Street	43	1	50	29	Y	1200-1300	135	25.93%	7.41%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Sze Shan Street	43	1	50	29	Y	1300-1400	135	25.93%	7.41%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Sze Shan Street	43	1	50	29	Y	1400-1500	130	23.08%	7.69%	3.85%	7.69%	3.85%	3.85%	7.69%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	100.00%
Sze Shan Street	43	1	50	29	Y	1500-1600	135	25.93%	7.41%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Sze Shan Street	43	1	50	29	Y	1600-1700	135	25.93%	7.41%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Sze Shan Street	43	1	50	29	Y	1700-1800	135	25.93%	7.41%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Sze Shan Street	43	1	50	29	Y	1800-1900	135	25.93%	7.41%	3.70%	7.41%	3.70%	3.70%	7.41%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	100.00%
Sze Shan Street	43	1	50	29	Y	1900-2000	110	22.73%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	100.00%
Sze Shan Street	43	1	50	29	Y	2000-2100	105	19.05%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Sze Shan Street	43	1	50	29	Y	2100-2200	105	19.05%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Sze Shan Street	43	1	50	29	Y	2200-2300	105	19.05%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Sze Shan Street	43	1	50	30	Y	2300-0000	20	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shan Street	44	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shan Street	44	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	0600-0700	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	0700-0800	15	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	0800-0900	15	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	0900-1000	15	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	1000-1100	15	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	1100-1200	20	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	1200-1300	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	1300-1400	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	1400-1500	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	1500-1600	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	1600-1700	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	1700-1800	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	1800-1900	35	42.86%	14.29%	14.29%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	1900-2000	30	33.33%	16.67%	16.67%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	2000-2100	30	33.33%	16.67%	16.67%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	2100-2200	30	33.33%	16.67%	16.67%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	2200-2300	10	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	44	1	50	30	Y	2300-0000	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	45	1	50	30	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shan Street	45	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shan Street	45	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shan Street	45	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shan Street	45	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shan Street	45	1	50	30	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Shan Street	45	1	50	30	Y	0600-0700	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Shan Street	45	1	50	30	Y	0700-0800	80	18.75%	6.25%	0.00%	0.00%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	100.00%
Shung Shan Street	45	1	50	30	Y	0800-0900	80	18.75%	6.25%	0.00%	0.00%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	100.00%
Shung Shan Street	45	1	50	30	Y	0900-1000	80	18.75%	6.25%	0.00%	0.00%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	100.00%
Shung Shan Street	45	1	50	30	Y	1000-1100	80	18.75%	6.25%	0.00%	0.00%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	100.00%
Shung Shan Street	45	1	50	30	Y	1100-1200	80	18.75%	6.25%	0.00%	0.00%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	100.00%
Shung Shan Street	45	1	50	30	Y	1200-1300	95	15.79%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	0.00%	5.26%	5.26%	5.26%	5.26%	100.00%
Shung Shan Street	45	1	50	30	Y	1300-1400	90	16.67%	0.00%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	0.00%	5.56%	5.56%	5.56%	5.56%	100.00%
Shung Shan Street	45	1	50	30	Y	1400-1500	85	11.76%	0.00%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	0.00%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Shan Street	45	1	50	30	Y	1500-1600	85	11.76%	0.00%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	0.00%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Shan Street	45	1	50	30	Y	1600-1700	85	11.76%	0.00%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	0.00%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Shan Street	45	1	50	30	Y	1700-1800	85	11.76%	0.00%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	0.00%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Shan Street	45	1	50	30	Y	1800-1900	85	11.76%	0.00%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	0.00%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Shan Street	45	1	50	30	Y	1900-2000	85	11.76%	0.00%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	0.00%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Shan Street	45	1	50	30	Y	2000-2100	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	100.00%
Shung Shan Street	45	1	50	30	Y	2100-2200	80	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	6.25%	0.00%	6.25%	6.25%	6.25%	6.25%	100.00%
Shung Shan Street	45	1	50	30	Y	2200-2300	65	7.69%	0.00%	0.00%	0.00%	0.00%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	0.00%	7.69%	7.69%	7.69%	7.69%	100.00%
Shung Shan Street	45	1	50	30	Y	2300-0000	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cho Yuen Street	46	1	50	30	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cho Yuen Street	46	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cho Yuen Street	46	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cho Yuen Street	46	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cho Yuen Street	46	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cho Yuen Street	46	1	50	30	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cho Yuen Street	46	1	50	30	Y	0600-0700	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cho Yuen Street	46	1	50	30	Y	0700-0800	40	25.00%	12.50%	0.00%	12.50%	12.50%	12.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	100.00%
Cho Yuen Street	46	1	50	30	Y	0800-0900	40	25.00%	12.50%	0.00%	12.50%	12.50%	12.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	100.00%
Cho Yuen Street	46	1	50	30	Y	0900-1000	40	25.00%	12.50%	0.00%	12.50%	12.50%	12.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	100.00%
Cho Yuen Street	46	1	50	30	Y	1000-1100	40	25.00%	12.50%	0.00%	12.50%	12.50%	12.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	100.00%
Cho Yuen Street	46	1	50	30	Y	1100-1200	45	33.33%	11.11%	0.00%	11.11%	11.11%	11.11%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	100.00%
Cho Yuen Street	46	1	50	30	Y	1200-1300	100	15.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	100.00%
Cho Yuen Street	46	1	50	30	Y	1300-1400	95	15.79%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	0.00%	5.26%	5.26%	5.26%	5.26%	100.00%
Cho Yuen Street	46	1	50	30	Y	1400-1500	95	15.79%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	0.00%	5.26%	5.26%	5.26%	5.26%	100.00%
Cho Yuen Street	46	1	50	30	Y	1500-1600	95	15.79%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	0.00%	5.26%	5.26%	5.26%	5.26%	100.00%
Cho Yuen Street	46	1	50	30	Y	1600-1

Shung Yiu Street	50	1	50	30	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	50	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	50	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	50	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	50	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	50	1	50	30	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	50	1	50	30	Y	0600-0700	5	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	0700-0800	85	5.88%	0.00%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Yiu Street	50	1	50	30	Y	0800-0900	85	5.88%	0.00%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Yiu Street	50	1	50	30	Y	0900-1000	85	5.88%	0.00%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Yiu Street	50	1	50	30	Y	1000-1100	85	5.88%	0.00%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Yiu Street	50	1	50	30	Y	1100-1200	85	5.88%	0.00%	5.88%	11.76%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	5.88%	100.00%
Shung Yiu Street	50	1	50	30	Y	1200-1300	90	11.11%	0.00%	5.56%	11.11%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	5.56%	100.00%
Shung Yiu Street	50	1	50	30	Y	1300-1400	30	33.33%	0.00%	16.67%	33.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	1400-1500	30	33.33%	0.00%	16.67%	33.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	1500-1600	30	33.33%	0.00%	16.67%	33.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	1600-1700	30	33.33%	0.00%	16.67%	33.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	1700-1800	30	33.33%	0.00%	16.67%	33.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	1800-1900	30	33.33%	0.00%	16.67%	33.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	1900-2000	20	25.00%	0.00%	25.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	2000-2100	20	25.00%	0.00%	25.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	2100-2200	20	25.00%	0.00%	25.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	2200-2300	20	25.00%	0.00%	25.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	50	1	50	30	Y	2300-0000	5	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	51	1	50	30	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	51	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	51	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	51	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	51	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	51	1	50	30	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	51	1	50	30	Y	0600-0700	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	51	1	50	30	Y	0700-0800	95	15.79%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	100.00%
Shung Yiu Street	51	1	50	30	Y	0800-0900	95	15.79%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	100.00%
Shung Yiu Street	51	1	50	30	Y	0900-1000	95	15.79%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	100.00%
Shung Yiu Street	51	1	50	30	Y	1000-1100	95	15.79%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	100.00%
Shung Yiu Street	51	1	50	29	Y	1100-1200	105	19.05%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Shung Yiu Street	51	1	50	29	Y	1200-1300	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Shung Yiu Street	51	1	50	29	Y	1300-1400	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Shung Yiu Street	51	1	50	29	Y	1400-1500	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Shung Yiu Street	51	1	50	29	Y	1500-1600	120	16.67%	8.33%	4.17%	8.33%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	8.33%	4.17%	100.00%
Shung Yiu Street	51	1	50	29	Y	1600-1700	120	16.67%	8.33%	4.17%	8.33%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	8.33%	4.17%	100.00%
Shung Yiu Street	51	1	50	29	Y	1700-1800	120	16.67%	8.33%	4.17%	8.33%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	8.33%	4.17%	100.00%
Shung Yiu Street	51	1	50	29	Y	1800-1900	120	16.67%	8.33%	4.17%	8.33%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	8.33%	4.17%	100.00%
Shung Yiu Street	51	1	50	30	Y	1900-2000	100	15.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	100.00%
Shung Yiu Street	51	1	50	30	Y	2000-2100	95	10.53%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	100.00%
Shung Yiu Street	51	1	50	30	Y	2100-2200	100	15.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	100.00%
Shung Yiu Street	51	1	50	30	Y	2200-2300	95	10.53%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	100.00%
Shung Yiu Street	51	1	50	30	Y	2300-0000	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	52	1	50	30	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	53	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	53	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	53	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	53	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	53	1	50	30	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	53	1	50	30	Y	0600-0700	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	53	1	50	30	Y	0700-0800	105	14.29%	4.76%	4.76%	9.52%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Shung Yiu Street	53	1	50	30	Y	0800-0900	105	14.29%	4.76%	4.76%	9.52%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Shung Yiu Street	53	1	50	30	Y	0900-1000	105	14.29%	4.76%	4.76%	9.52%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Shung Yiu Street	53	1	50	30	Y	1000-1100	105	14.29%	4.76%	4.76%	9.52%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	100.00%
Shung Yiu Street	53	1	50	30	Y	1100-1200	110	18.18%	4.55%	4.55%	9.09%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	4.55%	100.00%
Shung Yiu Street	53	1	50	30	Y	1200-1300	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Shung Yiu Street	53	1	50	30	Y	1300-1400	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Shung Yiu Street	53	1	50	30	Y	1400-1500	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Shung Yiu Street	53	1	50	30	Y	1500-1600	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Shung Yiu Street	53	1	50	30	Y	1600-1700	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Shung Yiu Street	53	1	50	30	Y	1700-1800	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Shung Yiu Street	53	1	50	30	Y	1800-1900	115	17.39%	8.70%	4.35%	8.70%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	4.35%	100.00%
Shung Yiu Street	53	1	50	30	Y	1900-2000	100	15.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	100.00%
Shung Yiu Street	53	1	50	30	Y	2000-2100	95	10.53%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	100.00%
Shung Yiu Street	53	1	50	30	Y	2100-2200	100	15.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	100.00%
Shung Yiu Street	53	1	50	30	Y	2200-2300	95	10.53%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	5.26%	100.00%
Shung Yiu Street	53	1	50	30	Y	2300-0000	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	54	1	50	30	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	54	1	50	30	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	54	1	50	30	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	54	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	54	1	50	30	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Shung Yiu Street	54	1	50	30	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	54	1	50	30	Y	0600-0700	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shung Yiu Street	54	1	50	30	Y	0700-0800	100	20.00%	0.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	100.00%
Shung Yiu Street	54	1	50	30	Y	0800-0900	100	20.00%	0.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	100.00%
Shung Yiu Street	54	1	50	30	Y	0900-1000	100	20.00%	0.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	100.00%
Shung Yiu Street	54	1	50	30	Y	1000-1100	100	20.00%	0.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	100.00%
Shung Yiu Street	54	1	50	30	Y	1100-1200	100	20.00%	0.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	100.00%
Shung Yiu Street	54	1	50	30	Y	1200-1300	105	19.05%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%

Cha Kwo Ling Road	57	1	50	30	Y	0000-0100	75	40.00%	13.33%	0.00%	13.33%	6.67%	0.00%	6.67%	6.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.67%	6.67%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	30	Y	0100-0200	70	42.86%	7.14%	0.00%	14.29%	7.14%	0.00%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	30	Y	0200-0300	40	50.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	30	Y	0300-0400	25	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	30	Y	0400-0500	40	50.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	30	Y	0500-0600	70	42.86%	7.14%	0.00%	14.29%	7.14%	0.00%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	27	Y	0600-0700	185	43.24%	10.81%	0.00%	13.51%	5.41%	2.70%	5.41%	5.41%	0.00%	2.70%	0.00%	0.00%	0.00%	0.00%	0.00%	5.41%	5.41%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	22	Y	0700-0800	420	41.67%	9.52%	1.19%	13.10%	4.76%	2.38%	4.76%	4.76%	1.19%	2.38%	1.19%	0.00%	1.19%	1.19%	4.76%	4.76%	4.76%	1.19%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	21	Y	0800-0900	450	42.22%	8.89%	1.11%	13.33%	4.44%	2.22%	4.44%	5.56%	1.11%	2.22%	1.11%	0.00%	1.11%	1.11%	5.56%	4.44%	4.44%	1.11%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	21	Y	0900-1000	430	40.70%	9.30%	1.16%	12.79%	4.65%	2.33%	4.65%	5.81%	1.16%	2.33%	1.16%	0.00%	1.16%	1.16%	5.81%	4.65%	4.65%	1.16%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	21	Y	1000-1100	455	41.76%	9.89%	1.10%	13.19%	4.40%	2.20%	4.40%	5.49%	1.10%	2.20%	1.10%	0.00%	1.10%	1.10%	5.49%	4.40%	4.40%	1.10%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	20	Y	1100-1200	500	43.00%	11.00%	1.00%	13.00%	4.00%	2.00%	4.00%	5.00%	1.00%	2.00%	1.00%	0.00%	1.00%	1.00%	5.00%	5.00%	5.00%	1.00%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	19	Y	1200-1300	505	43.56%	10.89%	0.99%	12.87%	3.96%	1.98%	3.96%	4.95%	0.99%	1.98%	0.99%	0.00%	0.99%	0.99%	4.95%	4.95%	4.95%	0.99%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	20	Y	1300-1400	490	42.86%	11.22%	1.02%	12.24%	4.08%	2.04%	4.08%	5.10%	1.02%	2.04%	1.02%	0.00%	1.02%	1.02%	5.10%	5.10%	5.10%	1.02%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	20	Y	1400-1500	480	41.67%	11.46%	1.04%	12.50%	4.17%	2.08%	4.17%	5.21%	1.04%	2.08%	1.04%	0.00%	1.04%	1.04%	5.21%	5.21%	5.21%	1.04%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	20	Y	1500-1600	495	42.42%	12.12%	1.01%	12.12%	4.04%	2.02%	4.04%	5.05%	1.01%	2.02%	1.01%	0.00%	1.01%	1.01%	5.05%	5.05%	5.05%	1.01%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	19	Y	1600-1700	510	43.14%	12.75%	0.98%	11.76%	3.92%	1.96%	3.92%	4.90%	0.98%	1.96%	0.98%	0.00%	0.98%	0.98%	4.90%	4.90%	4.90%	0.98%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	19	Y	1700-1800	505	42.57%	12.87%	0.99%	11.88%	3.96%	1.98%	3.96%	4.95%	0.99%	1.98%	0.99%	0.00%	0.99%	0.99%	4.95%	4.95%	4.95%	0.99%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	20	Y	1800-1900	495	42.42%	12.12%	1.01%	12.12%	4.04%	2.02%	4.04%	5.05%	1.01%	2.02%	1.01%	0.00%	1.01%	1.01%	5.05%	5.05%	5.05%	1.01%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	23	Y	1900-2000	380	42.11%	11.84%	1.32%	11.84%	3.95%	1.32%	3.95%	5.26%	1.32%	1.32%	1.32%	0.00%	1.32%	1.32%	5.26%	5.26%	5.26%	1.32%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	24	Y	2000-2100	335	41.79%	11.94%	1.49%	11.94%	4.48%	1.49%	4.48%	4.48%	1.49%	1.49%	1.49%	0.00%	1.49%	1.49%	4.48%	4.48%	4.48%	1.49%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	24	Y	2100-2200	335	41.79%	11.94%	1.49%	11.94%	4.48%	1.49%	4.48%	4.48%	1.49%	1.49%	1.49%	0.00%	1.49%	1.49%	4.48%	4.48%	4.48%	1.49%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	25	Y	2200-2300	270	40.74%	11.11%	1.85%	11.11%	3.70%	1.85%	3.70%	5.56%	1.85%	1.85%	1.85%	0.00%	1.85%	1.85%	5.56%	3.70%	1.85%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	57	1	50	29	Y	2300-0000	125	48.00%	12.00%	0.00%	12.00%	4.00%	0.00%	4.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	4.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	30	Y	0000-0100	95	42.11%	10.53%	0.00%	15.79%	5.26%	5.26%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	5.26%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	30	Y	0100-0200	95	42.11%	10.53%	0.00%	15.79%	5.26%	5.26%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	5.26%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	30	Y	0200-0300	70	42.86%	7.14%	0.00%	14.29%	7.14%	0.00%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	30	Y	0300-0400	55	45.45%	9.09%	0.00%	18.18%	9.09%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	9.09%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	30	Y	0400-0500	70	42.86%	7.14%	0.00%	14.29%	7.14%	0.00%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	30	Y	0500-0600	95	42.11%	10.53%	0.00%	15.79%	5.26%	5.26%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	5.26%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	29	Y	0600-0700	265	43.40%	9.43%	0.00%	15.09%	5.66%	3.77%	5.66%	3.77%	0.00%	1.89%	0.00%	0.00%	0.00%	0.00%	0.00%	3.77%	5.66%	1.89%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	25	Y	0700-0800	580	43.10%	8.62%	0.86%	14.66%	5.17%	3.45%	5.17%	3.45%	0.86%	2.59%	0.86%	0.00%	0.86%	0.86%	3.45%	4.31%	1.72%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	24	Y	0800-0900	645	42.64%	8.53%	0.78%	14.73%	5.43%	3.10%	5.43%	3.88%	0.78%	2.33%	0.78%	0.00%	0.78%	0.78%	3.88%	4.65%	1.55%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	24	Y	0900-1000	605	42.15%	8.26%	0.83%	14.88%	4.96%	3.31%	4.96%	4.13%	0.83%	2.48%	0.83%	0.00%	0.83%	0.83%	4.13%	4.96%	1.65%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	24	Y	1000-1100	640	42.19%	8.59%	0.78%	14.84%	5.47%	3.13%	5.47%	3.91%	0.78%	2.34%	0.78%	0.00%	0.78%	0.78%	3.91%	4.69%	1.56%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	23	Y	1100-1200	715	43.36%	9.09%	0.70%	14.69%	5.59%	2.80%	5.59%	3.50%	0.70%	2.10%	0.70%	0.00%	0.70%	0.70%	3.50%	4.90%	1.40%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	23	Y	1200-1300	725	43.45%	9.66%	0.69%	14.48%	5.52%	2.76%	5.52%	3.45%	0.69%	2.07%	0.69%	0.00%	0.69%	0.69%	3.45%	4.83%	1.38%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	23	Y	1300-1400	690	44.20%	9.42%	0.72%	14.49%	5.07%	2.90%	5.07%	3.62%	0.72%	2.17%	0.72%	0.00%	0.72%	0.72%	3.62%	5.07%	0.72%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	24	Y	1400-1500	655	43.51%	9.92%	0.76%	14.50%	5.34%	3.05%	5.34%	3.82%	0.76%	1.53%	0.76%	0.00%	0.76%	0.76%	3.82%	4.58%	0.76%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	24	Y	1500-1600	680	44.12%	9.56%	0.74%	14.71%	5.15%	2.94%	5.15%	3.68%	0.74%	1.47%	0.74%	0.00%	0.74%	0.74%	3.68%	5.15%	0.74%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	23	Y	1600-1700	695	44.60%	10.07%	0.72%	14.39%	5.04%	2.88%	5.04%	3.60%	0.72%	1.44%	0.72%	0.00%	0.72%	0.72%	3.60%	5.04%	0.72%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	23	Y	1700-1800	690	44.20%	10.14%	0.72%	14.49%	5.07%	2.90%	5.07%	3.62%	0.72%	1.45%	0.72%	0.00%	0.72%	0.72%	3.62%	5.07%	0.72%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	24	Y	1800-1900	670	44.03%	9.70%	0.75%	14.18%	5.22%	2.99%	5.22%	3.73%	0.75%	1.49%	0.75%	0.00%	0.75%	0.75%	3.73%	5.22%	0.75%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	26	Y	1900-2000	520	43.27%	9.62%	0.96%	14.42%	4.81%	2.88%	4.81%	3.85%	0.96%	1.92%	0.96%	0.00%	0.96%	0.96%	3.85%	4.81%	0.96%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	26	Y	2000-2100	455	42.86%	9.89%	1.10%	14.29%	5.49%	3.30%	5.49%	3.30%	1.10%	1.10%	1.10%	0.00%	1.10%	1.10%	3.30%	4.40%	1.10%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	26	Y	2100-2200	460	43.48%	9.78%	1.09%	14.13%	5.43%	3.26%	5.43%	3.26%	1.09%	1.09%	1.09%	0.00%	1.09%	1.09%	3.26%	4.35%	1.09%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	27	Y	2200-2300	375	41.33%	9.33%	1.33%	13.33%	5.33%	2.67%	5.33%	4.00%	1.33%	1.33%	1.33%	0.00%	1.33%	1.33%	4.00%	5.33%	1.33%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	58	1	50	30	Y	2300-0000	185	45.95%	10.81%	0.00%	16.22%	5.41%	2.70%	5.41%	2.70%	0.00%	2.70%	0.00%	0.00%	0.00%	0.00%	2.70%	5.41%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	40	Y	0000-0100	60	50.00%	8.33%	0.00%	16.67%	8.33%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	40	Y	0100-0200	60	50.00%	8.33%	0.00%	16.67%	8.33%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	40	Y	0200-0300	55	45.45%	9.09%	0.00%	18.18%	9.09%	0.00%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	40	Y	0300-0400	35	57.14%	14.29%	0.00%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	40	Y	0400-0500	55	45.45%	9.09%	0.00%	18.18%	9.09%	0.00%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	40	Y	0500-0600	65	46.15%	7.69%	0.00%	23.08%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	40	Y	0600-0700	190	47.37%	7.89%	0.00%	18.42%	7.89%	2.63%	5.26%	2.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	2.63%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	37	Y	0700-0800	460	42.39%	6.52%	1.09%	16.30%	6.52%	3.26%	5.43%	2.17%	1.09%	1.09%	1.09%	1.09%	1.09%	1.09%	4.35%	3.26%	1.09%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	0800-0900	505	42.57%	5.94%	0.99%	16.83%	6.93%	2.97%	5.94%	1.98%	0.99%	0.99%	0.99%	0.99%	0.99%	0.99%	4.95%	2.97%	0.99%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	0900-1000	470	41.49%	6.38%	1.06%	17.02%	6.38%	3.19%	5.32%	2.13%	1.06%	1.06%	1.06%	1.06%	1.06%	1.06%	5.32%	3.19%	1.06%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	1000-1100	490	41.84%	6.12%	1.02%	17.35%	7.14%	3.06%	6.12%	2.04%	1.02%	1.02%	1.02%	1.02%	1.02%	1.02%	5.10%	2.04%	1.02%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	1100-1200	535	42.24%	6.54%	0.93%	17.76%	7.48%	2.80%	5.61%	1.87%	0.93%	0.93%	0.93%	0.93%	0.93%	0.93%	4.67%	1.87%	0.93%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	1200-1300	545	42.20%	7.34%	0.92%	17.43%	7.34%	2.75%	6.42%	1.83%	0.92%	0.92%	0.92%	0.92%	0.92%	0.92%	4.59%	1.83%	0.92%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	1300-1400	515	42.72%	6.80%	0.97%	17.48%	6.80%	2.91%	5.83%	1.94%	0.97%	0.97%	0.97%	0.97%	0.97%	0.97%	4.85%	1.94%	0.97%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	1400-1500	495	41.41%	7.07%	1.01%	17.17%	7.07%	3.03%	6.06%	2.02%	1.01%	1.01%	1.01%	1.01%	1.01%	1.01%	5.05%	2.02%	1.01%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	1500-1600	505	41.58%	7.92%	0.99%	17.82%	6.93%	2.97%	5.94%	1.98%	0.99%	0.99%	0.99%	0.99%	0.99%	0.99%	4.95%	2.97%	0.99%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	1600-1700	510	42.16%	7.84%	0.98%	17.65%	6.86%	2.94%	5.88%	1.96%	0.98%	0.98%	0.98%	0.98%	0.98%	0.98%	4.90%	0.98%	0.98%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	1700-1800	505	41.58%	7.92%	0.99%	17.82%	6.93%	2.97%	5.94%	1.98%	0.99%	0.99%	0.99%	0.99%	0.99%	0.99%	4.95%	0.99%	0.99%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	36	Y	1800-1900	495	41.41%	8.08%	1.01%	17.17%	7.07%	3.03%	6.06%	2.02%	1.01%	1.01%	1.01%	1.01%	1.01%	1.01%	5.05%	1.01%	1.01%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	38	Y	1900-2000	380	40.79%	7.89%	1.32%	17.11%	6.58%	2.63%	5.26%	1.32%	1.32%	1.32%	1.32%	1.32%	1.32%	1.32%	5.26%	1.32%	1.32%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	38	Y	2000-2100	350	40.00%	7.14%	1.43%	17.14%	7.14%	2.86%	5.71%	1.43%	1.43%	1.43%	1.43%	1.43%	1.43%	1.43%	4.29%	1.43%	1.43%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	38	Y	2100-2200	350	40.00%	7.14%	1.43%	17.14%	7.14%	2.86%	5.71%	1.43%	1.43%	1.43%	1.43%	1.43%	1.43%	1.43%	4.29%	1.43%	1.43%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	39	Y	2200-2300	290	37.93%	6.90%	1.72%	15.52%	6.90%	3.45%	5.17%	1.72%	1.72%	1.72%	1.72%	1.72%	1.72%	1.72%	5.17%	1.72%	1.72%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	59	1	50	40	Y	2300-0000	130	46.15%	7.69%	0.00%	19.23%	7.69%	3.85%	7.69%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.85%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	40	Y	0000-0100	60	50.00%	8.33%	0.00%	16.67%	8.33%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	40	Y	0100-0200	60	50.00%	8.33%	0.00%	16.67%	8.33%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	40	Y	0200-0300	45	44.44%	11.11%	0.00%	22.22%	11.11%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	40	Y	0300-0400	30	50.00%	16.67%	0.00%	16.67%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	40	Y	0400-0500	45	44.44%	11.11%	0.00%	22.22%	11.11%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	40	Y	0500-0600	65	46.15%	7.69%	0.00%	15.38%	7.69%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	40	Y	0600-0700	180	47.22%	8.33%	0.00%	16.67%	5.56%	5.56%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	2.78%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	37	Y	0700-0800	435	42.53%	6.90%	1.15%	14.94%	5.75%	4.60%	6.90%	1.15%	1.15%	1.15%	1.15%	1.15%	1.15%	1.15%	4.60%	2.30%	1.15%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	37	Y	0800-0900	465	44.09%	6.45%	1.08%	15.05%	5.38%	4.30%	7.53%	1.08%	1.08%	1.08%	1.08%	1.08%	1.08%	1.08%	4.30%	2.15%	1.08%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	37	Y	0900-1000	440	43.18%	6.82%	1.14%	14.77%	5.68%	4.55%	6.82%	1.14%	1.14%	1.14%	1.14%	1.14%	1.14%	1.14%	4.55%	2.27%	1.14%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	37	Y	1000-1100	460	43.48%	6.52%	1.09%	15.22%	5.43%	4.35%	7.61%	1.09%	1.09%	1.09%	1.09%	1.09%	1.09%	1.09%	4.35%	2.17%	1.09%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	36	Y	1100-1200	515	42.72%	7.77%	0.97%	16.50%	5.83%	3.88%	6.80%	0.97%	0.97%	0.97%	0.97%	0.97%	0.97%	0.97%	4.85%	1.94%	0.97%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	36	Y	1200-1300	525	42.86%	7.62%	0.95%	16.19%	5.71%	3.81%	6.67%	1.90%	0.95%	0.95%	0.95%	0.95%	0.95%	0.95%	4.76%	1.90%	0.95%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	36	Y	1300-1400	510	42.16%	7.84%	0.98%	16.67%	5.88%	3.92%	6.86%	1.96%	0.98%	0.98%	0.98%	0.98%	0.98%	0.98%	4.90%	0.98%	0.98%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	36	Y	1400-1500	475	41.05%	8.42%	1.05%	16.84%	6.32%	3.16%	6.32%	2.11%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	5.26%	1.05%	1.05%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	36	Y	1500-1600	495	41.41%	8.08%	1.01%	17.17%	7.07%	3.03%	6.06%	2.02%	1.01%	1.01%	1.01%	1.01%	1.01%	1.01%	5.05%	1.01%	1.01%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	36	Y	1600-1700	510	41.18%	8.82%	0.98%	17.65%	6.86%	2.94%	5.88%	1.96%	0.98%	0.98%	0.98%	0.98%	0.98%	0.98%	4.90%	0.98%	0.98%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	36	Y	1700-1800	505	40.59%	8.91%	0.99%	17.82%	6.93%	2.97%	5.94%	1.98%	0.99%	0.99%	0.99%	0.99%	0.99%	0.99%	4.95%	0.99%	0.99%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	36	Y	1800-1900	495	40.40%	9.09%	1.01%	17.17%	7.07%	3.03%	6.06%	2.02%	1.01%	1.01%	1.01%	1.01%	1.01%	1.01%	5.05%	1.01%	1.01%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	37	Y	1900-2000	385	40.26%	7.79%	1.30%	16.88%	6.49%	2.60%	6.49%	1.30%	1.30%	1.30%	1.30%	1.30%	1.30%	1.30%	5.19%	1.30%	1.30%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	38	Y	2000-2100	340	39.71%	8.82%	1.47%	16.18%	5.88%	2.94%	5.88%	1.47%	1.47%	1.47%	1.47%	1.47%	1.47%	1.47%	4.41%	1.47%	1.47%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	38	Y	2100-2200	340	39.71%	8.82%	1.47%	16.18%	5.88%	2.94%	5.88%	1.47%	1.47%	1.47%	1.47%	1.47%	1.47%	1.47%	4.41%	1.47%	1.47%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	39	Y	2200-2300	280	39.29%	7.14%	1.79%	16.07%	5.36%	3.57%	5.36%	1.79%	1.79%	1.79%	1.79%	1.79%	1.79%	1.79%	3.57%	1.79%	1.79%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	60	1	50	40	Y	2300-0000	125	48.00%	8.00%	0.00%	20.00%	8.00%	4.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00

Cha Kwo Ling Road	64	1	50	40	Y	0000-0100	25	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	40	Y	0100-0200	25	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	40	Y	0200-0300	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	40	Y	0300-0400	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	40	Y	0400-0500	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	40	Y	0500-0600	25	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	40	Y	0600-0700	105	42.86%	14.29%	0.00%	14.29%	4.76%	0.00%	4.76%	4.76%	0.00%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	39	Y	0700-0800	280	37.50%	12.50%	1.79%	10.71%	5.36%	1.79%	3.57%	3.57%	1.79%	3.57%	1.79%	1.79%	1.79%	0.00%	1.79%	0.00%	5.36%	3.57%	1.79%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	38	Y	0800-0900	300	38.33%	13.33%	1.67%	11.67%	5.00%	1.67%	3.33%	3.33%	1.67%	3.33%	1.67%	1.67%	1.67%	0.00%	1.67%	0.00%	5.00%	3.33%	1.67%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	39	Y	0900-1000	280	37.50%	12.50%	1.79%	10.71%	5.36%	1.79%	3.57%	3.57%	1.79%	3.57%	1.79%	1.79%	1.79%	0.00%	1.79%	0.00%	5.36%	3.57%	1.79%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	39	Y	1000-1100	290	37.93%	12.07%	1.72%	12.07%	5.17%	1.72%	3.45%	3.45%	1.72%	3.45%	1.72%	1.72%	1.72%	0.00%	1.72%	0.00%	5.17%	3.45%	1.72%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	38	Y	1100-1200	320	39.06%	12.50%	1.56%	12.50%	4.69%	1.56%	4.69%	3.13%	1.56%	3.13%	1.56%	1.56%	1.56%	0.00%	1.56%	0.00%	4.69%	3.13%	1.56%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	38	Y	1200-1300	325	38.46%	12.31%	1.54%	12.31%	4.62%	3.08%	4.62%	3.08%	1.54%	3.08%	1.54%	1.54%	1.54%	0.00%	1.54%	0.00%	4.62%	3.08%	1.54%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	38	Y	1300-1400	305	39.34%	11.48%	1.64%	11.48%	4.92%	3.28%	4.92%	3.28%	1.64%	3.28%	1.64%	1.64%	1.64%	0.00%	1.64%	0.00%	4.92%	1.64%	1.64%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	39	Y	1400-1500	290	37.93%	10.34%	1.72%	12.07%	5.17%	3.45%	5.17%	3.45%	1.72%	3.45%	1.72%	1.72%	1.72%	0.00%	1.72%	0.00%	5.17%	1.72%	1.72%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	39	Y	1500-1600	295	38.98%	10.17%	1.69%	11.86%	5.08%	3.39%	5.08%	3.39%	1.69%	3.39%	1.69%	1.69%	1.69%	0.00%	1.69%	0.00%	5.08%	1.69%	1.69%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	38	Y	1600-1700	300	40.00%	10.00%	1.67%	11.67%	5.00%	3.33%	5.00%	3.33%	1.67%	3.33%	1.67%	1.67%	1.67%	0.00%	1.67%	0.00%	5.00%	1.67%	1.67%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	39	Y	1700-1800	295	38.98%	10.17%	1.69%	11.86%	5.08%	3.39%	5.08%	3.39%	1.69%	3.39%	1.69%	1.69%	1.69%	0.00%	1.69%	0.00%	5.08%	1.69%	1.69%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	39	Y	1800-1900	290	37.93%	10.34%	1.72%	12.07%	5.17%	3.45%	5.17%	3.45%	1.72%	3.45%	1.72%	1.72%	1.72%	0.00%	1.72%	0.00%	5.17%	1.72%	1.72%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	39	Y	1900-2000	220	38.64%	11.36%	2.27%	11.36%	4.55%	2.27%	4.55%	2.27%	2.27%	2.27%	2.27%	2.27%	2.27%	0.00%	2.27%	0.00%	4.55%	2.27%	2.27%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	40	Y	2000-2100	205	36.59%	9.76%	2.44%	12.20%	4.88%	2.44%	4.88%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	0.00%	2.44%	0.00%	4.88%	2.44%	2.44%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	40	Y	2100-2200	205	36.59%	9.76%	2.44%	12.20%	4.88%	2.44%	4.88%	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%	0.00%	2.44%	0.00%	4.88%	2.44%	2.44%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	40	Y	2200-2300	175	34.29%	8.57%	2.86%	11.43%	5.71%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	0.00%	2.86%	0.00%	5.71%	2.86%	2.86%	0.00%	100.00%
Cha Kwo Ling Road	64	1	50	40	Y	2300-0000	80	43.75%	12.50%	0.00%	12.50%	6.25%	0.00%	6.25%	6.25%	0.00%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.25%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	30	Y	0000-0100	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	30	Y	0100-0200	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	30	Y	0200-0300	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	30	Y	0400-0500	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	30	Y	0500-0600	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	30	Y	0600-0700	65	46.15%	15.38%	0.00%	15.38%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	28	Y	0700-0800	170	38.24%	11.76%	2.94%	14.71%	5.88%	2.94%	5.88%	2.94%	2.94%	2.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.88%	2.94%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	28	Y	0800-0900	180	38.89%	13.89%	2.78%	13.89%	5.56%	2.78%	5.56%	2.78%	2.78%	2.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	2.78%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	28	Y	0900-1000	170	38.24%	11.76%	2.94%	14.71%	5.88%	2.94%	5.88%	2.94%	2.94%	2.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.88%	2.94%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	28	Y	1000-1100	175	40.00%	11.43%	2.86%	14.29%	5.71%	2.86%	5.71%	2.86%	2.86%	2.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.71%	2.86%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	27	Y	1100-1200	200	40.00%	12.50%	2.50%	15.00%	5.00%	2.50%	5.00%	2.50%	2.50%	2.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.50%	2.50%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	27	Y	1200-1300	200	42.50%	10.00%	2.50%	15.00%	5.00%	2.50%	5.00%	2.50%	2.50%	2.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.50%	2.50%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	27	Y	1300-1400	190	42.11%	10.53%	2.63%	15.79%	5.26%	2.63%	5.26%	0.00%	2.63%	2.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.89%	2.63%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	28	Y	1400-1500	175	42.86%	8.57%	2.86%	14.29%	5.71%	2.86%	5.71%	0.00%	2.86%	2.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.57%	2.86%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	27	Y	1500-1600	185	43.24%	8.11%	2.70%	16.22%	5.41%	2.70%	5.41%	0.00%	2.70%	2.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.11%	2.70%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	27	Y	1600-1700	190	44.74%	7.89%	2.63%	15.79%	5.26%	2.63%	5.26%	0.00%	2.63%	2.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.89%	2.63%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	27	Y	1700-1800	190	44.74%	7.89%	2.63%	15.79%	5.26%	2.63%	5.26%	0.00%	2.63%	2.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.89%	2.63%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	27	Y	1800-1900	185	43.24%	8.11%	2.70%	16.22%	5.41%	2.70%	5.41%	0.00%	2.70%	2.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.11%	2.70%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	29	Y	1900-2000	135	44.44%	7.41%	3.70%	14.81%	3.70%	3.70%	3.70%	0.00%	3.70%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.41%	3.70%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	29	Y	2000-2100	130	42.31%	7.69%	3.85%	15.38%	3.85%	3.85%	3.85%	0.00%	3.85%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	3.85%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	29	Y	2100-2200	130	42.31%	7.69%	3.85%	15.38%	3.85%	3.85%	3.85%	0.00%	3.85%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	3.85%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	29	Y	2200-2300	105	38.10%	9.52%	4.76%	14.29%	4.76%	4.76%	4.76%	0.00%	4.76%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	65	1	50	30	Y	2300-0000	55	45.45%	9.09%	0.00%	18.18%	9.09%	0.00%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	0100-0200	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	0300-0400	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	0600-0700	25	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	0700-0800	100	30.00%	10.00%	5.00%	15.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	5.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	29	Y	0800-0900	105	33.33%	9.52%	4.76%	14.29%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	29	Y	0900-1000	105	33.33%	9.52%	4.76%	14.29%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	1000-1100	100	35.00%	10.00%	5.00%	10.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	5.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	29	Y	1100-1200	105	38.10%	9.52%	4.76%	9.52%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	29	Y	1200-1300	105	38.10%	9.52%	4.76%	9.52%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	1300-1400	95	42.11%	10.53%	5.26%	10.53%	5.26%	5.26%	5.26%	0.00%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	1400-1500	90	38.89%	11.11%	5.56%	11.11%	5.56%	5.56%	5.56%	0.00%	5.56%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	1500-1600	90	44.44%	11.11%	5.56%	5.56%	5.56%	5.56%	5.56%	0.00%	5.56%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	1600-1700	90	44.44%	11.11%	5.56%	5.56%	5.56%	5.56%	5.56%	0.00%	5.56%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	1700-1800	90	44.44%	11.11%	5.56%	5.56%	5.56%	5.56%	5.56%	0.00%	5.56%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	1800-1900	90	44.44%	11.11%	5.56%	5.56%	5.56%	5.56%	5.56%	0.00%	5.56%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	1900-2000	75	40.00%	6.67%	6.67%	6.67%	6.67%	6.67%	6.67%	0.00%	6.67%	6.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.67%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	2000-2100	70	35.71%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	0.00%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	2100-2200	70	35.71%	7.14%	7.14%	7.14%	7.14%	7.14%	7.14%	0.00%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	2200-2300	65	30.77%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	0.00%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	66	1	50	30	Y	2300-0000	15	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	30	Y	0000-0100	35	57.14%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	30	Y	0100-0200	35	57.14%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	30	Y	0200-0300	25	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	30	Y	0300-0400	20	75.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	30	Y	0400-0500	25	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	30	Y	0500-0600	35	57.14%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	29	Y	0600-0700	115	47.83%	8.70%	0.00%	13.04%	4.35%	0.00%	4.35%	8.70%	0.00%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	4.35%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	25	Y	0700-0800	275	41.82%	7.27%	1.82%	12.73%	5.45%	1.82%	3.64%	7.27%	1.82%	3.64%	0.00%	0.00%	0.00%	0.00%	1.82%	1.82%	3.64%	5.45%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	25	Y	0800-0900	295	44.07%	6.78%	1.69%	13.56%	5.08%	1.69%	3.39%	6.78%	1.69%	3.39%	0.00%	0.00%	0.00%	0.00%	1.69%	1.69%	3.39%	5.08%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	25	Y	0900-1000	280	42.86%	7.14%	1.79%	12.50%	5.36%	1.79%	3.57%	7.14%	1.79%	3.57%	0.00%	0.00%	0.00%	0.00%	1.79%	1.79%	3.57%	5.36%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	25	Y	1000-1100	285	43.86%	8.77%	1.75%	12.28%	5.26%	1.75%	3.51%	7.02%	1.75%	3.51%	0.00%	0.00%	0.00%	0.00%	1.75%	1.75%	3.51%	3.51%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	24	Y	1100-1200	325	44.62%	9.23%	1.54%	12.31%	4.62%	1.54%	4.62%	6.15%	1.54%	3.08%	0.00%	0.00%	0.00%	0.00%	1.54%	1.54%	4.62%	3.08%	0.00%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	23	Y	1200-1300	350	41.43%	8.57%	1.43%	11.43%	4.29%	2.86%	4.29%	5.71%	1.43%	2.86%	1.43%	1.43%	1.43%	1.43%	1.43%	1.43%	4.29%	2.86%	1.43%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	23	Y	1300-1400	350	40.00%	10.00%	1.43%	11.43%	4.29%	2.86%	4.29%	5.71%	1.43%	2.86%	1.43%	1.43%	1.43%	1.43%	1.43%	1.43%	4.29%	2.86%	1.43%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	24	Y	1400-1500	335	38.81%	10.45%	1.49%	10.45%	4.48%	2.99%	4.48%	5.97%	1.49%	2.99%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	4.48%	2.99%	1.49%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	24	Y	1500-1600	335	40.30%	10.45%	1.49%	10.45%	4.48%	2.99%	4.48%	5.97%	1.49%	2.99%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	4.48%	1.49%	1.49%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	23	Y	1600-1700	345	40.58%	11.59%	1.45%	10.14%	4.35%	2.90%	4.35%	5.80%	1.45%	2.90%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	4.35%	1.45%	1.45%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	24	Y	1700-1800	340	39.71%	11.76%	1.47%	10.29%	4.41%	2.94%	4.41%	5.88%	1.47%	2.94%	1.47%	1.47%	1.47%	1.47%	1.47%	1.47%	4.41%	1.47%	1.47%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	24	Y	1800-1900	335	38.81%	11.94%	1.49%	10.45%	4.48%	2.99%	4.48%	5.97%	1.49%	2.99%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	4.48%	1.49%	1.49%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	26	Y	1900-2000	255	39.22%	11.76%	1.96%	9.80%	3.92%	1.96%	3.92%	5.88%	1.96%	1.96%	1.96%	1.96%	1.96%	1.96%	1.96%	1.96%	3.92%	1.96%	1.96%	0.00%	100.00%
Cha Kwo Ling Road	67	1	50	26	Y	2000-2100	240	37.50%	10.42%	2.08%	10.42%	4.17

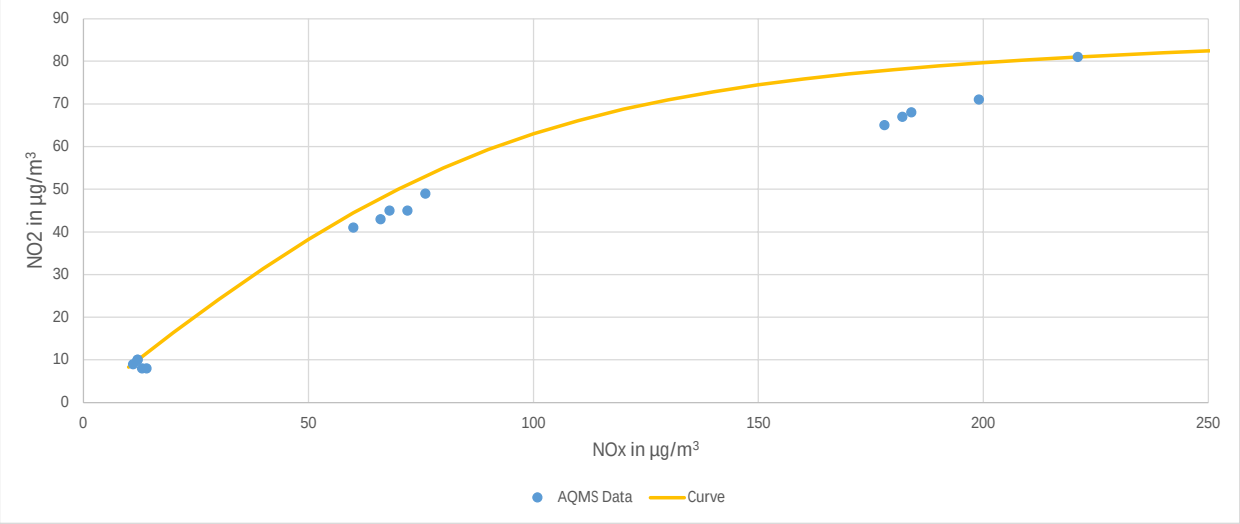
Ka Wing Street	71	1	50	30	Y	0000-0100	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	0100-0200	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	0200-0300	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ka Wing Street	71	1	50	30	Y	0400-0500	5	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	0500-0600	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	0600-0700	30	33.33%	0.00%	0.00%	50.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	29	Y	0700-0800	105	19.05%	4.76%	4.76%	28.57%	14.29%	4.76%	4.76%	0.00%	4.76%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	29	Y	0800-0900	110	18.18%	4.55%	4.55%	31.82%	13.64%	4.55%	4.55%	0.00%	4.55%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	4.55%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	29	Y	0900-1000	105	19.05%	4.76%	4.76%	28.57%	14.29%	4.76%	4.76%	0.00%	4.76%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	29	Y	1000-1100	105	19.05%	4.76%	4.76%	28.57%	14.29%	4.76%	4.76%	0.00%	4.76%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	29	Y	1100-1200	110	22.73%	4.55%	4.55%	27.27%	13.64%	4.55%	4.55%	0.00%	4.55%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	4.55%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	29	Y	1200-1300	120	20.83%	8.33%	4.17%	25.00%	12.50%	4.17%	4.17%	0.00%	4.17%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	4.17%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	1300-1400	100	25.00%	10.00%	5.00%	25.00%	15.00%	5.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	1400-1500	95	26.32%	10.53%	5.26%	26.32%	10.53%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.53%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	1500-1600	100	30.00%	10.00%	5.00%	25.00%	10.00%	5.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	1600-1700	95	31.58%	10.53%	5.26%	21.05%	10.53%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.53%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	1700-1800	95	31.58%	10.53%	5.26%	21.05%	10.53%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.53%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	1800-1900	95	31.58%	10.53%	5.26%	21.05%	10.53%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.53%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	1900-2000	70	28.57%	7.14%	7.14%	21.43%	14.29%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	2000-2100	65	30.77%	7.69%	7.69%	23.08%	7.69%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	2100-2200	65	30.77%	7.69%	7.69%	23.08%	7.69%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	2200-2300	60	25.00%	8.33%	8.33%	25.00%	8.33%	8.33%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	100.00%
Ka Wing Street	71	1	50	30	Y	2300-0000	20	50.00%	0.00%	0.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	30	Y	0000-0100	75	40.00%	13.33%	0.00%	13.33%	6.67%	0.00%	6.67%	6.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.67%	6.67%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	30	Y	0100-0200	75	40.00%	13.33%	0.00%	13.33%	6.67%	0.00%	6.67%	6.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.67%	6.67%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	30	Y	0200-0300	45	44.44%	11.11%	0.00%	11.11%	11.11%	0.00%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	30	Y	0300-0400	30	50.00%	16.67%	0.00%	16.67%	0.00%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	30	Y	0400-0500	40	50.00%	12.50%	0.00%	12.50%	12.50%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	30	Y	0500-0600	70	42.86%	7.14%	0.00%	14.29%	7.14%	0.00%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	27	Y	0600-0700	195	41.03%	10.26%	0.00%	15.38%	5.13%	2.56%	5.13%	7.69%	0.00%	2.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.13%	5.13%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	21	Y	0700-0800	450	38.89%	8.89%	1.11%	13.33%	4.44%	2.22%	4.44%	6.67%	1.11%	3.33%	1.11%	1.11%	1.11%	1.11%	4.44%	4.44%	1.11%	4.44%	1.11%	1.11%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	20	Y	0800-0900	495	39.39%	9.09%	1.01%	14.14%	5.05%	2.02%	4.04%	7.07%	1.01%	3.03%	1.01%	1.01%	1.01%	1.01%	4.04%	4.04%	1.01%	4.04%	1.01%	1.01%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	20	Y	0900-1000	470	38.30%	9.57%	1.06%	13.83%	5.32%	2.13%	4.26%	6.38%	1.06%	3.19%	1.06%	1.06%	1.06%	1.06%	4.26%	4.26%	1.06%	4.26%	1.06%	1.06%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	20	Y	1000-1100	490	38.78%	10.20%	1.02%	13.27%	5.10%	2.04%	4.08%	7.14%	1.02%	3.06%	1.02%	1.02%	1.02%	1.02%	4.08%	4.08%	1.02%	4.08%	1.02%	1.02%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	19	Y	1100-1200	530	40.57%	10.38%	0.94%	13.21%	4.72%	1.89%	3.77%	6.60%	0.94%	2.83%	0.94%	0.94%	0.94%	0.94%	3.77%	4.72%	0.94%	4.72%	0.94%	0.94%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	19	Y	1200-1300	535	40.19%	11.21%	0.93%	13.08%	4.67%	1.87%	3.74%	6.54%	0.93%	2.80%	0.93%	0.93%	0.93%	0.93%	3.74%	4.67%	0.93%	4.67%	0.93%	0.93%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	19	Y	1300-1400	525	40.00%	11.43%	0.95%	12.38%	4.76%	1.90%	3.81%	6.67%	0.95%	2.86%	0.95%	0.95%	0.95%	0.95%	3.81%	4.76%	0.95%	4.76%	0.95%	0.95%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	20	Y	1400-1500	495	39.39%	11.11%	1.01%	12.12%	5.05%	2.02%	4.04%	6.06%	1.01%	3.03%	1.01%	1.01%	1.01%	1.01%	4.04%	5.05%	1.01%	5.05%	1.01%	1.01%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	19	Y	1500-1600	515	39.81%	11.65%	0.97%	11.65%	4.85%	1.94%	3.88%	5.83%	0.97%	2.91%	0.97%	0.97%	0.97%	0.97%	3.88%	5.83%	0.97%	5.83%	0.97%	0.97%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	19	Y	1600-1700	530	39.62%	12.26%	0.94%	12.26%	4.72%	1.89%	3.77%	5.66%	0.94%	2.83%	0.94%	0.94%	0.94%	0.94%	3.77%	5.66%	0.94%	5.66%	0.94%	0.94%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	19	Y	1700-1800	520	39.42%	12.50%	0.96%	11.54%	4.81%	1.92%	3.85%	5.77%	0.96%	2.88%	0.96%	0.96%	0.96%	0.96%	3.85%	5.77%	0.96%	5.77%	0.96%	0.96%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	19	Y	1800-1900	510	39.22%	11.76%	0.98%	11.76%	4.90%	1.96%	3.92%	5.88%	0.98%	2.94%	0.98%	0.98%	0.98%	0.98%	3.92%	5.88%	0.98%	5.88%	0.98%	0.98%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	22	Y	1900-2000	390	38.46%	11.54%	1.28%	11.54%	5.13%	1.28%	3.85%	6.41%	1.28%	2.56%	1.28%	1.28%	1.28%	1.28%	3.85%	5.13%	1.28%	5.13%	1.28%	1.28%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	23	Y	2000-2100	355	38.03%	11.27%	1.41%	11.27%	4.23%	1.41%	4.23%	5.63%	1.41%	2.82%	1.41%	1.41%	1.41%	1.41%	4.23%	5.63%	1.41%	5.63%	1.41%	1.41%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	23	Y	2100-2200	355	38.03%	11.27%	1.41%	11.27%	4.23%	1.41%	4.23%	5.63%	1.41%	2.82%	1.41%	1.41%	1.41%	1.41%	4.23%	5.63%	1.41%	5.63%	1.41%	1.41%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	25	Y	2200-2300	290	36.21%	10.34%	1.72%	12.07%	5.17%	1.72%	3.45%	5.17%	1.72%	3.45%	1.72%	1.72%	1.72%	1.72%	3.45%	5.17%	1.72%	5.17%	1.72%	1.72%	0.00%	0.00%	100.00%
Ko Chiu Road	72	1	50	29	Y	2300-0000	140	42.86%	10.71%	0.00%	14.29%	3.57%	3.57%	3.57%	7.14%	0.00%	3.57%	0.00%	0.00%	0.00%	0.00%	3.57%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	0000-0100	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	0100-0200	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	0200-0300	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	0300-0400	10	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	0400-0500	15	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	0500-0600	20	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	0600-0700	85	41.18%	11.76%	0.00%	17.65%	5.88%	5.88%	5.88%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	0700-0800	225	33.33%	8.89%	2.22%	13.33%	6.67%	4.44%	6.67%	4.44%	2.22%	2.22%	2.22%	2.22%	2.22%	0.00%	0.00%	4.44%	2.22%	2.22%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	0800-0900	240	35.42%	8.33%	2.08%	14.58%	6.25%	4.17%	6.25%	4.17%	2.08%	2.08%	2.08%	2.08%	2.08%	0.00%	0.00%	4.17%	2.08%	2.08%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	0900-1000	230	32.61%	8.70%	2.17%	15.22%	6.52%	4.35%	6.52%	4.35%	2.17%	2.17%	2.17%	2.17%	2.17%	0.00%	0.00%	4.35%	2.17%	2.17%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	1000-1100	235	34.04%	8.51%	2.13%	14.89%	6.38%	4.26%	6.38%	4.26%	2.13%	2.13%	2.13%	2.13%	2.13%	0.00%	0.00%	4.26%	2.13%	2.13%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	1100-1200	260	34.62%	9.62%	1.92%	15.38%	5.77%	3.85%	5.77%	3.85%	1.92%	1.92%	1.92%	1.92%	1.92%	0.00%	0.00%	5.77%	1.92%	1.92%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	1200-1300	260	34.62%	9.62%	1.92%	15.38%	5.77%	3.85%	5.77%	3.85%	1.92%	1.92%	1.92%	1.92%	1.92%	0.00%	0.00%	5.77%	1.92%	1.92%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	1300-1400	250	34.00%	10.00%	2.00%	16.00%	6.00%	4.00%	6.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%	0.00%	6.00%	2.00%	2.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	1400-1500	240	33.33%	10.42%	2.08%	14.58%	6.25%	4.17%	6.25%	2.08%	2.08%	2.08%	2.08%	2.08%	2.08%	0.00%	0.00%	6.25%	2.08%	2.08%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	1500-1600	245	32.65%	10.20%	2.04%	16.33%	6.12%	4.08%	6.12%	2.04%	2.04%	2.04%	2.04%	2.04%	2.04%	0.00%	0.00%	6.12%	2.04%	2.04%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	1600-1700	250	34.00%	10.00%	2.00%	16.00%	6.00%	4.00%	6.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	0.00%	0.00%	6.00%	2.00%	2.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	1700-1800	245	32.65%	10.20%	2.04%	16.33%	6.12%	4.08%	6.12%	2.04%	2.04%	2.04%	2.04%	2.04%	2.04%	0.00%	0.00%	6.12%	2.04%	2.04%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	29	Y	1800-1900	245	32.65%	10.20%	2.04%	16.33%	6.12%	4.08%	6.12%	2.04%	2.04%	2.04%	2.04%	2.04%	2.04%	0.00%	0.00%	6.12%	2.04%	2.04%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	1900-2000	190	31.58%	10.53%	2.63%	15.79%	5.26%	2.63%	5.26%	2.63%	2.63%	2.63%	2.63%	2.63%	2.63%	0.00%	0.00%	5.26%	2.63%	2.63%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	2000-2100	175	31.43%	8.57%	2.86%	14.29%	5.71%	2.86%	5.71%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	0.00%	0.00%	5.71%	2.86%	2.86%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	2100-2200	175	31.43%	8.57%	2.86%	14.29%	5.71%	2.86%	5.71%	2.86%	2.86%	2.86%	2.86%	2.86%	2.86%	0.00%	0.00%	5.71%	2.86%	2.86%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	2200-2300	150	30.00%	6.67%	3.33%	13.33%	6.67%	3.33%	6.67%	3.33%	3.33%	3.33%	3.33%	3.33%	3.33%	0.00%	0.00%	3.33%	3.33%	3.33%	0.00%	0.00%	0.00%	0.00%	100.00%
Ko Chiu Road	73	1	50	30	Y	2300-0000	60	41.67%	8.33%	0.00%	16.67%	8.33%	8.33%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

Confidential

Appendix 2.12 Details of Jenkin Method extracted from Smart Air Modelling Platform (SAMP v2.0)

AQMS Data of the Past 5 Years				
Year	Station	NO2 (ug/m3)	NOx (ug/m3)	Conversion
2019	KWUN TONG	45	72	51.1
2020	KWUN TONG	43	66	47.9
2021	KWUN TONG	49	76	53.1
2022	KWUN TONG	45	68	49.0
2023	KWUN TONG	41	60	44.4
2019	TAP MUN	10	12	10.0
2020	TAP MUN	9	11	9.2
2021	TAP MUN	10	12	10.0
2022	TAP MUN	8	13	10.8
2023	TAP MUN	8	14	11.6
2019	CAUSEWAY BAY	81	221	81.0
2020	CAUSEWAY BAY	68	184	78.4
2021	CAUSEWAY BAY	71	199	79.6
2022	CAUSEWAY BAY	65	178	77.8
2023	CAUSEWAY BAY	67	182	78.2

OX	90.3
J/K	16.06



Appendix 2.13 Predicted Air Quality Impact Assessment Results

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2		RSP		FSP		SO_2	
	x	y					19th Highest Hourly (AQO=200)	Annual (AQO=40) (Jenkin Method)	10th Highest Daily (AQO=100)	Annual (AQO=50)	19th Highest Daily (AQO=50)	Annual (AQO=25)	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=50)
	Easting	Northing												
D01_GF	842121	817283	4.4	G	1.5	5.9	104.3	25.7	51.0	20.4	24.0	11.8	22.7	6.8
D01_L1	842121	817283	4.4	L1	5.50	9.90	91.4	21.1	50.5	20.3	23.9	11.7	22.7	6.8
D01_L2	842121	817283	4.4	L2	10.00	14.40	85.5	16.8	50.3	20.4	23.7	11.7	22.7	6.8
D01_1F	842121	817283	4.4	1	18.20	22.60	82.5	15.9	50.0	20.1	23.6	11.6	22.7	6.8
D01_2F	842121	817283	4.4	2	21.30	25.70	82.6	15.8	50.0	20.0	23.6	11.6	22.7	6.8
D01_3F	842121	817283	4.4	3	24.40	28.80	82.6	15.8	49.9	20.1	23.6	11.6	22.7	6.8
D01_4F	842121	817283	4.4	4	27.50	31.90	85.0	15.7	49.9	20.1	23.6	11.6	22.7	6.8
D01_5F	842121	817283	4.4	5	30.60	35.00	85.0	15.6	49.8	19.9	23.5	11.5	22.7	6.8
D01_6F	842121	817283	4.4	6	33.70	38.10	85.0	15.5	49.7	19.6	23.5	11.4	22.7	6.8
D01_7F	842121	817283	4.4	7	36.80	41.20	85.0	15.4	49.7	19.5	23.5	11.4	22.7	6.8
D01_8F	842121	817283	4.4	8	39.90	44.30	85.0	15.3	49.6	19.3	23.5	11.3	22.7	6.8
D01_9F	842121	817283	4.4	9	43.00	47.40	82.9	15.1	49.6	19.2	23.5	11.3	22.7	6.8
D01_10F	842121	817283	4.4	10	46.10	50.50	83.0	14.9	49.6	19.1	23.5	11.3	22.7	6.8
D01_11F	842121	817283	4.4	11	49.20	53.60	84.4	14.8	49.5	19.0	23.4	11.2	22.7	6.8
D01_12F	842121	817283	4.4	12	52.30	56.70	85.1	14.6	49.5	19.0	23.4	11.2	22.7	6.8
D01_13F	842121	817283	4.4	13	55.40	59.80	83.3	14.5	49.5	18.9	23.4	11.2	22.7	6.8
D01_14F	842121	817283	4.4	14	58.50	62.90	83.4	14.4	49.5	18.9	23.4	11.2	22.7	6.8
D01_15F	842121	817283	4.4	15	61.60	66.00	83.5	14.3	49.5	18.8	23.4	11.2	22.7	6.8
D01_17F	842121	817283	4.4	17	67.80	72.20	83.8	14.1	49.4	18.8	23.4	11.2	22.7	6.8
D01_19F	842121	817283	4.4	19	74.00	78.40	85.0	14.0	49.4	18.8	23.4	11.2	22.7	6.8
D01_22F	842121	817283	4.4	22	83.40	87.80	85.3	13.9	49.4	18.7	23.4	11.1	22.6	6.8
D01_25F	842121	817283	4.4	25	92.85	97.25	87.0	13.8	49.4	18.7	23.4	11.1	22.6	6.8
D02_GF	842128	817270	4.4	G	1.5	5.9	104.1	25.7	51.2	20.5	24.1	11.8	22.7	6.8
D02_L1	842128	817270	4.4	L1	5.50	9.90	90.7	21.2	50.7	20.4	23.9	11.7	22.7	6.8
D02_L2	842128	817270	4.4	L2	10.00	14.40	85.8	16.8	50.4	20.7	23.8	11.8	22.7	6.8
D02_1F	842128	817270	4.4	1	18.20	22.60	82.5	16.0	50.2	20.4	23.7	11.7	22.7	6.8
D02_2F	842128	817270	4.4	2	21.30	25.70	82.5	16.0	50.1	20.2	23.7	11.6	22.7	6.8
D02_3F	842128	817270	4.4	3	24.40	28.80	82.5	16.0	49.9	20.4	23.7	11.7	22.7	6.8
D02_4F	842128	817270	4.4	4	27.50	31.90	85.1	15.9	50.0	20.6	23.7	11.7	22.7	6.8
D02_5F	842128	817270	4.4	5	30.60	35.00	85.0	15.8	49.9	20.2	23.7	11.6	22.7	6.8
D02_6F	842128	817270	4.4	6	33.70	38.10	85.0	15.7	49.8	19.9	23.7	11.5	22.7	6.8
D02_7F	842128	817270	4.4	7	36.80	41.20	85.0	15.6	49.7	19.6	23.5	11.4	22.7	6.8
D02_8F	842128	817270	4.4	8	39.90	44.30	85.0	15.4	49.7	19.4	23.5	11.4	22.7	6.8
D02_9F	842128	817270	4.4	9	43.00	47.40	82.8	15.2	49.6	19.2	23.5	11.3	22.7	6.8
D02_10F	842128	817270	4.4	10	46.10	50.50	82.9	15.0	49.6	19.1	23.5	11.3	22.7	6.8
D02_11F	842128	817270	4.4	11	49.20	53.60	84.0	14.9	49.6	19.0	23.5	11.3	22.7	6.8
D02_12F	842128	817270	4.4	12	52.30	56.70	85.1	14.7	49.5	19.0	23.4	11.2	22.7	6.8
D02_13F	842128	817270	4.4	13	55.40	59.80	83.2	14.6	49.5	18.9	23.4	11.2	22.7	6.8
D02_14F	842128	817270	4.4	14	58.50	62.90	83.3	14.4	49.5	18.9	23.4	11.2	22.7	6.8
D02_15F	842128	817270	4.4	15	61.60	66.00	83.4	14.3	49.5	18.8	23.4	11.2	22.7	6.8
D02_17F	842128	817270	4.4	17	67.80	72.20	85.2	14.2	49.4	18.8	23.4	11.2	22.7	6.8
D02_19F	842128	817270	4.4	19	74.00	78.40	85.1	14.0	49.4	18.8	23.4	11.2	22.7	6.8
D02_22F	842128	817270	4.4	22	83.40	87.80	85.2	13.9	49.4	18.7	23.4	11.1	22.6	6.8
D02_25F	842128	817270	4.4	25	92.85	97.25	87.2	13.8	49.4	18.7	23.4	11.1	22.6	6.8
D03_GF	842134	817259	4.4	G	1.5	5.9	104.8	**25.9**	51.3	20.6	24.1	11.9	22.7	6.8
D03_L1	842134	817259	4.4	L1	5.50	9.90	90.5	21.3	50.8	20.5	23.9	11.8	22.7	6.8
D03_L2	842134	817259	4.4	L2	10.00	14.40	86.1	16.9	50.6	21.0	23.8	11.9	22.7	6.8
D03_1F	842134	817259	4.4	1	18.20	22.60	85.8	16.1	50.6	20.8	23.7	11.8	22.7	6.8
D03_2F	842134	817259	4.4	2	21.30	25.70	85.4	16.1	50.1	20.4	23.7	11.7	22.7	6.8
D03_3F	842134	817259	4.4	3	24.40	28.80	82.5	16.1	50.0	20.7	23.8	11.8	22.7	6.8
D03_4F	842134	817259	4.4	4	27.50	31.90	85.1	16.1	50.8	21.2	23.8	11.9	22.7	6.8
D03_5F	842134	817259	4.4	5	30.60	35.00	85.1	16.0	50.1	20.8	23.7	11.8	22.7	6.8
D03_6F	842134	817259	4.4	6	33.70	38.10	85.0	15.9	49.9	20.3	23.7	11.6	22.7	6.8
D03_7F	842134	817259	4.4	7	36.80	41.20	85.0	15.7	49.8	19.8	23.7	11.5	22.7	6.8
D03_8F	842134	817259	4.4	8	39.90	44.30	85.0	15.5	49.7	19.5	23.5	11.4	22.7	6.8
D03_9F	842134	817259	4.4	9	43.00	47.40	82.8	15.3	49.7	19.3	23.5	11.3	22.7	6.8
D03_10F	842134	817259	4.4	10	46.10	50.50	82.8	15.1	49.6	19.1	23.5	11.3	22.7	6.8
D03_11F	842134	817259	4.4	11	49.20	53.60	83.7	14.9	49.6	19.0	23.5	11.3	22.7	6.8
D03_12F	842134	817259	4.4	12	52.30	56.70	85.2	14.8	49.5	19.0	23.4	11.2	22.7	6.8
D03_13F	842134	817259	4.4	13	55.40	59.80	83.1	14.6	49.5	18.9	23.4	11.2	22.7	6.8
D03_14F	842134	817259	4.4	14	58.50	62.90	83.2	14.5	49.5	18.9	23.4	11.2	22.7	6.8
D03_15F	842134	817259	4.4	15	61.60	66.00	83.3	14.4	49.5	18.8	23.4	11.2	22.7	6.8
D03_17F	842134	817259	4.4	17	67.80	72.20	85.2	14.2	49.4	18.8	23.4	11.2	22.7	6.8
D03_19F	842134	817259	4.4	19	74.00	78.40	85.3	14.1	49.4	18.8	23.4	11.2	22.7	6.8
D03_22F	842134	817259	4.4	22	83.40	87.80	85.8	13.9	49.4	18.7	23.4	11.1	22.6	6.8
D03_25F	842134	817259	4.4	25	92.85	97.25	87.9	13.8	49.4	18.7	23.4	11.1	22.6	6.8
D04_GF	842140	817247	4.4	G	1.5	5.9	105.0	25.6	51.4	20.8	24.1	11.9	22.7	6.8
D04_L1	842140	817247	4.4	L1	5.50	9.90	90.7	21.2	50.9	20.7	23.9	11.8	22.7	6.8
D04_L2	842140	817247	4.4	L2	10.00	14.40	86.9	16.9	51.8	21.5	23.9	12.0	22.7	6.8
D04_1F	842140	817247	4.4	1	18.20	22.60	85.8	16.3	51.7	21.6	23.8	12.0	22.7	6.8
D04_2F	842140	817247	4.4	2	21.30	25.70	85.7	16.3	50.1	20.6	23.7	11.7	22.7	6.8
D04_3F	842140	817247	4.4	3	24.40	28.80	85.4	16.3	51.2	21.1	23.8	11.9	22.7	6.8
D04_4F	842140	817247	4.4	4	27.50	31.90	85.8	16.3	51.8	22.5	23.9	12.3	22.7	6.8
D04_5F	842140	817247	4.4	5	30.60	35.00	86.1	16.2	51.7	22.2	23.8	12.2	22.7	6.8
D04_6F	842140	817247	4.4	6	33.70	38.10	86.0	16.1	51.2	20.9	23.7	11.8	22.7	6.8
D04_7F	842140	817247	4.4	7	36.80	41.20	85.7	15.9	49.8	20.0	23.7	11.6	22.7	6.8
D04_8F	842140	817247	4.4	8	39.90	44.30	85.1	15.7	49.7	19.5	23.6	11.4	22.7	6.8
D04_9F	842140	817247	4.4	9	43.00	47.40	82.7	15.4	49.7	19.3	23.5	11.3	22.7	6.8
D04_10F	842140	817247	4.4	10	46.10	50.50	82.8	15.2	49.6	19.1	23.5	11.3	22.7	6.8
D04_11F	842140	817247	4.4	11	49.20	53.60	83.3	15.0	49.6	19.0	23.5	11.3	22.7	6.8
D04_12F	842140	817247	4.4	12	52.30	56.70	83.5	14.9	49.5	19.0	23.4	11.2	22.7	6.8
D04_13F	842140	817247	4.4	13	55.40	59.80	84.0	14.7	49.5	18.9	23.4	11.2	22.7	6.8
D04_14F	842140	817247	4.4	14	58.50	62.90	85.3	14.6	49.5	18.9	23.4	11.2	22.7	6.8
D04_15F	842140	817247	4.4	15	61.60	66.00	85.3	14.4	49.5	18.8	23.4	11.2	22.7	6.8
D04_17F	842140	817247	4.4	17	67.80	72.20	85.7	14.2	49.4	18.8	23.4	11.2	22.7	6.8
D04_19F	842140	817247	4.4	19	74.00	78.40	85.7	14.1	49.4	18.8	23.4	11.2	22.7	6.8
D04_22F	842140	817247	4.4	22	83.40	87.80	86.4	13.9	49.4	18.7	23.4	11.1	22.6	6.8
D04_25F	842140	817247	4.4	25	92.85	97.25	87.7	13.8	49.4	18.7	23.4	11.1	22.6	6.8
D05_GF	842125	817239	4.4	G	1.5	5.9	88.9	19.9	51.5	20.8	24.0	11.8	22.7	6.8
D05_L1	842125	817239	4.4	L1	5.50	9.90	87.2	19.1	51.5	21.0	23.9	11.9	22.7	6.8
D05_L2	842125	817239	4.4	L2	10.00	14.40	87.2	17.2	51.9	22.0	23.9	12.1	22.7	6.8
D05_1F	842125	817239	4.4	1	18.20	22.60	85.9	16.6	51.8	22.7	24.1	12.4	22.7	6.8
D05_2F	842125	817239	4.4	2	21.30	25.70	85.7	16.7	50.5	20.6	23.8	11.8	22.7	6.8
D05_3F	842125	817239	4.4	3	24.40	28.80	87.0	16.8	50.8	21.0	23.8	11.9	22.7	6.8
D05_4F	842125	817239	4.4	4	27.50	31.90	87.0	16.7	60.9	26.8	24.4	13.6	22.7	6.8
D05_5F	842125	817239	4.4	5	30.60	35.00	87.1	16.6	56.6	25.8	24.4	13.3	22.7	6.8
D05_6F	842125	817239	4.4	6	33.70	38.10	87.8	16.5	50.3	21.7	23.9	12.1	22.7	6.8
D05_7F	842125	817239	4.4	7	36.80	41.20	87.8	16.2	49.8	20.2	23.7	11.6	22.7	6.8
D05_8F	842125	817239	4.4	8	39.90	44.30	87.9	16.0	49.7	19.6	23.6	11.4	22.7	6.8
D05_9F	842125	817239	4.4	9	43.00	47.40	86.8	15.7	49.7	19.3	23.5	11.4	22.7	6.8
D05_10F	842125	817239	4.4	10	46.10	50.50	85.7	15.4	49.7	19.1	23.5	11.3	22.7	6.8
D05_11F	842125	817239	4.4	11	49.20	53.60	85.7	15.2	49.7	19.0	23.4	11.3	22.7	6.8
D05_12F	842125	817239	4.4	12	52.30	56.70	85.3	15.0	49.6	19.0	23.4	11.2	22.7	6.8
D05_13F	842125	817239	4.4	13	55.40	59.80	85.4	14.8	49.6	18.9	23.4	11.2	22.7	6.8
D05_14F	842125	817239	4.4	14	58.50	62.90	85.3	14.6	49.6	18.9	23.4	11.2	22.7	6.8
D05_15F	842125	817239	4.4	15	61.60	66.00	85.4	14.5	49.5	18.8	23.4	11.2	22.7	6.8
D05_17F	842125	817239	4.4	17	67.80	72.20	85.7	14.3	49.5	18.8	23.4	11.2	22.7	6.8
D05_19F	842125	817239	4.4	19	74.00	78.40	86.9	14.1	49.5	18.8	23.4	11.2	22.7	6.8
D05_22F	842125	817239	4.4	22	83.40	87.80	87.1	13.9	49.4	18.7	23.4	11.1	22.6	6.8
D05_25F	842125	817239	4.4	25	92.85	97.25	87.8	13.8	49.4	18.7	23.4	11.1	22.6	6.8

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2		RSP		FSP		SO_2	
	x	y					19th Highest Hourly (AQO=200)	Annual (AQO=40) (Jenkin Method)	10th Highest Daily (AQO=100)	Annual (AQO=50)	19th Highest Daily (AQO=50)	Annual (AQO=25)	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=50)
	Easting	Northing												
D06_GF	842111	817232	4.4	G	1.5	5.9	88.0	18.3	51.6	21.1	24.0	11.9	22.8	6.8
D06_L1	842111	817232	4.4	L1	5.50	9.90	87.8	18.0	51.6	21.5	24.0	12.0	22.7	6.8
D06_L2	842111	817232	4.4	L2	10.00	14.40	87.7	17.2	55.5	25.0	24.9	13.0	22.7	6.8
D06_1F	842111	817232	4.4	1	18.20	22.60	86.4	17.1	56.6	25.0	25.2	13.1	22.7	6.8
D06_2F	842111	817232	4.4	2	21.30	25.70	85.7	17.3	51.8	21.4	23.9	12.0	22.7	6.8
D06_3F	842111	817232	4.4	3	24.40	28.80	87.7	17.4	55.3	24.1	24.8	12.8	22.7	6.8
D06_4F	842111	817232	4.4	4	27.50	31.90	88.4	17.3	**90.9**	**42.1**	**33.4**	**18.1**	22.7	6.8
D06_5F	842111	817232	4.4	5	30.60	35.00	88.5	17.1	71.0	32.5	28.3	15.3	22.7	6.8
D06_6F	842111	817232	4.4	6	33.70	38.10	89.4	16.9	52.9	23.0	24.6	12.5	22.7	6.8
D06_7F	842111	817232	4.4	7	36.80	41.20	90.2	16.5	51.0	20.5	23.8	11.7	22.7	6.8
D06_8F	842111	817232	4.4	8	39.90	44.30	89.4	16.2	49.8	19.7	23.6	11.5	22.7	6.8
D06_9F	842111	817232	4.4	9	43.00	47.40	90.0	15.9	49.7	19.4	23.6	11.4	22.7	6.8
D06_10F	842111	817232	4.4	10	46.10	50.50	89.4	15.6	49.7	19.2	23.5	11.3	22.7	6.8
D06_11F	842111	817232	4.4	11	49.20	53.60	89.4	15.3	49.7	19.1	23.4	11.3	22.7	6.8
D06_12F	842111	817232	4.4	12	52.30	56.70	89.7	15.1	49.7	19.0	23.4	11.3	22.7	6.8
D06_13F	842111	817232	4.4	13	55.40	59.80	89.5	14.9	49.7	18.9	23.4	11.2	22.7	6.8
D06_14F	842111	817232	4.4	14	58.50	62.90	89.2	14.7	49.7	18.9	23.4	11.2	22.7	6.8
D06_15F	842111	817232	4.4	15	61.60	66.00	88.1	14.5	49.7	18.9	23.4	11.2	22.7	6.8
D06_17F	842111	817232	4.4	17	67.80	72.20	89.1	14.3	49.6	18.8	23.4	11.2	22.7	6.8
D06_19F	842111	817232	4.4	19	74.00	78.40	87.9	14.2	49.5	18.8	23.4	11.2	22.7	6.8
D06_22F	842111	817232	4.4	22	83.40	87.80	87.3	14.0	49.5	18.7	23.4	11.1	22.6	6.8
D06_25F	842111	817232	4.4	25	92.85	97.25	88.6	13.8	49.4	18.7	23.4	11.1	22.6	6.8
D07_GF	842097	817225	4.4	G	1.5	5.9	87.4	17.5	52.0	21.7	24.2	12.0	22.8	6.8
D07_L1	842097	817225	4.4	L1	5.50	9.90	87.7	17.4	52.7	22.6	24.3	12.3	22.7	6.8
D07_L2	842097	817225	4.4	L2	10.00	14.40	87.3	17.1	59.8	26.7	25.6	13.5	22.7	6.8
D07_1F	842097	817225	4.4	1	18.20	22.60	89.0	18.2	58.7	25.1	25.5	13.1	22.8	6.8
D07_2F	842097	817225	4.4	2	21.30	25.70	89.7	18.6	55.7	23.1	24.9	12.6	22.8	6.9
D07_3F	842097	817225	4.4	3	24.40	28.80	92.7	18.5	60.1	25.3	25.7	13.2	22.8	6.9
D07_4F	842097	817225	4.4	4	27.50	31.90	96.2	18.1	67.7	28.8	27.6	14.2	22.8	6.9
D07_5F	842097	817225	4.4	5	30.60	35.00	95.6	17.6	62.6	26.9	26.1	13.6	22.8	6.8
D07_6F	842097	817225	4.4	6	33.70	38.10	94.2	17.1	56.3	23.3	24.9	12.6	22.8	6.8
D07_7F	842097	817225	4.4	7	36.80	41.20	95.6	16.7	52.6	21.0	24.3	11.9	22.7	6.8
D07_8F	842097	817225	4.4	8	39.90	44.30	92.5	16.3	50.8	19.9	23.8	11.6	22.7	6.8
D07_9F	842097	817225	4.4	9	43.00	47.40	92.1	15.9	50.0	19.5	23.7	11.4	22.7	6.8
D07_10F	842097	817225	4.4	10	46.10	50.50	92.3	15.7	49.7	19.3	23.5	11.3	22.7	6.8
D07_11F	842097	817225	4.4	11	49.20	53.60	92.6	15.4	49.7	19.1	23.5	11.3	22.7	6.8
D07_12F	842097	817225	4.4	12	52.30	56.70	92.3	15.2	49.7	19.1	23.5	11.3	22.7	6.8
D07_13F	842097	817225	4.4	13	55.40	59.80	91.6	15.0	49.7	19.0	23.4	11.2	22.7	6.8
D07_14F	842097	817225	4.4	14	58.50	62.90	89.4	14.8	49.7	18.9	23.4	11.2	22.7	6.8
D07_15F	842097	817225	4.4	15	61.60	66.00	89.4	14.7	49.7	18.9	23.4	11.2	22.7	6.8
D07_17F	842097	817225	4.4	17	67.80	72.20	89.1	14.4	49.7	18.8	23.4	11.2	22.7	6.8
D07_19F	842097	817225	4.4	19	74.00	78.40	88.9	14.2	49.6	18.8	23.4	11.2	22.7	6.8
D07_22F	842097	817225	4.4	22	83.40	87.80	88.9	14.0	49.5	18.8	23.4	11.2	22.6	6.8
D07_25F	842097	817225	4.4	25	92.85	97.25	88.9	13.9	49.5	18.7	23.4	11.1	22.6	6.8
D08_GF	842083	817218	4.4	G	1.5	5.9	87.2	17.1	53.6	22.9	24.4	12.3	22.8	6.8
D08_L1	842083	817218	4.4	L1	5.50	9.90	87.1	17.1	54.7	23.9	24.7	12.7	22.7	6.8
D08_L2	842083	817218	4.4	L2	10.00	14.40	86.9	17.2	57.4	25.5	25.4	13.2	22.7	6.8
D08_1F	842083	817218	4.4	1	18.20	22.60	126.7	21.1	56.1	23.6	25.0	12.8	22.8	6.9
D08_2F	842083	817218	4.4	2	21.30	25.70	**135.3**	21.3	56.2	23.2	25.0	12.7	22.9	**6.9**
D08_3F	842083	817218	4.4	3	24.40	28.80	124.9	20.2	57.9	23.6	24.9	12.8	**22.9**	6.9
D08_4F	842083	817218	4.4	4	27.50	31.90	108.1	18.9	58.6	23.9	25.2	12.8	22.9	6.9
D08_5F	842083	817218	4.4	5	30.60	35.00	98.4	17.8	56.8	23.2	24.7	12.6	22.8	6.8
D08_6F	842083	817218	4.4	6	33.70	38.10	96.2	17.1	54.3	22.0	24.5	12.2	22.8	6.8
D08_7F	842083	817218	4.4	7	36.80	41.20	95.0	16.6	52.0	20.9	24.2	11.9	22.7	6.8
D08_8F	842083	817218	4.4	8	39.90	44.30	93.7	16.3	50.9	20.1	23.9	11.6	22.7	6.8
D08_9F	842083	817218	4.4	9	43.00	47.40	95.1	16.0	50.4	19.6	23.7	11.5	22.7	6.8
D08_10F	842083	817218	4.4	10	46.10	50.50	93.7	15.8	49.9	19.4	23.6	11.4	22.7	6.8
D08_11F	842083	817218	4.4	11	49.20	53.60	94.5	15.5	49.8	19.2	23.5	11.3	22.7	6.8
D08_12F	842083	817218	4.4	12	52.30	56.70	93.0	15.3	49.7	19.1	23.5	11.3	22.7	6.8
D08_13F	842083	817218	4.4	13	55.40	59.80	92.5	15.1	49.7	19.0	23.5	11.3	22.7	6.8
D08_14F	842083	817218	4.4	14	58.50	62.90	92.3	15.0	49.7	19.0	23.4	11.2	22.7	6.8
D08_15F	842083	817218	4.4	15	61.60	66.00	92.3	14.8	49.7	18.9	23.4	11.2	22.7	6.8
D08_17F	842083	817218	4.4	17	67.80	72.20	90.4	14.5	49.7	18.9	23.4	11.2	22.7	6.8
D08_19F	842083	817218	4.4	19	74.00	78.40	89.4	14.3	49.7	18.8	23.4	11.2	22.7	6.8
D08_22F	842083	817218	4.4	22	83.40	87.80	88.9	14.1	49.6	18.8	23.4	11.2	22.6	6.8
D08_25F	842083	817218	4.4	25	92.85	97.25	88.8	13.9	49.5	18.7	23.4	11.1	22.6	6.8
D09_GF	842079	817230	4.4	G	1.5	5.9	85.7	17.2	52.9	22.3	24.2	12.2	22.7	6.8
D09_L1	842079	817230	4.4	L1	5.50	9.90	85.7	17.0	53.4	22.7	24.3	12.3	22.7	6.8
D09_L2	842079	817230	4.4	L2	10.00	14.40	86.5	16.9	55.8	23.9	24.8	12.7	22.7	6.8
D09_1F	842079	817230	4.4	1	18.20	22.60	89.9	18.1	56.6	23.5	24.8	12.7	22.8	6.8
D09_2F	842079	817230	4.4	2	21.30	25.70	97.1	18.4	56.4	23.3	24.8	12.6	22.8	6.9
D09_3F	842079	817230	4.4	3	24.40	28.80	102.4	18.3	56.7	23.8	25.1	12.7	22.8	6.9
D09_4F	842079	817230	4.4	4	27.50	31.90	96.2	17.9	56.7	23.9	25.2	12.8	22.8	6.9
D09_5F	842079	817230	4.4	5	30.60	35.00	96.2	17.4	56.2	23.1	24.9	12.5	22.8	6.8
D09_6F	842079	817230	4.4	6	33.70	38.10	92.4	16.9	54.4	22.0	24.4	12.2	22.8	6.8
D09_7F	842079	817230	4.4	7	36.80	41.20	92.4	16.5	52.3	21.0	24.2	11.9	22.7	6.8
D09_8F	842079	817230	4.4	8	39.90	44.30	91.9	16.1	51.0	20.2	23.9	11.6	22.7	6.8
D09_9F	842079	817230	4.4	9	43.00	47.40	92.4	15.9	50.6	19.7	23.7	11.5	22.7	6.8
D09_10F	842079	817230	4.4	10	46.10	50.50	92.4	15.6	50.1	19.4	23.6	11.4	22.7	6.8
D09_11F	842079	817230	4.4	11	49.20	53.60	92.4	15.4	49.8	19.2	23.5	11.3	22.7	6.8
D09_12F	842079	817230	4.4	12	52.30	56.70	92.7	15.2	49.7	19.1	23.5	11.3	22.7	6.8
D09_13F	842079	817230	4.4	13	55.40	59.80	92.8	15.0	49.7	19.0	23.5	11.3	22.7	6.8
D09_14F	842079	817230	4.4	14	58.50	62.90	92.1	14.8	49.7	19.0	23.4	11.2	22.7	6.8
D09_15F	842079	817230	4.4	15	61.60	66.00	92.3	14.7	49.7	18.9	23.4	11.2	22.7	6.8
D09_17F	842079	817230	4.4	17	67.80	72.20	90.4	14.5	49.7	18.9	23.4	11.2	22.7	6.8
D09_19F	842079	817230	4.4	19	74.00	78.40	89.0	14.3	49.7	18.8	23.4	11.2	22.7	6.8
D09_22F	842079	817230	4.4	22	83.40	87.80	89.0	14.0	49.6	18.8	23.4	11.2	22.6	6.8
D09_25F	842079	817230	4.4	25	92.85	97.25	88.9	13.9	49.5	18.7	23.4	11.1	22.6	6.8
D10_GF	842075	817244	4.4	G	1.5	5.9	85.7	17.2	52.2	21.8	24.1	12.1	22.7	6.8
D10_L1	842075	817244	4.4	L1	5.50	9.90	85.7	17.1	52.4	21.9	24.2	12.1	22.7	6.8
D10_L2	842075	817244	4.4	L2	10.00	14.40	86.3	16.8	53.6	22.6	24.3	12.3	22.7	6.8
D10_1F	842075	817244	4.4	1	18.20	22.60	85.7	16.9	53.9	22.5	24.5	12.3	22.7	6.8
D10_2F	842075	817244	4.4	2	21.30	25.70	85.8	17.0	53.9	22.5	24.5	12.3	22.7	6.8
D10_3F	842075	817244	4.4	3	24.40	28.80	88.5	17.1	54.1	22.7	24.6	12.4	22.7	6.8
D10_4F	842075	817244	4.4	4	27.50	31.90	89.4	17.0	54.0	22.6	24.6	12.4	22.7	6.8
D10_5F	842075	817244	4.4	5	30.60	35.00	90.6	16.8	53.5	22.0	24.4	12.2	22.7	6.8
D10_6F	842075	817244	4.4	6	33.70	38.10	92.6	16.6	52.7	21.3	24.1	12.0	22.7	6.8
D10_7F	842075	817244	4.4	7	36.80	41.20	92.5	16.3	51.5	20.6	23.9	11.8	22.7	6.8
D10_8F	842075	817244	4.4	8	39.90	44.30	91.7	16.0	50.7	20.1	23.7	11.6	22.7	6.8
D10_9F	842075	817244	4.4	9	43.00	47.40	91.7	15.7	50.2	19.7	23.7	11.5	22.7	6.8
D10_10F	842075	817244	4.4	10	46.10	50.50	91.7	15.5	49.9	19.4	23.6	11.4	22.7	6.8
D10_11F	842075	817244	4.4	11	49.20	53.60	92.3	15.3	49.8	19.2	23.5	11.3	22.7	6.8
D10_12F	842075	817244	4.4	12	52.30	56.70	92.0	15.1	49.7	19.1	23.5	11.3	22.7	6.8
D10_13F	842075	817244	4.4	13	55.40	59.80	91.2	14.9	49.7	19.0	23.4	11.3	22.7	6.8
D10_14F	842075	817244	4.4	14	58.50	62.90	91.0	14.7	49.7	19.0	23.4	11.2	22.7	6.8
D10_15F	842075	817244	4.4	15	61.60	66.00	89.1	14.6	49.7	18.9	23.4	11.2	22.7	6.8
D10_17F	842075	817244	4.4	17	67.80	72.20	89.4	14.4	49.7	18.9	23.4	11.2	22.7	6.8
D10_19F	842075	817244	4.4	19	74.00	78.40	88.9	14.2	49.6	18.8	23.4	11.2	22.7	6.8
D10_22F	842075	817244	4.4	22	83.40	87.80	88.8	14.0	49.5	18.8	23.4	11.2	22.6	6.8
D10_25F	842075	817244	4.4	25	92.85	97.25	88.9	13.8	49.5	18.7	23.4	11.1	22.6	6.8

Confidential

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2		RSP		FSP		SO_2	
	x	y					19th Highest Hourly (AQO=200)	Annual (AQO=40) (Jenkin Method)	10th Highest Daily (AQO=100)	Annual (AQO=50)	19th Highest Daily (AQO=50)	Annual (AQO=25)	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=50)
	Easting	Northing												
D11_GF	842071	817257	4.4	G	1.5	5.9	85.8	17.3	51.5	21.4	24.0	11.9	22.7	6.8
D11_L1	842071	817257	4.4	L1	5.50	9.90	85.7	17.1	51.5	21.3	24.0	11.9	22.7	6.8
D11_L2	842071	817257	4.4	L2	10.00	14.40	85.7	16.8	52.1	21.6	24.0	12.0	22.7	6.8
D11_1F	842071	817257	4.4	1	18.20	22.60	83.2	16.4	52.2	21.6	24.0	12.0	22.7	6.8
D11_2F	842071	817257	4.4	2	21.30	25.70	85.2	16.4	52.2	21.5	24.0	12.0	22.7	6.8
D11_3F	842071	817257	4.4	3	24.40	28.80	85.1	16.4	52.2	21.6	24.0	12.1	22.7	6.8
D11_4F	842071	817257	4.4	4	27.50	31.90	87.2	16.4	52.1	21.5	24.0	12.0	22.7	6.8
D11_5F	842071	817257	4.4	5	30.60	35.00	87.2	16.3	51.9	21.1	23.9	11.9	22.7	6.8
D11_6F	842071	817257	4.4	6	33.70	38.10	88.4	16.2	51.0	20.6	23.8	11.8	22.7	6.8
D11_7F	842071	817257	4.4	7	36.80	41.20	89.1	16.0	50.6	20.2	23.7	11.6	22.7	6.8
D11_8F	842071	817257	4.4	8	39.90	44.30	89.5	15.8	50.0	19.9	23.7	11.5	22.7	6.8
D11_9F	842071	817257	4.4	9	43.00	47.40	89.2	15.6	49.9	19.6	23.6	11.4	22.7	6.8
D11_10F	842071	817257	4.4	10	46.10	50.50	90.6	15.4	49.8	19.4	23.6	11.4	22.7	6.8
D11_11F	842071	817257	4.4	11	49.20	53.60	91.4	15.2	49.8	19.2	23.5	11.3	22.7	6.8
D11_12F	842071	817257	4.4	12	52.30	56.70	91.2	15.0	49.7	19.1	23.4	11.3	22.7	6.8
D11_13F	842071	817257	4.4	13	55.40	59.80	89.7	14.8	49.7	19.0	23.4	11.2	22.7	6.8
D11_14F	842071	817257	4.4	14	58.50	62.90	89.6	14.7	49.7	19.0	23.4	11.2	22.7	6.8
D11_15F	842071	817257	4.4	15	61.60	66.00	89.4	14.5	49.7	18.9	23.4	11.2	22.7	6.8
D11_17F	842071	817257	4.4	17	67.80	72.20	89.3	14.3	49.7	18.9	23.4	11.2	22.7	6.8
D11_19F	842071	817257	4.4	19	74.00	78.40	89.0	14.1	49.6	18.8	23.4	11.2	22.7	6.8
D11_22F	842071	817257	4.4	22	83.40	87.80	88.6	13.9	49.5	18.8	23.4	11.2	22.6	6.8
D11_25F	842071	817257	4.4	25	92.85	97.25	88.9	13.8	49.5	18.7	23.4	11.1	22.6	6.8
D12_GF	842084	817263	4.4	G	1.5	5.9	87.2	17.9	51.5	20.9	23.9	11.8	22.7	6.8
D12_L1	842084	817263	4.4	L1	5.50	9.90	87.1	17.7	51.2	21.0	23.9	11.8	22.7	6.8
D12_L2	842084	817263	4.4	L2	10.00	14.40	86.3	17.0	51.2	21.4	24.0	12.0	22.7	6.8
D12_1F	842084	817263	4.4	1	18.20	22.60	85.4	16.2	51.2	21.2	23.8	11.9	22.7	6.8
D12_2F	842084	817263	4.4	2	21.30	25.70	85.7	16.2	51.2	21.1	23.8	11.9	22.7	6.8
D12_3F	842084	817263	4.4	3	24.40	28.80	85.1	16.2	51.4	21.3	23.9	11.9	22.7	6.8
D12_4F	842084	817263	4.4	4	27.50	31.90	87.2	16.2	51.2	21.2	23.9	11.9	22.7	6.8
D12_5F	842084	817263	4.4	5	30.60	35.00	88.0	16.1	50.8	20.8	23.7	11.8	22.7	6.8
D12_6F	842084	817263	4.4	6	33.70	38.10	88.6	16.0	50.7	20.4	23.7	11.7	22.7	6.8
D12_7F	842084	817263	4.4	7	36.80	41.20	88.9	15.9	50.5	20.0	23.7	11.6	22.7	6.8
D12_8F	842084	817263	4.4	8	39.90	44.30	89.4	15.7	49.8	19.7	23.6	11.5	22.7	6.8
D12_9F	842084	817263	4.4	9	43.00	47.40	89.4	15.5	49.8	19.4	23.6	11.4	22.7	6.8
D12_10F	842084	817263	4.4	10	46.10	50.50	89.4	15.3	49.7	19.3	23.5	11.3	22.7	6.8
D12_11F	842084	817263	4.4	11	49.20	53.60	90.9	15.1	49.7	19.1	23.4	11.3	22.7	6.8
D12_12F	842084	817263	4.4	12	52.30	56.70	90.1	14.9	49.7	19.0	23.4	11.3	22.7	6.8
D12_13F	842084	817263	4.4	13	55.40	59.80	90.1	14.7	49.7	19.0	23.4	11.2	22.7	6.8
D12_14F	842084	817263	4.4	14	58.50	62.90	89.6	14.6	49.7	18.9	23.4	11.2	22.7	6.8
D12_15F	842084	817263	4.4	15	61.60	66.00	89.1	14.5	49.7	18.9	23.4	11.2	22.7	6.8
D12_17F	842084	817263	4.4	17	67.80	72.20	89.1	14.2	49.6	18.8	23.4	11.2	22.7	6.8
D12_19F	842084	817263	4.4	19	74.00	78.40	89.0	14.1	49.6	18.8	23.4	11.2	22.7	6.8
D12_22F	842084	817263	4.4	22	83.40	87.80	85.9	13.9	49.5	18.8	23.4	11.1	22.6	6.8
D12_25F	842084	817263	4.4	25	92.85	97.25	87.5	13.8	49.4	18.7	23.4	11.1	22.6	6.8
D13_GF	842096	817270	4.4	G	1.5	5.9	87.0	18.8	51.5	20.6	23.9	11.7	22.7	6.8
D13_L1	842096	817270	4.4	L1	5.50	9.90	86.8	18.4	51.2	20.6	23.8	11.7	22.7	6.8
D13_L2	842096	817270	4.4	L2	10.00	14.40	86.6	17.1	51.2	20.9	23.8	11.8	22.7	6.8
D13_1F	842096	817270	4.4	1	18.20	22.60	85.4	16.1	51.0	20.6	23.7	11.7	22.7	6.8
D13_2F	842096	817270	4.4	2	21.30	25.70	85.1	16.0	51.0	20.5	23.7	11.7	22.7	6.8
D13_3F	842096	817270	4.4	3	24.40	28.80	85.8	16.0	50.9	20.6	23.7	11.7	22.7	6.8
D13_4F	842096	817270	4.4	4	27.50	31.90	86.3	16.0	50.9	20.7	23.7	11.8	22.7	6.8
D13_5F	842096	817270	4.4	5	30.60	35.00	86.8	15.9	50.8	20.3	23.7	11.7	22.7	6.8
D13_6F	842096	817270	4.4	6	33.70	38.10	86.4	15.8	50.5	20.0	23.7	11.6	22.7	6.8
D13_7F	842096	817270	4.4	7	36.80	41.20	87.1	15.7	49.8	19.7	23.6	11.5	22.7	6.8
D13_8F	842096	817270	4.4	8	39.90	44.30	89.0	15.5	49.8	19.5	23.6	11.4	22.7	6.8
D13_9F	842096	817270	4.4	9	43.00	47.40	87.1	15.4	49.7	19.3	23.5	11.3	22.7	6.8
D13_10F	842096	817270	4.4	10	46.10	50.50	89.1	15.2	49.7	19.2	23.5	11.3	22.7	6.8
D13_11F	842096	817270	4.4	11	49.20	53.60	89.2	15.0	49.7	19.1	23.4	11.3	22.7	6.8
D13_12F	842096	817270	4.4	12	52.30	56.70	87.1	14.8	49.7	19.0	23.4	11.2	22.7	6.8
D13_13F	842096	817270	4.4	13	55.40	59.80	87.1	14.6	49.7	18.9	23.4	11.2	22.7	6.8
D13_14F	842096	817270	4.4	14	58.50	62.90	87.1	14.5	49.6	18.9	23.4	11.2	22.7	6.8
D13_15F	842096	817270	4.4	15	61.60	66.00	86.8	14.4	49.6	18.9	23.4	11.2	22.7	6.8
D13_17F	842096	817270	4.4	17	67.80	72.20	85.7	14.2	49.5	18.8	23.4	11.2	22.7	6.8
D13_19F	842096	817270	4.4	19	74.00	78.40	85.7	14.0	49.5	18.8	23.4	11.2	22.7	6.8
D13_22F	842096	817270	4.4	22	83.40	87.80	85.7	13.9	49.4	18.7	23.4	11.1	22.6	6.8
D13_25F	842096	817270	4.4	25	92.85	97.25	87.3	13.8	49.4	18.7	23.4	11.1	22.6	6.8
D14_GF	842108	817276	4.4	G	1.5	5.9	88.9	20.6	51.2	20.4	23.8	11.7	22.7	6.8
D14_L1	842108	817276	4.4	L1	5.50	9.90	87.2	19.5	50.8	20.4	23.8	11.7	22.7	6.8
D14_L2	842108	817276	4.4	L2	10.00	14.40	86.1	17.1	50.6	20.6	23.8	11.7	22.7	6.8
D14_1F	842108	817276	4.4	1	18.20	22.60	85.4	16.0	50.3	20.3	23.7	11.6	22.7	6.8
D14_2F	842108	817276	4.4	2	21.30	25.70	85.1	15.9	50.2	20.2	23.7	11.6	22.7	6.8
D14_3F	842108	817276	4.4	3	24.40	28.80	85.1	15.9	50.2	20.3	23.7	11.7	22.7	6.8
D14_4F	842108	817276	4.4	4	27.50	31.90	85.0	15.9	50.1	20.4	23.7	11.7	22.7	6.8
D14_5F	842108	817276	4.4	5	30.60	35.00	85.0	15.8	50.0	20.1	23.7	11.6	22.7	6.8
D14_6F	842108	817276	4.4	6	33.70	38.10	85.8	15.7	49.8	19.8	23.6	11.5	22.7	6.8
D14_7F	842108	817276	4.4	7	36.80	41.20	85.8	15.6	49.8	19.5	23.5	11.4	22.7	6.8
D14_8F	842108	817276	4.4	8	39.90	44.30	85.8	15.4	49.8	19.4	23.5	11.4	22.7	6.8
D14_9F	842108	817276	4.4	9	43.00	47.40	85.8	15.2	49.7	19.2	23.5	11.3	22.7	6.8
D14_10F	842108	817276	4.4	10	46.10	50.50	85.8	15.0	49.7	19.1	23.5	11.3	22.7	6.8
D14_11F	842108	817276	4.4	11	49.20	53.60	85.8	14.9	49.6	19.0	23.4	11.3	22.7	6.8
D14_12F	842108	817276	4.4	12	52.30	56.70	85.1	14.7	49.6	19.0	23.4	11.2	22.7	6.8
D14_13F	842108	817276	4.4	13	55.40	59.80	85.1	14.6	49.6	18.9	23.4	11.2	22.7	6.8
D14_14F	842108	817276	4.4	14	58.50	62.90	83.2	14.4	49.5	18.9	23.4	11.2	22.7	6.8
D14_15F	842108	817276	4.4	15	61.60	66.00	83.3	14.3	49.5	18.9	23.4	11.2	22.7	6.8
D14_17F	842108	817276	4.4	17	67.80	72.20	83.6	14.1	49.5	18.8	23.4	11.2	22.7	6.8
D14_19F	842108	817276	4.4	19	74.00	78.40	83.8	14.0	49.5	18.8	23.4	11.2	22.7	6.8
D14_22F	842108	817276	4.4	22	83.40	87.80	85.3	13.9	49.4	18.7	23.4	11.1	22.6	6.8
D14_25F	842108	817276	4.4	25	92.85	97.25	87.1	13.8	49.4	18.7	23.4	11.1	22.6	6.8
						Max.	135.3	25.9	90.9	42.1	33.4	18.1	22.9	6.9
						AQO	**200**	**40**	**100**	**50**	**50**	**25**	**500**	**50**

Note:

1. Shaded cell in orange denotes the predicted air quality exceeds the relevant HKAQOs.
2. Bolded cell denotes the largest value.

Confidential

Appendix 2.14 Not Used

Appendix 2.15 Extracts from Approved Planning Application A/K15/126 – Input Parameters of Odour Sources in AERMOD

Odour Strength inside Kwun Tong Wholesale Fish Market

Sampling flowrate = 5.42E-05 m^3/s

Covered surface area = 0.13 m^2

Odour sources

Label	X1	Y1	X2	Y2	Z	Distance (m)	Width (m)	Angle (deg. Clockwise from N)	Release Height m	Area m^2	Sampling Concentration OU/m^3	Emission Rate (OU/s-m^2)	Plume Height m
PB01	842149	817159	842158	817167	4.4	11.8	7.54	45.6	3.0	89.1	14	**5.83E-03**	0.0
PB02	842162	817172	842165	817174	4.4	3.7	9.54	45.8	3.0	35.3	14	**5.83E-03**	0.0
PB03	842164	817144	842159	817149	4.4	7.5	10.88	-44.4	3.0	82.1	14	**5.83E-03**	0.0
PB04	842189	817104	842187	817106	4.4	2.5	39.74	-46.0	3.0	99.2	14	**5.83E-03**	0.0
FT01	842177	817119	842159	817138	4.4	26.5	26	-43.9	3.0	688.3	59	**2.46E-02**	0.0
FT02	842187	817115	842180	817122	4.4	9.7	21.1	-43.4	3.0	204.7	59	**2.46E-02**	0.0
WF01	842152	817132	842137	817147	4.4	21.5	17.17	-44.6	3.0	369.4	180	**7.50E-02**	0.0
WF02	842159	817149	842155	817154	4.4	6.3	17.9	-44.2	3.0	113.3	180	**7.50E-02**	0.0
WF03	842207	817126	842169	817165	4.4	54.3	11.5	-43.8	3.0	624.3	180	**7.50E-02**	0.0
WF04	842171	817113	842152	817132	4.4	26.5	9	-44.2	3.0	238.5	180	**7.50E-02**	0.0
WF05	842177	817106	842171	817113	4.4	9.5	13.6	-43.8	3.0	129.2	180	**7.50E-02**	0.0
WF06	842182	817101	842178	817106	4.4	6.5	34.6	-43.7	3.0	224.5	180	**7.50E-02**	0.0
WF07	842184	817099	842182	817101	4.4	2.8	6.46	-43.8	3.0	17.8	180	**7.50E-02**	0.0

Note:

Due to the erected concrete block wall at the northeast side of KTFM, release height is set at 3m, which is the worst-case scenario for the proposed residential development comprising residential units starting from 9m above ground.

Appendix 2.16 Predicted Odour Impact Assessment Results

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D01_GF	842121	817283	4.4	G	1.5	5.9	0.304
D01_L1	842121	817283	4.4	L1	5.50	9.90	0.276
D01_L2	842121	817283	4.4	L2	10.00	14.40	0.230
D01_1F	842121	817283	4.4	1	18.20	22.60	0.153
D01_2F	842121	817283	4.4	2	21.30	25.70	0.117
D01_3F	842121	817283	4.4	3	24.40	28.80	0.083
D01_4F	842121	817283	4.4	4	27.50	31.90	0.069
D01_5F	842121	817283	4.4	5	30.60	35.00	0.065
D01_6F	842121	817283	4.4	6	33.70	38.10	0.061
D01_7F	842121	817283	4.4	7	36.80	41.20	0.058
D01_8F	842121	817283	4.4	8	39.90	44.30	0.055
D01_9F	842121	817283	4.4	9	43.00	47.40	0.052
D01_10F	842121	817283	4.4	10	46.10	50.50	0.049
D01_11F	842121	817283	4.4	11	49.20	53.60	0.046
D01_12F	842121	817283	4.4	12	52.30	56.70	0.043
D01_13F	842121	817283	4.4	13	55.40	59.80	0.041
D01_14F	842121	817283	4.4	14	58.50	62.90	0.038
D01_15F	842121	817283	4.4	15	61.60	66.00	0.036
D01_17F	842121	817283	4.4	17	67.80	72.20	0.031
D01_19F	842121	817283	4.4	19	74.00	78.40	0.027
D01_22F	842121	817283	4.4	22	83.40	87.80	0.021
D01_25F	842121	817283	4.4	25	92.85	97.25	0.016
D02_GF	842128	817270	4.4	G	1.5	5.9	0.344
D02_L1	842128	817270	4.4	L1	5.50	9.90	0.303
D02_L2	842128	817270	4.4	L2	10.00	14.40	0.254
D02_1F	842128	817270	4.4	1	18.20	22.60	0.160
D02_2F	842128	817270	4.4	2	21.30	25.70	0.118
D02_3F	842128	817270	4.4	3	24.40	28.80	0.086
D02_4F	842128	817270	4.4	4	27.50	31.90	0.081
D02_5F	842128	817270	4.4	5	30.60	35.00	0.075
D02_6F	842128	817270	4.4	6	33.70	38.10	0.071
D02_7F	842128	817270	4.4	7	36.80	41.20	0.066
D02_8F	842128	817270	4.4	8	39.90	44.30	0.062
D02_9F	842128	817270	4.4	9	43.00	47.40	0.058
D02_10F	842128	817270	4.4	10	46.10	50.50	0.054
D02_11F	842128	817270	4.4	11	49.20	53.60	0.050
D02_12F	842128	817270	4.4	12	52.30	56.70	0.047
D02_13F	842128	817270	4.4	13	55.40	59.80	0.043
D02_14F	842128	817270	4.4	14	58.50	62.90	0.040
D02_15F	842128	817270	4.4	15	61.60	66.00	0.037
D02_17F	842128	817270	4.4	17	67.80	72.20	0.032
D02_19F	842128	817270	4.4	19	74.00	78.40	0.026
D02_22F	842128	817270	4.4	22	83.40	87.80	0.020
D02_25F	842128	817270	4.4	25	92.85	97.25	0.015
D03_GF	842134	817259	4.4	G	1.5	5.9	0.383
D03_L1	842134	817259	4.4	L1	5.50	9.90	0.328

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D03_L2	842134	817259	4.4	L2	10.00	14.40	0.276
D03_1F	842134	817259	4.4	1	18.20	22.60	0.165
D03_2F	842134	817259	4.4	2	21.30	25.70	0.116
D03_3F	842134	817259	4.4	3	24.40	28.80	0.100
D03_4F	842134	817259	4.4	4	27.50	31.90	0.092
D03_5F	842134	817259	4.4	5	30.60	35.00	0.085
D03_6F	842134	817259	4.4	6	33.70	38.10	0.079
D03_7F	842134	817259	4.4	7	36.80	41.20	0.073
D03_8F	842134	817259	4.4	8	39.90	44.30	0.067
D03_9F	842134	817259	4.4	9	43.00	47.40	0.062
D03_10F	842134	817259	4.4	10	46.10	50.50	0.057
D03_11F	842134	817259	4.4	11	49.20	53.60	0.053
D03_12F	842134	817259	4.4	12	52.30	56.70	0.048
D03_13F	842134	817259	4.4	13	55.40	59.80	0.044
D03_14F	842134	817259	4.4	14	58.50	62.90	0.041
D03_15F	842134	817259	4.4	15	61.60	66.00	0.037
D03_17F	842134	817259	4.4	17	67.80	72.20	0.030
D03_19F	842134	817259	4.4	19	74.00	78.40	0.025
D03_22F	842134	817259	4.4	22	83.40	87.80	0.018
D03_25F	842134	817259	4.4	25	92.85	97.25	0.014
D04_GF	842140	817247	4.4	G	1.5	5.9	0.433
D04_L1	842140	817247	4.4	L1	5.50	9.90	0.364
D04_L2	842140	817247	4.4	L2	10.00	14.40	0.308
D04_1F	842140	817247	4.4	1	18.20	22.60	0.167
D04_2F	842140	817247	4.4	2	21.30	25.70	0.126
D04_3F	842140	817247	4.4	3	24.40	28.80	0.115
D04_4F	842140	817247	4.4	4	27.50	31.90	0.105
D04_5F	842140	817247	4.4	5	30.60	35.00	0.096
D04_6F	842140	817247	4.4	6	33.70	38.10	0.087
D04_7F	842140	817247	4.4	7	36.80	41.20	0.079
D04_8F	842140	817247	4.4	8	39.90	44.30	0.072
D04_9F	842140	817247	4.4	9	43.00	47.40	0.065
D04_10F	842140	817247	4.4	10	46.10	50.50	0.059
D04_11F	842140	817247	4.4	11	49.20	53.60	0.053
D04_12F	842140	817247	4.4	12	52.30	56.70	0.048
D04_13F	842140	817247	4.4	13	55.40	59.80	0.043
D04_14F	842140	817247	4.4	14	58.50	62.90	0.039
D04_15F	842140	817247	4.4	15	61.60	66.00	0.034
D04_17F	842140	817247	4.4	17	67.80	72.20	0.027
D04_19F	842140	817247	4.4	19	74.00	78.40	0.021
D04_22F	842140	817247	4.4	22	83.40	87.80	0.018
D04_25F	842140	817247	4.4	25	92.85	97.25	0.016
D05_GF	842125	817239	4.4	G	1.5	5.9	0.440
D05_L1	842125	817239	4.4	L1	5.50	9.90	0.389
D05_L2	842125	817239	4.4	L2	10.00	14.40	0.316
D05_1F	842125	817239	4.4	1	18.20	22.60	0.156

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D05_2F	842125	817239	4.4	2	21.30	25.70	0.108
D05_3F	842125	817239	4.4	3	24.40	28.80	0.097
D05_4F	842125	817239	4.4	4	27.50	31.90	0.088
D05_5F	842125	817239	4.4	5	30.60	35.00	0.080
D05_6F	842125	817239	4.4	6	33.70	38.10	0.072
D05_7F	842125	817239	4.4	7	36.80	41.20	0.065
D05_8F	842125	817239	4.4	8	39.90	44.30	0.058
D05_9F	842125	817239	4.4	9	43.00	47.40	0.052
D05_10F	842125	817239	4.4	10	46.10	50.50	0.047
D05_11F	842125	817239	4.4	11	49.20	53.60	0.042
D05_12F	842125	817239	4.4	12	52.30	56.70	0.038
D05_13F	842125	817239	4.4	13	55.40	59.80	0.033
D05_14F	842125	817239	4.4	14	58.50	62.90	0.030
D05_15F	842125	817239	4.4	15	61.60	66.00	0.026
D05_17F	842125	817239	4.4	17	67.80	72.20	0.021
D05_19F	842125	817239	4.4	19	74.00	78.40	0.020
D05_22F	842125	817239	4.4	22	83.40	87.80	0.018
D05_25F	842125	817239	4.4	25	92.85	97.25	0.017
D06_GF	842111	817232	4.4	G	1.5	5.9	0.421
D06_L1	842111	817232	4.4	L1	5.50	9.90	0.368
D06_L2	842111	817232	4.4	L2	10.00	14.40	0.301
D06_1F	842111	817232	4.4	1	18.20	22.60	0.147
D06_2F	842111	817232	4.4	2	21.30	25.70	0.101
D06_3F	842111	817232	4.4	3	24.40	28.80	0.070
D06_4F	842111	817232	4.4	4	27.50	31.90	0.063
D06_5F	842111	817232	4.4	5	30.60	35.00	0.056
D06_6F	842111	817232	4.4	6	33.70	38.10	0.050
D06_7F	842111	817232	4.4	7	36.80	41.20	0.045
D06_8F	842111	817232	4.4	8	39.90	44.30	0.040
D06_9F	842111	817232	4.4	9	43.00	47.40	0.036
D06_10F	842111	817232	4.4	10	46.10	50.50	0.032
D06_11F	842111	817232	4.4	11	49.20	53.60	0.028
D06_12F	842111	817232	4.4	12	52.30	56.70	0.025
D06_13F	842111	817232	4.4	13	55.40	59.80	0.023
D06_14F	842111	817232	4.4	14	58.50	62.90	0.022
D06_15F	842111	817232	4.4	15	61.60	66.00	0.022
D06_17F	842111	817232	4.4	17	67.80	72.20	0.021
D06_19F	842111	817232	4.4	19	74.00	78.40	0.020
D06_22F	842111	817232	4.4	22	83.40	87.80	0.019
D06_25F	842111	817232	4.4	25	92.85	97.25	0.018
D07_GF	842097	817225	4.4	G	1.5	5.9	0.326
D07_L1	842097	817225	4.4	L1	5.50	9.90	0.301
D07_L2	842097	817225	4.4	L2	10.00	14.40	0.251
D07_1F	842097	817225	4.4	1	18.20	22.60	0.163
D07_2F	842097	817225	4.4	2	21.30	25.70	0.114
D07_3F	842097	817225	4.4	3	24.40	28.80	0.071

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D07_4F	842097	817225	4.4	4	27.50	31.90	0.051
D07_5F	842097	817225	4.4	5	30.60	35.00	0.046
D07_6F	842097	817225	4.4	6	33.70	38.10	0.040
D07_7F	842097	817225	4.4	7	36.80	41.20	0.037
D07_8F	842097	817225	4.4	8	39.90	44.30	0.035
D07_9F	842097	817225	4.4	9	43.00	47.40	0.034
D07_10F	842097	817225	4.4	10	46.10	50.50	0.032
D07_11F	842097	817225	4.4	11	49.20	53.60	0.030
D07_12F	842097	817225	4.4	12	52.30	56.70	0.028
D07_13F	842097	817225	4.4	13	55.40	59.80	0.027
D07_14F	842097	817225	4.4	14	58.50	62.90	0.025
D07_15F	842097	817225	4.4	15	61.60	66.00	0.023
D07_17F	842097	817225	4.4	17	67.80	72.20	0.020
D07_19F	842097	817225	4.4	19	74.00	78.40	0.020
D07_22F	842097	817225	4.4	22	83.40	87.80	0.018
D07_25F	842097	817225	4.4	25	92.85	97.25	0.017
D08_GF	842083	817218	4.4	G	1.5	5.9	0.254
D08_L1	842083	817218	4.4	L1	5.50	9.90	0.271
D08_L2	842083	817218	4.4	L2	10.00	14.40	0.245
D08_1F	842083	817218	4.4	1	18.20	22.60	0.158
D08_2F	842083	817218	4.4	2	21.30	25.70	0.113
D08_3F	842083	817218	4.4	3	24.40	28.80	0.072
D08_4F	842083	817218	4.4	4	27.50	31.90	0.052
D08_5F	842083	817218	4.4	5	30.60	35.00	0.046
D08_6F	842083	817218	4.4	6	33.70	38.10	0.041
D08_7F	842083	817218	4.4	7	36.80	41.20	0.037
D08_8F	842083	817218	4.4	8	39.90	44.30	0.036
D08_9F	842083	817218	4.4	9	43.00	47.40	0.034
D08_10F	842083	817218	4.4	10	46.10	50.50	0.032
D08_11F	842083	817218	4.4	11	49.20	53.60	0.031
D08_12F	842083	817218	4.4	12	52.30	56.70	0.029
D08_13F	842083	817218	4.4	13	55.40	59.80	0.028
D08_14F	842083	817218	4.4	14	58.50	62.90	0.026
D08_15F	842083	817218	4.4	15	61.60	66.00	0.025
D08_17F	842083	817218	4.4	17	67.80	72.20	0.022
D08_19F	842083	817218	4.4	19	74.00	78.40	0.019
D08_22F	842083	817218	4.4	22	83.40	87.80	0.017
D08_25F	842083	817218	4.4	25	92.85	97.25	0.016
D09_GF	842079	817230	4.4	G	1.5	5.9	0.225
D09_L1	842079	817230	4.4	L1	5.50	9.90	0.242
D09_L2	842079	817230	4.4	L2	10.00	14.40	0.222
D09_1F	842079	817230	4.4	1	18.20	22.60	0.155
D09_2F	842079	817230	4.4	2	21.30	25.70	0.116
D09_3F	842079	817230	4.4	3	24.40	28.80	0.079
D09_4F	842079	817230	4.4	4	27.50	31.90	0.048
D09_5F	842079	817230	4.4	5	30.60	35.00	0.040

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D09_6F	842079	817230	4.4	6	33.70	38.10	0.036
D09_7F	842079	817230	4.4	7	36.80	41.20	0.032
D09_8F	842079	817230	4.4	8	39.90	44.30	0.031
D09_9F	842079	817230	4.4	9	43.00	47.40	0.030
D09_10F	842079	817230	4.4	10	46.10	50.50	0.029
D09_11F	842079	817230	4.4	11	49.20	53.60	0.027
D09_12F	842079	817230	4.4	12	52.30	56.70	0.026
D09_13F	842079	817230	4.4	13	55.40	59.80	0.025
D09_14F	842079	817230	4.4	14	58.50	62.90	0.024
D09_15F	842079	817230	4.4	15	61.60	66.00	0.023
D09_17F	842079	817230	4.4	17	67.80	72.20	0.021
D09_19F	842079	817230	4.4	19	74.00	78.40	0.018
D09_22F	842079	817230	4.4	22	83.40	87.80	0.016
D09_25F	842079	817230	4.4	25	92.85	97.25	0.015
D10_GF	842075	817244	4.4	G	1.5	5.9	0.213
D10_L1	842075	817244	4.4	L1	5.50	9.90	0.213
D10_L2	842075	817244	4.4	L2	10.00	14.40	0.196
D10_1F	842075	817244	4.4	1	18.20	22.60	0.147
D10_2F	842075	817244	4.4	2	21.30	25.70	0.115
D10_3F	842075	817244	4.4	3	24.40	28.80	0.082
D10_4F	842075	817244	4.4	4	27.50	31.90	0.053
D10_5F	842075	817244	4.4	5	30.60	35.00	0.038
D10_6F	842075	817244	4.4	6	33.70	38.10	0.033
D10_7F	842075	817244	4.4	7	36.80	41.20	0.031
D10_8F	842075	817244	4.4	8	39.90	44.30	0.028
D10_9F	842075	817244	4.4	9	43.00	47.40	0.026
D10_10F	842075	817244	4.4	10	46.10	50.50	0.025
D10_11F	842075	817244	4.4	11	49.20	53.60	0.024
D10_12F	842075	817244	4.4	12	52.30	56.70	0.023
D10_13F	842075	817244	4.4	13	55.40	59.80	0.022
D10_14F	842075	817244	4.4	14	58.50	62.90	0.021
D10_15F	842075	817244	4.4	15	61.60	66.00	0.020
D10_17F	842075	817244	4.4	17	67.80	72.20	0.019
D10_19F	842075	817244	4.4	19	74.00	78.40	0.017
D10_22F	842075	817244	4.4	22	83.40	87.80	0.015
D10_25F	842075	817244	4.4	25	92.85	97.25	0.013
D11_GF	842071	817257	4.4	G	1.5	5.9	0.212
D11_L1	842071	817257	4.4	L1	5.50	9.90	0.200
D11_L2	842071	817257	4.4	L2	10.00	14.40	0.181
D11_1F	842071	817257	4.4	1	18.20	22.60	0.137
D11_2F	842071	817257	4.4	2	21.30	25.70	0.111
D11_3F	842071	817257	4.4	3	24.40	28.80	0.082
D11_4F	842071	817257	4.4	4	27.50	31.90	0.055
D11_5F	842071	817257	4.4	5	30.60	35.00	0.037
D11_6F	842071	817257	4.4	6	33.70	38.10	0.033
D11_7F	842071	817257	4.4	7	36.80	41.20	0.030

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D11_8F	842071	817257	4.4	8	39.90	44.30	0.028
D11_9F	842071	817257	4.4	9	43.00	47.40	0.026
D11_10F	842071	817257	4.4	10	46.10	50.50	0.024
D11_11F	842071	817257	4.4	11	49.20	53.60	0.022
D11_12F	842071	817257	4.4	12	52.30	56.70	0.021
D11_13F	842071	817257	4.4	13	55.40	59.80	0.019
D11_14F	842071	817257	4.4	14	58.50	62.90	0.019
D11_15F	842071	817257	4.4	15	61.60	66.00	0.018
D11_17F	842071	817257	4.4	17	67.80	72.20	0.017
D11_19F	842071	817257	4.4	19	74.00	78.40	0.015
D11_22F	842071	817257	4.4	22	83.40	87.80	0.014
D11_25F	842071	817257	4.4	25	92.85	97.25	0.012
D12_GF	842084	817263	4.4	G	1.5	5.9	0.270
D12_L1	842084	817263	4.4	L1	5.50	9.90	0.253
D12_L2	842084	817263	4.4	L2	10.00	14.40	0.214
D12_1F	842084	817263	4.4	1	18.20	22.60	0.129
D12_2F	842084	817263	4.4	2	21.30	25.70	0.102
D12_3F	842084	817263	4.4	3	24.40	28.80	0.074
D12_4F	842084	817263	4.4	4	27.50	31.90	0.049
D12_5F	842084	817263	4.4	5	30.60	35.00	0.040
D12_6F	842084	817263	4.4	6	33.70	38.10	0.038
D12_7F	842084	817263	4.4	7	36.80	41.20	0.035
D12_8F	842084	817263	4.4	8	39.90	44.30	0.033
D12_9F	842084	817263	4.4	9	43.00	47.40	0.030
D12_10F	842084	817263	4.4	10	46.10	50.50	0.028
D12_11F	842084	817263	4.4	11	49.20	53.60	0.026
D12_12F	842084	817263	4.4	12	52.30	56.70	0.024
D12_13F	842084	817263	4.4	13	55.40	59.80	0.022
D12_14F	842084	817263	4.4	14	58.50	62.90	0.020
D12_15F	842084	817263	4.4	15	61.60	66.00	0.018
D12_17F	842084	817263	4.4	17	67.80	72.20	0.015
D12_19F	842084	817263	4.4	19	74.00	78.40	0.014
D12_22F	842084	817263	4.4	22	83.40	87.80	0.013
D12_25F	842084	817263	4.4	25	92.85	97.25	0.012
D13_GF	842096	817270	4.4	G	1.5	5.9	0.308
D13_L1	842096	817270	4.4	L1	5.50	9.90	0.284
D13_L2	842096	817270	4.4	L2	10.00	14.40	0.232
D13_1F	842096	817270	4.4	1	18.20	22.60	0.136
D13_2F	842096	817270	4.4	2	21.30	25.70	0.098
D13_3F	842096	817270	4.4	3	24.40	28.80	0.071
D13_4F	842096	817270	4.4	4	27.50	31.90	0.048
D13_5F	842096	817270	4.4	5	30.60	35.00	0.045
D13_6F	842096	817270	4.4	6	33.70	38.10	0.043
D13_7F	842096	817270	4.4	7	36.80	41.20	0.040
D13_8F	842096	817270	4.4	8	39.90	44.30	0.038
D13_9F	842096	817270	4.4	9	43.00	47.40	0.035

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D13_10F	842096	817270	4.4	10	46.10	50.50	0.033
D13_11F	842096	817270	4.4	11	49.20	53.60	0.031
D13_12F	842096	817270	4.4	12	52.30	56.70	0.029
D13_13F	842096	817270	4.4	13	55.40	59.80	0.027
D13_14F	842096	817270	4.4	14	58.50	62.90	0.025
D13_15F	842096	817270	4.4	15	61.60	66.00	0.024
D13_17F	842096	817270	4.4	17	67.80	72.20	0.020
D13_19F	842096	817270	4.4	19	74.00	78.40	0.017
D13_22F	842096	817270	4.4	22	83.40	87.80	0.013
D13_25F	842096	817270	4.4	25	92.85	97.25	0.012
D14_GF	842108	817276	4.4	G	1.5	5.9	0.307
D14_L1	842108	817276	4.4	L1	5.50	9.90	0.286
D14_L2	842108	817276	4.4	L2	10.00	14.40	0.231
D14_1F	842108	817276	4.4	1	18.20	22.60	0.145
D14_2F	842108	817276	4.4	2	21.30	25.70	0.109
D14_3F	842108	817276	4.4	3	24.40	28.80	0.076
D14_4F	842108	817276	4.4	4	27.50	31.90	0.060
D14_5F	842108	817276	4.4	5	30.60	35.00	0.056
D14_6F	842108	817276	4.4	6	33.70	38.10	0.053
D14_7F	842108	817276	4.4	7	36.80	41.20	0.050
D14_8F	842108	817276	4.4	8	39.90	44.30	0.047
D14_9F	842108	817276	4.4	9	43.00	47.40	0.044
D14_10F	842108	817276	4.4	10	46.10	50.50	0.042
D14_11F	842108	817276	4.4	11	49.20	53.60	0.039
D14_12F	842108	817276	4.4	12	52.30	56.70	0.037
D14_13F	842108	817276	4.4	13	55.40	59.80	0.034
D14_14F	842108	817276	4.4	14	58.50	62.90	0.032
D14_15F	842108	817276	4.4	15	61.60	66.00	0.030
D14_17F	842108	817276	4.4	17	67.80	72.20	0.026
D14_19F	842108	817276	4.4	19	74.00	78.40	0.022
D14_22F	842108	817276	4.4	22	83.40	87.80	0.017
D14_25F	842108	817276	4.4	25	92.85	97.25	0.013
						Max.	0.440075
						AQO	5

Note:

1. Shaded cell in orange denotes the predicted air quality exceeds the relevant HKAQOs.
2. Bolded cell denotes the largest value.

ARUP

Appendix H

Air Ventilation Assessment

Prepared by

Ramboll Hong Kong Limited

S16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, EATING PLACES WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

AIR VENTILATION ASSESSMENT

Date	**25 November 2024**
Prepared by	**Echo Cao** **Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
Project Reference	**CRC_4TYSEI00**
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Appendix 1 Layout Plan for Baseline Scheme
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Appendix 4 Contour and Vector Result of the CFD Simulation
Appendix 5 Detailed CFD Simulation Result for Selected Test Points
Appendix 6 Supplementary Document for Future/ Committed Developments

1. INTRODUCTION

1.1 Project Background

1.1.1 The Subject Site is situated at Yau Tong Marine Lot No.70. The Site is zoned as "Residential (Group E)" (R(E)) under the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP S/K15/27.

1.1.2 Ramboll Hong Kong Limited has been commissioned by the project proponent to undertake an Air Ventilation Assessment (AVA) for the Subject Sites in support of the lease application.

1.2 Objectives

1.2.1 This AVA contains a quantitative Computational Fluid Dynamics (CFD) assessment of the potential ventilation impact of the proposed building design on the future pedestrian wind environment.

1.3 Subject Site and its Environs

1.3.1 The Subject Site covers an area of about 2,419 m^2 and currently occupied by Wah Tung Godown Building.

1.3.2 The Subject Site is located at a harbourfront site and bounded by Tung Yuen Street to the east. Tung Yuen Street runs from northwest to the southeast immediate northeast of the Site. Yau Tong Sewage Pumping Station is located to the immediate northwest of the Site. Ko Fai Road is located to the further north. A concrete batching plant ran by Redland Concrete Ltd. is located to the immediate south of the Site. The Coast Line I, which is a residential development under construction, is located to the further south of the Site; while the Coast Line II is located east of the Site, opposite site of the Tung Yuen Street. Future high-rise developments are planned to be developed along the water front of the Yau Tong Bay. In general, the surrounding area is dominated by industrial and residential developments.

1.3.3 **Figure 1** shows the location and the environs of the Subject Site.

1.4 Future/ Committed Development

1.4.1 The following future/ committed developments have been considered in this study. **Figure 3** illustrates the location and building blocks of these developments which have been included in the CFD simulation.

1. Planning Application A/K15/112 and 130
2. The Coast Line I & II
3. Planning Application A/K15/126
4. Planning Application A/K15/121
5. Montego Bay
6. Planning Application A/K15/90
7. Planning Application A/K15/129
8. Planning Application A/K15/127

1.5 Baseline Scheme

1.5.1 The Baseline Scheme adopts existing site condition in the quantitative assessment, i.e. one seven-storey industrial building which extent cover the whole Site without any setback from site boundary.

1.5.2 **Appendix 1** shows the layout plan of the Baseline Scheme from Common Spatial Data Infrastructure (CSDI) of Lands Department.

1.6 Proposed Scheme

1.6.1 **Appendix 2** shows the Master Layout Plan (MLP) of the Proposed Scheme.

1.6.2 The Proposed Scheme consists of one residential tower, which is situated atop a three-storey podium. The podium is for accommodation for retail and clubhouse.

1.6.3 The overall layout of the residential tower forms an L shape. The inland portion of the Proposed Scheme, positioned along Tung Yuen Street, has an elevation of 100mPD, while the residential band towards the waterfront promenade is oriented in a west-east direction and is slightly lower at 80mPD.

1.6.4 The Proposed Scheme includes a 5m-wide public passageway on the ground floor, connecting the Tung Yuen Street to the promenade in a west-east direction. Additionally, there is a 15m-wide setback from the Proposed Scheme to the western site boundary at the waterfront promenade.

2. SITE WIND AVAILABILITY

2.1 Site Wind Availability Data

2.1.1 According to the Planning Department's website, a meso-scale Regional Atmospheric Modeling System (RAMS) was used to produce a simulated 10-year wind climate at the horizontal resolution of 0.5 km x 0.5 km covering the whole territory of Hong Kong. The simulated wind data represents the annual, winter and summer wind conditions at various levels, i.e. 200 m, 300 m, and 500 m above terrain.

2.1.2 It is considered an acceptable starting point to use the simulated RAMS data for Site wind availability. The use of RAMS data (grid: X;092, Y:037) is preferred over measurement data at Waglan Island as it can reflect the effect of topography to wind availability.

2.1.3 The relevant annual windrose for the district under concern has been extracted from the Planning Department's website for Subject Sites wind availability data. **Figure 5** shows the relevant windrose diagram (at 500 m) representing the frequency and wind speed distribution of the district concerned for both summer and annual conditions. The simulated windroses show that the annual prevailing is coming from E direction (20.5%) with contributions from ENE (15.0%); while the summer prevailing is coming from SW direction (14.5%) with contributions from SSW (11.7%). In this quantitative AVA, a CFD software has been used. According to the *Technical Guide*, simplification of wind data for the initial study has been adopted. The wind directions with highest probability of occurrence are selected for AVA purposes. 8 most frequently occurred prevailing wind directions were selected for both annual and summer conditions with overall frequency of occurrence equivalent to 77.6% and 79.3% respectively of the time in a year.

2.1.4 **Table 2.1** summarizes the simulated wind availability data including probability of occurrence.

Table 2.1 Summary of RAMS Data and Wind Direction

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
N	2.7	0.9
NNE	5.5	1.1
NE	8.3	1.6
ENE	15.0	3.3
E	20.5	8.9
ESE	10.7	9.0
SE	6.2	7.3
SSE	4.2	8.0
S	4.5	10.4
SSW	5.4	11.7
SW	6.0	14.5
WSW	3.8	9.5
W	3.0	6.8
WNW	1.5	3.0
NW	1.3	2.5

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
NNW	1.1	1.0

2.2 Topography and Building Morphology

Topography

2.2.1 The Subject Site is located at Yau Tong Area. Lei Yue Mun and Victoria Harbour are located to the south and west of Yau Tong Area respectively. Kwun Tong Tsai Wan is located to the north. Devil's Peak, with an elevation at about 200mPD is located to the further east of the Subject Site.

2.2.2 The terrain in the immediate vicinity of the Subject Site is rather flat with hilly terrain (Devil's Peak) from approximately 1 km to the east. On the other hand, the terrain height is gradually increased towards inland, i.e. from Tung Yuen Street to Shung Yiu Street.

2.2.3 Although the influence of local topography to the wind flow pattern around the Subject Site is minimal, the Subject Site is surrounded by a number of existing and planned developments in all most all directions. As such, the wind flow pattern in the vicinity would be influenced by these surrounding built environments. Since Lei Yue Mun and Victoria Harbour are located to the south and west of the Subject Site and sea breeze would be the dominant wind in summer condition. South to west prevailing wind towards the Subject Site is currently unobstructed and the wind availability is considered to be optimal.

Building Morphology

2.2.4 The Subject Site is surrounded by a number of existing and planned developments, such as The Coast Line 1 at 80mPD to the south and Peninsula East at 148mPD to the east. Coast Line II at 100mPD is also located further east of the Site. The planned residential developments at ~ 70 to 100 mPD along the water front of Yau Tong Bay is located further north of the site. Since surrounding buildings are already closely located, it is generally considered to be unfavourable for wind penetration. Under such circumstances, most wind could only skim over the low or mid-rises developments such as podium of developments of the existing low-rise industrial buildings, or flow along carriageways at pedestrian level rather than through the building gaps. Since the frontage of the inland portion of the Proposed Scheme is slightly wide, it is likely slightly block incoming wind to its surrounding area. Nevertheless, the public passageway allows penetration of summer prevailing wind such as WSW direction.

2.2.5 **Table 2.2** highlights the building height of the nearby developments.

Table.2 Surrounding Developments

Name of Development	Max. Building Height (mPD)	Location from Site
The Coast Line I	80	South
The Coast Line II	100	Southeast
Planning Application A/K15/126	80-100	Southeast
Peninsula East	148	East
Gloria Weaving & Knitting Factory Ltd	30	Northeast

Name of Development	Max. Building Height (mPD)	Location from Site
Union Industrial Building	~31	Northeast
Yau Tong Sewage Pumping Station	~10	North
Planning Application A/K15/112 and 130	T1: 72 T2: 81.5 T3: 91.1 T4: 100.7	North/ Northeast
Planning Application A/K15/129	120	Southeast

3. QUANTITATIVE ASSESSMENT METHODOLOGY

3.1 Atmospheric Conditions

3.1.1 Simulated wind profile curves are extracted from the Planning Department's website using RAMS site wind availability data and is directly adopted for this quantitative AVA. **Figure 6** shows the wind profile curves for grid X:092, Y:037.

3.1.2 Wind profile curves (i.e. approach condition from the detail study) 0, 1, and 2 would be utilized for quantitative AVA according to the selected wind directions in **Table 2.1**.

3.1.3 For elevation from 0 to 10 m where wind profile information is not available, the wind speed is assumed based on fitted Log Law and measured wind speed value at 10 m from the RAMS Site wind availability data for each wind profile curve.

3.1.4 The wind profile of 0 m to 10 m is interpolated and then combined with the wind profile curves on RAMS site wind availability data.

3.2 CFD Code and Major Parameters

3.2.1 A quantitative assessment based on the requirement for Initial Study stipulated in the relevant Technical Guide has been conducted for the purpose of comparing the air ventilation performance between the Proposed and the Baseline Schemes.

3.2.2 The quantitative assessment is conducted by using a commercial CFD code, FLUENT. FLUENT model has been widely applied for various AVA research and studies worldwide. The accuracy level of the FLUENT model is well-accepted by the industry for AVA application.

3.2.3 Realizable K-epsilon turbulence providing better prediction of separation and vortexes has been adopted for air ventilation assessment as recommended in COST action C14.

3.2.4 Generally, the assessment area is determined by the height (H) of the highest building within the surrounding area (i.e. The Spectacle with a building height of around 150mPD).

3.2.5 The domain covers the model area of over 300m. The surrounding area is determined by 2 times the height of the highest building within the model area which is equivalent to at least 2H of the highest building (i.e. >2H where H=150 m) from the Project Site boundary. It is confirmed that all major noise barriers, elevated structures, and planned / committed / existing developments in the model area have been modelled in the simulation. **Figure 1** indicates the assessment area and the surrounding area of the CFD model.

3.2.6 The domain dimension is about 5200m x 5400m and with an elevation of 1700m. More than 6,400,000 grid cells have been defined to simulate the air flow. Given the large domain adopted in this assessment and the physical limitation on the computational resources of the CFD model, the horizontal and vertical grid size employed in the CFD model in the vicinity of the Project Area is taken as a global minimum size of 2m, and the size of the grid cells further away from the Project Area is increased by a growth ratio of 1.3. The global maximum size of cells is 32m while smaller cells size of 0.5m were used. Besides, four layers of prism cells (each layer of 0.5m thickness) are employed above the terrain of Subject Sites. The blockage ratio is less than 3%.

3.2.7 The windward boundary is defined as inflow with the wind profile defined. The leeward boundary is defined as outflow. The sky and lateral boundaries are defined as a symmetric boundary condition.

3.2.8 **Appendix 3** shows the domain size and the CFD model in different views.

3.2.9 The advection terms of the momentum and viscous terms are resolved with the second order numerical schemes. The scaled residuals are converged to an order of magnitude of at least 1 x 10-4 as recommended in COST action C14.

3.3 Important Areas

3.3.1 For the proposed development, important surrounding areas that the public would often access have been identified as follows:

(1) Ko Fai Road

(2) Shung Tai Wai

(3) Tung Yuen Street

(4) Shung Wo Path

(5) Shung Yiu Street

(6) Waterfront Promenade

(7) The Coast Line I

(8) The Coast Line II

(9) Peninsula East

(10) Approved Application No. A/K15/130

(11) Approved Application No. A/K15/126

3.4 Test Point Location

3.4.1 A total of 104 test points (including 30 numbers of perimeter test points defined along the boundary of the Subject Sites, 53 numbers of overall test points within the assessment area and 21 number of special test points) have been selected. The overall test point generally represents important pedestrian areas which are listed in **Section 3.3** above. All test points are located at 2m above ground level. **Figure 7** shows the test points selected for quantitative air ventilation assessment.

4. KEY FINDINGS

4.1 Spatial Average Wind Velocity Ratios

4.1.1 The velocity ratio under a specific wind direction at a test point is calculated by dividing the simulated wind speed at the test point under a certain wind direction by the velocity at gradient height under the same wind direction. All test points are located at 2m above ground level.

4.1.2 **Table 4.1** shows the Subject Sites spatial average velocity ratio (SVR), local spatial average velocity ratio (LVR), and average wind velocity ratio along surrounding sensitive area during annual condition and summer condition (for the Proposed Scheme (PS) and Baseline Scheme (BS)).

4.1.3 **Appendix 6** shows the detailed simulation results of the Proposed Scheme and the Baseline Scheme.

Table 4.1 Summary of Spatial Average Wind Velocity Ratios (VR) – Annual and Summer Condition

Location	Test Point	Annual Condition		Summer Condition	
		BS	PS	BS	PS
SVR	P01-P30	0.07	**0.10**	0.10	**0.18**
LVR	P01-P30, T01-T55	0.14	0.14	0.16	**0.20**
Ko Fai Road	T01-T13	0.19	**0.20**	0.24	**0.27**
Shung Tai Wai	T14-T19	**0.19**	0.15	**0.18**	0.17
Tung Yuen Street	T05, T20-T30, T54-55 P12, P16, P20	0.13	**0.14**	0.19	**0.21**
Shung Yiu Street	T37, T40-T44	**0.19**	0.18	**0.16**	0.15
Waterfront Promenade	T45-T53	**0.19**	0.18	0.19	0.19
The Coast Line I	S01-S03	**0.12**	0.10	**0.19**	0.18
The Coast Line II	S04-S08	**0.16**	0.15	0.14	0.14
Peninsula East	S10-S12	**0.15**	0.14	0.10	**0.12**
Approved Application No. A/K15/130	S13- S16	0.17	0.17	0.16	0.16

Note: Highlighted in **red** where VR is higher in the Proposed Scheme

Highlighted in **blue** where VR is higher in the Baseline Scheme

4.2 Discussion on Air Ventilation Performance

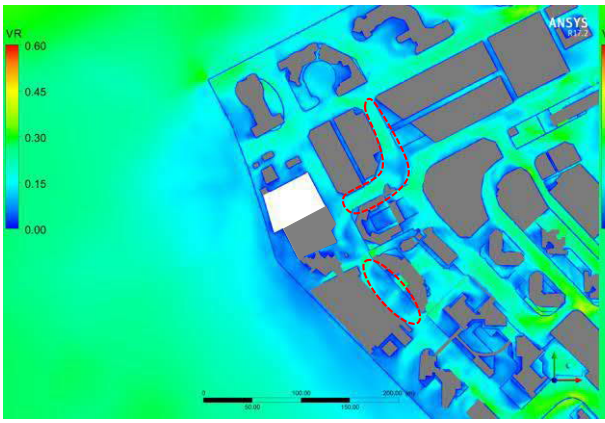
Discussion for VR Table

4.2.1 According to **Table 4.1** above, it is noted that the SVR and LVR are better in the Proposed Scheme under both annual and summer conditions. The large increment of SVR in the Proposed Scheme is due to the reduced footprint of the building blocks such as the 5m public passage to promenade and 15m promenade. Similarly, the higher LVR in the Proposed Scheme is owing to the large increment of VR of perimeter test points. It is believed that the Proposed Scheme has comparable VR of overall test points with the Baseline Scheme.

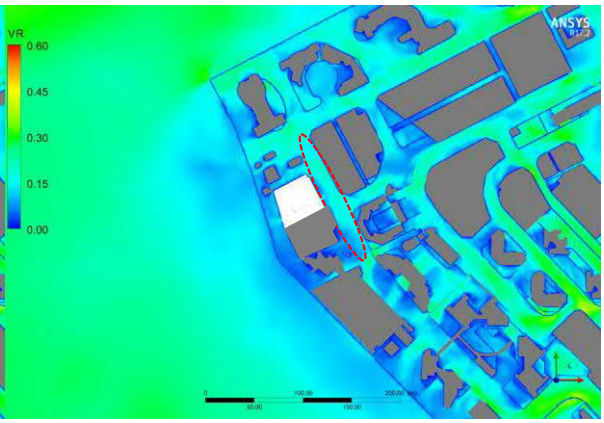
4.2.2 There are some variations between the Baseline Scheme and Proposed Scheme. The VR is higher under the Proposed Scheme at Ko Fai Road (annual and summer condition), Tung Yuen Street (annual and summer condition) and Peninsula East (summer condition).

4.2.3 On the other hand, the VR is higher under the Baseline Scheme at Shung Tai Wai (annual and summer condition), Shung Yiu Street (annual and summer condition), Waterfront Promenade (annual condition), The Coast Line I (annual and summer condition), The Coast Line II (annual condition) and Peninsula East (annual condition).

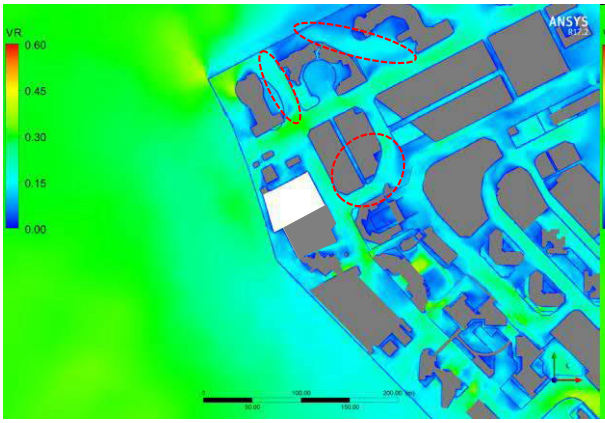
4.2.4 Discussion for Weighted Average contour Plot



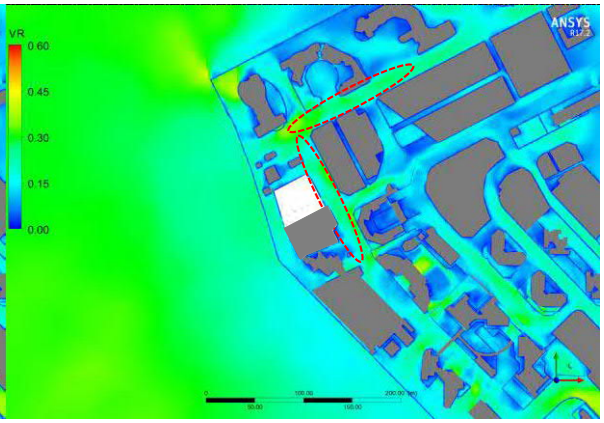
Annual Condition - Baseline Scheme



Annual Condition - Proposed Scheme



Summer Condition - Baseline Scheme



Summer Condition - Proposed Scheme

4.2.5 According to the weighted average contour plot, the ventilation performance of the Assessment Area (except the immediate area on the project site boundary) is likely to be similar between the Baseline Scheme and Proposed Scheme in annual condition and summer condition.

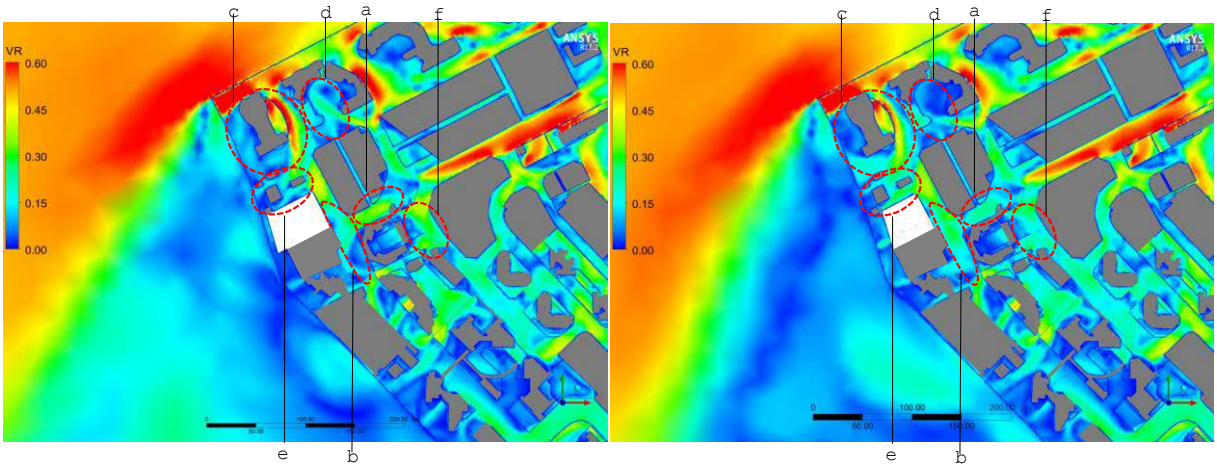
4.2.6 For the immediate area, as observed in the contours, Proposed Scheme would have lower VR at Shung Tak Wai, and some area within the Approved Application No. A/K15/130. Under the annual condition, the winds hit on the high level of the Proposed Development and flow from the proposed development across Tung Yuen Street, towards Shung Tak Wai. This downwash wind flow against the upcoming wind from Shung Tak Wai and create a turbulence at the southern portion of Shung Tak Wai, so a lower VR is observed in this area. While during the summer condition, flow from seaside flowing along the public passageway of the site would also counter the upcoming wind and induce wake area.

4.2.7 However, Tung Yuen Street portion to the east of the Subject Site has higher VR under the Proposed Scheme due to the downwash winds under the annual condition. The

high-level wind is captured by the proposed development and directed to the immediate pedestrian level, Tung Yuen Street. Under the summer condition, the 5m-wide public passage on the ground floor connects Tung Yuen Street to the promenade helping to divert more incoming seaside wind towards Tung Yuen Street.

4.3 Directional Analysis

Wind performance under wind direction of NNE



Contour plot for Baseline Scheme

Contour plot for Proposed Scheme

4.3.1 According to the contour plots under NNE wind, the upcoming wind flows from the seaside. While the contour of the sea on the downwind side of the buildings differs between the two schemes, there are no sensitive receivers in the sea area. Consequently, the assessment area can remain unchanged.

a. The upcoming NNE wind from Shung Yiu Street hits on Union Industrial Building and is diverted towards two directions of Shung Tak Wai. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. This downwash wind flows towards Shung Tak Wai would counter with abovementioned upcoming wind. Thus, there is a slightly reduction in wind flow is observed at this portion of Shung Tak Wai under the Proposed Scheme.

b. The higher residential towers under the Proposed Scheme capture the high-level wind and divert them towards two directions of Tung Yuen Street. The strong downwash wind improves the wind environment at Tung Yuen Street under the Proposed Scheme.

c. Under the Proposed Scheme, the strong downwash wind towards north along Tung Yuen Street counters with the upcoming wind from waterfront along the building separation within Approved Application No. A/K15/130. Therefore, the wind performance of the area at the above-mentioned building separation is slightly reduced in the Proposed Scheme. However, the wind performance at southern portion of the Approved Application is better and the waterfront area is slightly lower under the Proposed Scheme. From the vector, it is observed that more downwash wind is present at the southern tower of the Approved Application. This additional downwash wind may be due to the redirected wind from the Proposed Development. Some of NNE wind hits the Proposed Development and redirected towards north, then hit on the southern tower and flow towards the pedestrian level and benefit the surrounding areas.

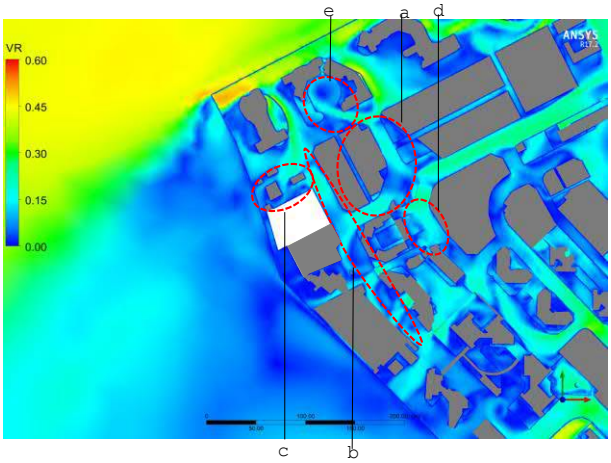
d. Under the Proposed Scheme, the wind flow along Shung Tai Wai is slightly reduced. With a reduced wind, the wind flow from Shung Tai Wai towards the

T2 of Approved Application No. A/K15/130 is slightly reduced under the Proposed Scheme. Thus, the VR of T2 is lower under the Proposed Scheme.

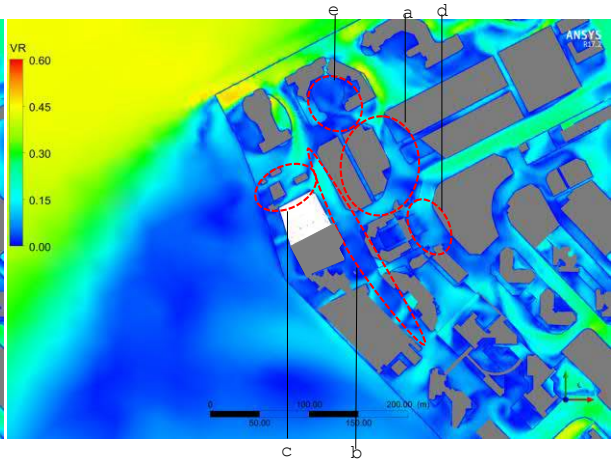
e. Downwash wind caused by the Proposed Development continuously flows towards Yau Tong Sewage Pumping Station. The wind performance of Yau Tong Sewage Pumping Station is better under the Proposed Scheme.

f. The high-level wind collected by Peninsula East is diverted to the pedestrian level of Shung Yiu Street. The wake area at Shung Tai Wai may have impact on Shung Yiu Street and reduces the wind performance at Shung Yiu Street under the Proposed Scheme.

Wind performance under wind direction of NE



Contour plot for Baseline Scheme



Contour plot for Proposed Scheme

4.3.2 According to the contour plots under NE wind, the upcoming wind flows from the seaside. While the contour of the sea on the downwind side of the buildings differs between the two schemes, there are no sensitive receivers in the sea area. Consequently, the assessment area can remain unchanged.

a. The upcoming NE wind from Shung Yiu Street hits on Union Industrial Building and is diverted towards two directions of Shung Tak Wai. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. This downwash wind flows towards Shung Tak Wai would counter with abovementioned upcoming wind. Thus, lower VR is observed at Shung Tak Wai under the Proposed Scheme.

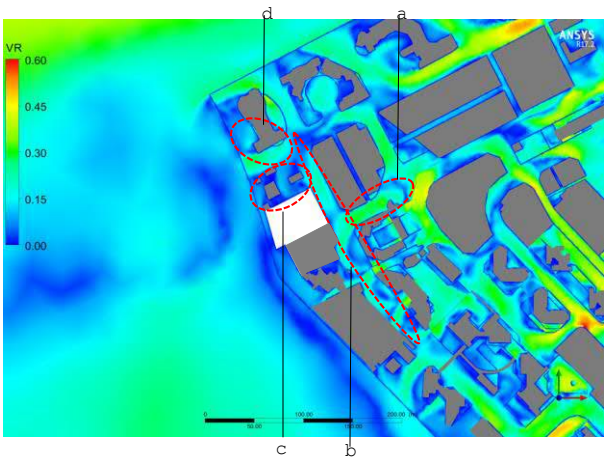
b. In the Baseline Scheme, the wind flow from Shung Tai Wai would be diverted towards north and south directions along Tung Yuen Street. While the higher residential towers under the Proposed Scheme cause downwash wind and divert it towards two directions of Tung Yuen Street. This downwash wind may counter the wind from the eastern portion of Tung Yuen Street. Therefore, from the contour plot, a lower VR along Tung Yuen Street is observed under the Proposed Scheme.

c. Downwash wind caused by the residential towers continuously flows towards Yau Tong Sewage Pumping Station. Therefore, a slightly better wind performance at north of the subject site is observed in the Proposed Scheme.

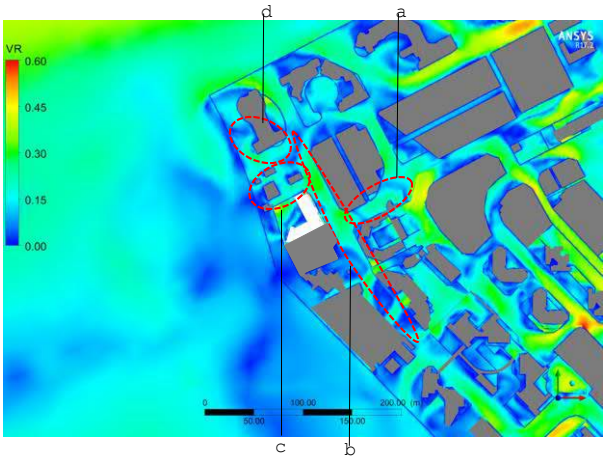
d. Under the Proposed Scheme, the wake area at Shung Tai Wai mentioned in point a) above may have impact on Shung Yiu Street and reduces its wind performance.

e. Under the Proposed Scheme, the wind flow along Shung Tai Wai is reduced. With a reduced wind, the wind flow from Shung Tai Wai towards the T2 of Approved Application No. A/K15/130 is slightly reduced under the Proposed Scheme. Thus, the VR of T2 is lower under the Proposed Scheme.

Wind performance under wind direction of ENE



Contour plot for Baseline Scheme



Contour plot for Proposed Scheme

4.3.3 According to the contour plots under ENE wind, the upcoming wind flows from the seaside as well as the streets aligned in ENE-WSW direction. While the contour of the sea on the downwind side of the buildings differs between the two schemes, there are no sensitive receivers in the sea area. Consequently, the assessment area can remain unchanged.

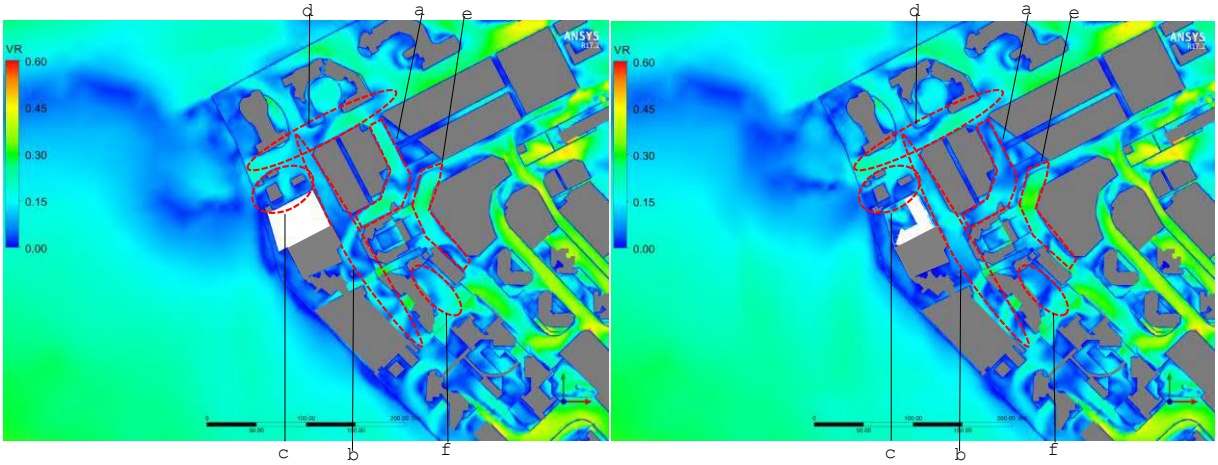
a. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. This downwash wind flows towards Shung Tak Wai and counters with the upcoming ENE wind. Thus, lower VR is observed at portion of Shung Tak Wai under the Proposed Scheme.

b. The higher residential towers under the Proposed Scheme capture high level wind and cause downwash wind and divert it towards two directions of Tung Yuen Street. As a result, the wind performance in the section of Tung Yuen Street north of The Coast Line II is slightly improved in the Proposed Scheme. However, unlike the Baseline Scheme, where winds from Shung Tak Wai are diverted south along Tung Yuen Street, the Proposed Scheme generates more downwash winds that also flow south. This change alters the wind patterns further south, specifically in the section of Tung Yuen Street between The Coast Line II and the Kwun Tong Wholesale Fish Market.

c. Downwash wind caused by the residential towers of the Proposed Scheme continuously flows towards Yau Tong Sewage Pumping Station. The VR of Yau Tong Sewage Pumping Station is higher under the Proposed Scheme.

d. The abovementioned downwash wind under the Proposed Scheme penetrates into Yau Tong Sewage Pumping Station and increases the VR around T1 of Approved Application No. A/K15/130.

Wind performance under wind direction of E



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.4 According to the contour plots under E wind,

a. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. Part of this downwash wind flows towards Shung Tak Wai and counters with the upcoming wind from east. Thus, lower VR is observed at portion of Shung Tak Wai under the Proposed Scheme.

b. The higher residential towers under the Proposed Scheme cause downwash wind and divert it towards two directions of Tung Yuen Street. Thus, the wind performance along Tung Yuen Street, particular the area in front of the tower is better in the Proposed Scheme.

c. The upcoming E wind along Ko Fai Road hits on T1 of Approved Application No. A/K15/130 and is diverted towards south along Tung Yuen Street as well as Yau Tong Sewage Pumping Station. However, the downwash wind caused by the Proposed Scheme would be diverted towards west along the building separation between the Subject Site and Yau Tong Sewage Pumping Station. Therefore, the wind flow pattern at Yau Tong Sewage Pumping Station is different under the two schemes.

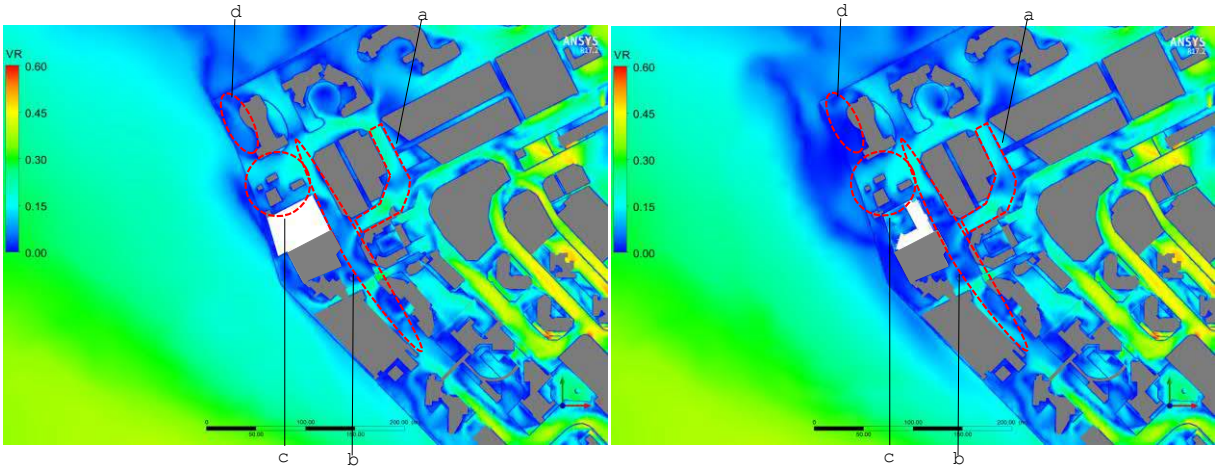
d. The upwind flows from east to west along Ko Fai Road. Since the wind flowing from Shung Tai Wai and Tung Yuen Street would also join Ko Fai Road, the wind patterns at Ko Fai Road are different under the two schemes due to the different wind environments at Shung Tai Wai as well as Tung Yuen Street.

e. The downwash wind caused by the Proposed Scheme towards Shung Tak Wai may have impact on the VR at Shung Yiu Street that the wind pattern at this street seems to be slightly different under the two schemes.

f. From the vector plot, under the Baseline Scheme, wind flows from east to west along the building separation between Peninsula East and The Coast Line II to

reach Tung Yuen Street. This flow will be rebounded towards the building separation between Tower 2A & 2B of Coast Line II and slightly improves the wind environment at Coast Line II. However, in the Proposed Scheme, this mentioned wind flow is likely to be diverted by the downwash wind from the Proposed Scheme. From the vector plot, no rebounded wind is observed and so there is less wind flowing towards the building separation between Tower 2A & 2B of The Coast Line II, thus the wind performance at the area behind the Coast Line II is reduced in comparing with that in the Baseline Scheme.

Wind performance under wind direction of ESE



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.5 According to the contour plots under ESE wind,

a. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. Part of this downwash wind flows towards Shung Tak Wai and counters with the upcoming wind from east. Thus, lower VR is observed at portion of Shung Tak Wai under the Proposed Scheme.

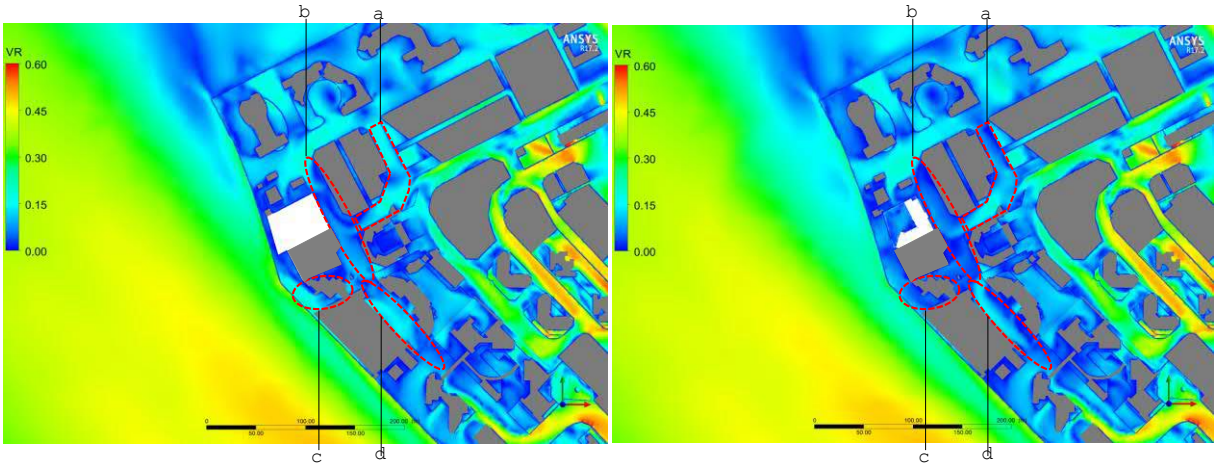
b. From the vector plots of both schemes, the upcoming ESE wind along Shung Yiu Street hits on Union Industrial Building and is diverted towards north along Shung Tak Wai. It continues along Ko Fai Road before entering Tung Yuen Street. In the Baseline Scheme, due to the longer façade along the northwestern boundary, the wind hits on the existing Wah Tung Godown Building and flow toward Tung Yuen Street, and this rediverted wind joins the flow direction of the upcoming ESE wind from the junction of the Ko Fai Road and Tung Yuen Street and flowing along Tung Yuen Street, as shown in the vector plot. However, in the Proposed Scheme, with the setback of the building and provision of the podium garden, from the vector plot, there is less rebounded wind flowing along the northwestern boundary, allowing more wind to flow directly along Tung Yuen Street. Consequently, the wind performance in the area—especially in front of the subject site—is slightly reduced.

c. Comparing to the Proposed Scheme, the northern building façade is slightly longer in the Baseline Scheme, which could divert more upcoming wind from Ko Fai Road to flow through Yau Tong Sewage Pumping Station along the building façade towards Tung Yuen Street. There is setback of the residential

tower and the podium garden in the Proposed Scheme, and part of the above-mentioned wind may flow into the podium garden instead of rebounding from façade of the existing godown to the sewage pumping station. Therefore, the VR of Yau Tong Sewage Pumping Station is slightly lower in the Proposed Scheme.

d. from the vector plots, the upcoming wind flows from the seaside to the north of Application no. A/K15/130 and reaches the area to the west of T1. The increased building height in the Proposed Scheme creates a larger wake area, which may affect the flow patterns in this region. As a result, the ventilation rate (VR) is lower to the west of T1 under the Proposed Scheme.

Wind performance under wind direction of SE



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.6 According to the contour plots under SE wind,

a. The upcoming SE wind along Shung Yiu Street hits on Union Industrial Building and is rebounded to flow along Shung Tak Wai towards two sides. Comparing to the seven-storey height block of the Baseline Scheme, higher residential tower of the Proposed Scheme could capture the high-level wind and divert it towards pedestrian level at Tung Yuen Street. This downwash wind counters with the wind flow along Shung Tak Wai. As such, slightly lower VR is observed at Shung Tak Wai under the Proposed Scheme.

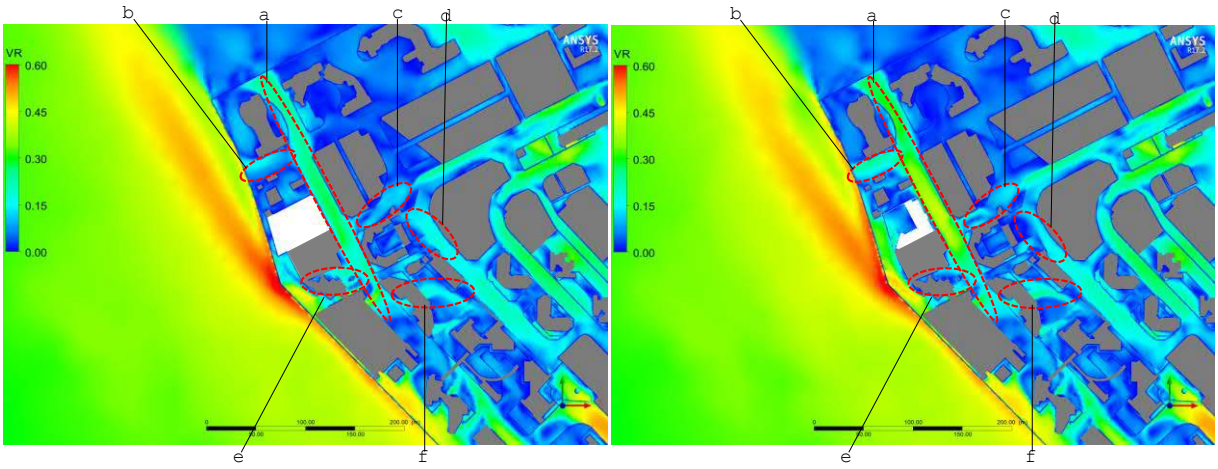
b. The downwash wind from the Proposed Scheme will flow along Tung Yuen Street towards Ko Fai Road, as shown in the vector plot. The wind performance of Tung Yuen Street northeast of the Subject Site is therefore slightly better under the Proposed Scheme.

c. Under both schemes, the downwash wind captured by The Coast Line I merges with the upcoming wind from Kwun Tong Wholesale Fish Market to flow towards promenade area of The Coast Line I, as shown in the vector plots. The increased building height of the Proposed Scheme causes downwash winds which may interact with the abovementioned wind flow within The Coast Line I and reduces the wind performance in this promenade area.

d. From the vector plot, under the Baseline Scheme, the downwash wind along the building separation between Peninsula East and The Coast Line II is diverted towards south along Tung Yuen Street by the building block at the northern

portion of Kwun Tong Wholesale Fish Market. A turbulence is generated under the cover of the fish market. However, stronger downwash wind flows towards the fish market under the Proposed Scheme. This downwash wind may hit Tower 1 of the Peninsula East and join the wind flow between the Peninsula East and Coat Line II. This stronger wind hit the Fish Market and flow along its edge.

Wind performance under wind direction of SSE



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.7 According to the contour plots under SSE wind,

a. Comparing with the Baseline Scheme, the slightly larger setback from the eastern boundary of the proposed development allows more wind flow from south to flow along Tung Yuen Street. Thus, the VR at Tung Yuen Street is slightly higher under the Proposed Scheme.

b. The stronger wind flow along Tung Yuen Street is diverted towards west along Ko Fai Road. Therefore, better wind performance is observed at this area under the Proposed Scheme.

c. The upcoming SSE wind along Shung Yiu Street hits on Union Industrial Building and is rebounded to flow along Shung Tak Wai towards two sides. The stronger wind flow along the Tung Yuen Street may counter with the abovementioned upcoming wind. As such, a slightly larger wake area is observed at this area under the Proposed Scheme.

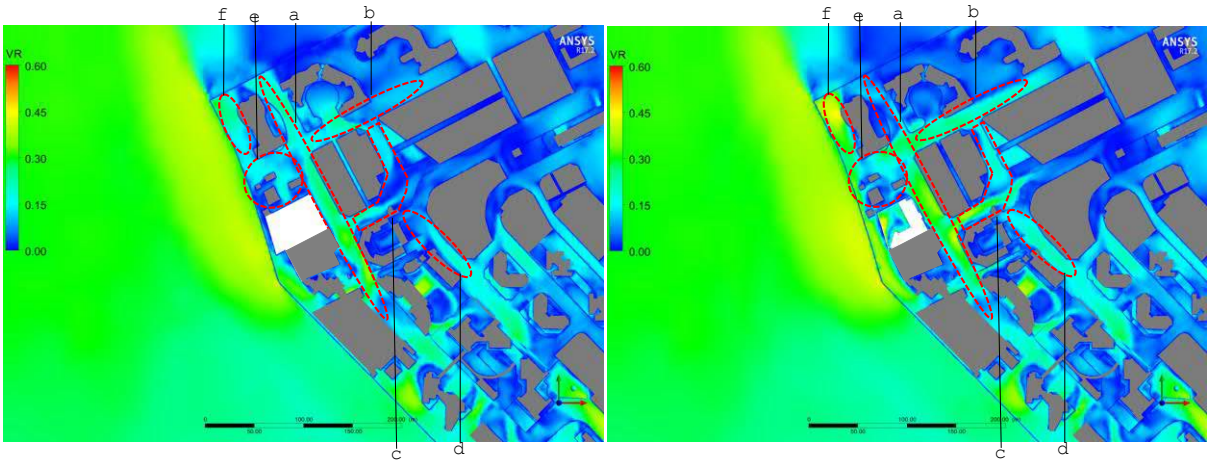
d. The stronger wind flow from Peninsula East would counter with the upcoming wind from SSE along Shung Yiu Street under the Proposed Scheme. Therefore, lower VR is observed at Shung Yiu Street under the Proposed Scheme.

e. The downwash wind from the taller building of the Proposed Scheme may counter the upcoming wind from east of Tung Yuen Street and create a turbulence at the immediate area. A lower wind performance at the area between the Subject Site and The Coast Line I is observed under the Proposed Scheme.

f. This wake area in front of The Coast Line I under the Proposed Scheme may create a barrier for the wind flow passing through the Fish Market. After passing through the Fish Market, more SSE wind may flow towards the Coast Line II

instead of flow towards the western portion of Tung Yuen Street. Therefore, a higher wind performance is observed at the area behind the Coat Line II under the Proposed Scheme.

Wind performance under wind direction of S



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.8 According to the contour plots under S wind,

a. Comparing with the Baseline Scheme, the slightly larger setback in the Proposed Scheme from the eastern boundary allows more wind flow from south to flow along Tung Yuen Street. Thus, the VR at Tung Yuen Street is slightly higher under the Proposed Scheme.

b. From the vector plots, a portion of the upcoming wind flow along Tung Yuen Street is diverted towards Ko Fai Road towards east in both schemes. In the Baseline Scheme, due to its low building height, T1 of Application No. A/515/130 captures high-level wind and diverts to the pedestrian level along Ko Fai Road. However, in the Proposed Scheme, there is no downwash wind generated from T1 due to the much higher building height of the Proposed Scheme. On the other hand, the 15m promenade setback allows more S wind to pass through the promenade and reach Ko Fai Road, where they can also be diverted eastward. As a result, the wind performance at Ko Fai Road is improved in the Proposed Scheme due to enhanced airflow along the promenade and Tung Yuen Street.

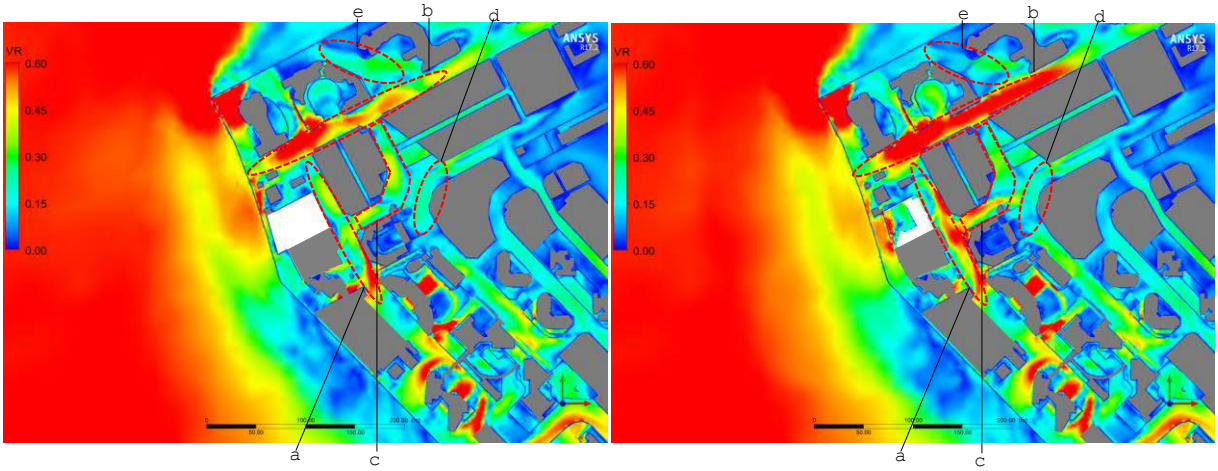
c. In the Baseline Scheme, the downwash caused by the T3 of Approved Application No. A/K15/130 flows towards Shung Tak Wai. However, in the Proposed Scheme, it is primarily the stronger wind flow along Ko Fai Road that is diverted towards Shung Tai Wai. Additionally, the enhanced wind flow along Tung Yuen Street further benefits the southern portion of Shung Tak Wai in the Proposed Scheme. As a result, the VR at Shung Tak Wai increases under the Proposed Scheme.

d. With a reduced wake zone to the southeast of Union Industrial Building, more upcoming wind from Shung Yiu Street could flow towards Shung Tak Wai. Thus, higher VR is observed at this portion of Shung Yiu Street under the Proposed Scheme.

e. Under the Baseline Scheme, T1 of Approved Application No. A/K15/130 would collect more high-level wind from south and divert it towards Ko Fai Road due to lower building height of the Baseline Scheme. However, the 15m promenade to the west of the Proposed Scheme allows more wind to pass through towards north. This wind is rebounded by T1 of Approved Application No. A/K15/130 and creates a turbulence at the pumping station. Thus, the VR at Yau Tong Sewage Pumping Station is reduced in the Proposed Scheme.

f. The 15m promenade to the west of the Proposed Scheme allows more wind to pass through towards north. The promenade to the west of T1 in Approved Application No. A/K15/130 is higher in the Proposed Scheme.

Wind performance under wind direction of SSW



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.9 According to the contour plots under SSW wind,

a. The SSW wind from waterfront flows under the cover of Kwun Tong Wholesale Fish Market to reach Tung Yuen Street. Comparing with the larger footprint of the Baseline Scheme block, the 5m public passage within the site and the 15m promenade in the Proposed Scheme allows upcoming wind to flow along the podium and is diverted towards east along the boundary of the Subject Site to the Tung Yuen Street. As such, the wind performance of Tung Yuen Street near the site is better in the Proposed Scheme.

b. The two storeys design of the podium in the Proposed Scheme as well as the 15m promenade allows much more upcoming wind from seaside towards Ko Fai Road. Therefore, the VR of Ko Fai Road is higher under the Proposed Scheme.

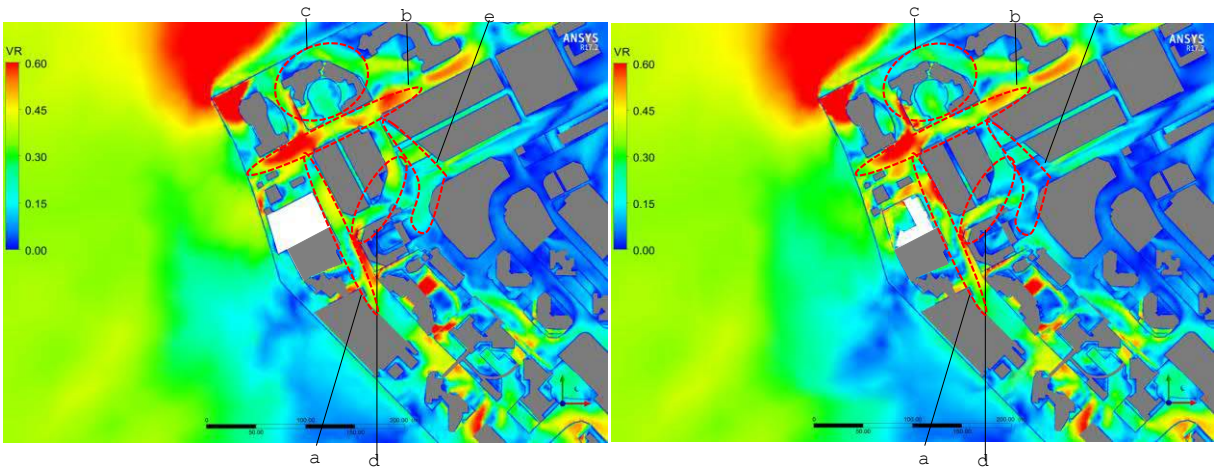
c. The 5m public passage within the site boundary in the Proposed Scheme allows upcoming flow towards Tung Yuen Street and continuously towards Shung Tak Wai. The wind performance at the southern portion of the Shung Tak Wai is better under the Proposed Scheme. However, this continuously flows along Shung Tak Wai may counters with the wind coming from north at Ko Fai Road, resulting that the wind performance at the northern and middle portion of Shung Tak Wai is lower in the Proposed Scheme.

d. The stronger wind flow from the southern portion of the Shung Tak Wai under the Proposed Scheme continuously flows along Shung Tak Wai and this wind

may counter the upcoming wind along the Shung Yiu Street. Therefore, the wind performance at Shing Yiu Street is lower under the Proposed Scheme.

e. Linear buildings are located along both sides of the Ko Rai Road and create a channel effect along it. The much stronger wind flow along Ko Fai Road under the Proposed Scheme may reduce the wind flowing into the gap between the buildings as the wind with high speed may by-pass the building gaps and continuously flow to further downwind area. From the vector plots, it is observed that there is less wind entering the area between T2 and T3 of the Approved Application No. A/K15/130 under the Proposed Scheme, but more wind continuously flows to downwind area, and thus a lower wind performance is observed in this area.

Wind performance under wind direction of SW



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.10 According to the contour plots under SW wind,

a. The upcoming SW wind from seaside flows towards inland through several building separations or streets, such as Ko Fai Road and Kwun Tong Wholesale Fish Market Substation. Comparing with the Baseline Scheme, the 15m promenade in the Proposed Scheme allows more SW wind to flow through it and divert this flow along the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station to reach Tung Yuen Street. In addition, the additional 5m public passage in the Proposed Scheme could facilitate the wind to flow along it and reach Tung Yuen Street. As such, the wind performance at Tung Yuen Street is slightly better under the Proposed Scheme.

b. However, the wind performance at Ko Fai Road under the Proposed Scheme is slightly lower than the Baseline Scheme, as shown in the contour. With more wind passing through the edge of subject site to Tung Yuen Street, it seems that there may be less wind passing along the Ko Fai Road, and so a slightly lower VR observed at the junction between Tung Yuen Street and Ko Fai Road, as well as the portion slightly further east of the Ko Fai Road.

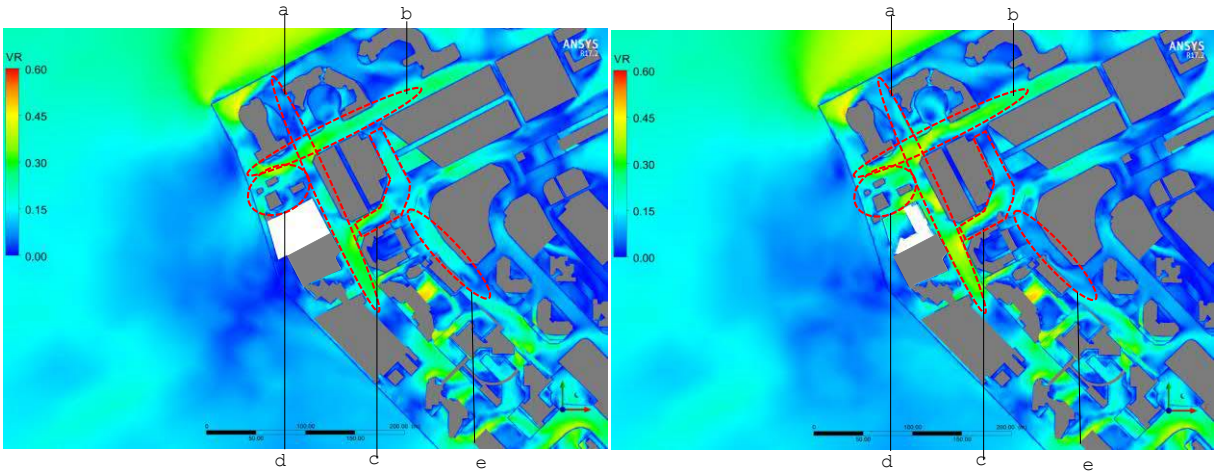
c. The 15m promenade and the L-shape of the residential tower in the Proposed Scheme allows more high-level wind to reach the inner area of T2 of Application No. A/K15/130. In contrast, the stronger wind flow along Ko Fai

Road in the Baseline Scheme continuously flows towards the area between T2 & T3 of Application No. A/K15/130 to the northern area of T2, which may counter with the upcoming flow along Tung Yuen Street. As such, under the Proposed Scheme, the inner area of T2 has better wind performance while the northern area of T2 has lower VR instead.

d. With the 5m public passage within the subject site, the SW wind would penetrate the Proposed Scheme and continuously flow towards Shung Tak Wai, therefore, a higher wind performance is observed at the junction of Tung Yuen Street and Shung Tak Wai. However, this stronger wind continuously flows along Shung Tak Wai and counters with the wind coming from north at Ko Fai Road. Therefore, the wind performance at the middle portion of Shung Tak Wai is lower under the Proposed Scheme.

e. The increased building height in the Proposed Scheme results in less high-level wind reaching the towers of Yau Tong Industrial City. According to the vector plot, the wind flow at the podiums of Yau Tong Industrial City is primarily downwash from its towers. This downwash wind above the podiums flows continuously toward Shung Yiu Street. As a result, the VR in this area is lower under the Proposed Scheme.

Wind performance under wind direction of WSW



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.11 According to the contour plots under WSW wind,

a. The upcoming WSW wind from seaside flows towards inland through several building separations or streets, such as Ko Fai Road, the building separation between The Coast Line I and Kwun Tong Wholesale Fish Market Substation. Comparing with the Baseline Scheme, the 15m promenade allows more WSW wind to flow through it and divert this flow along the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station to reach Tung Yuen Street. In addition, the 5m public passage could also facilitate the wind to flow along it and reach Tung Yuen Street. As such, the wind performance at the Tung Yuen Street is slightly better under the Proposed Scheme.

b. The 15m promenade and the 2-storey landscape podium in the Proposed Scheme allows much more upcoming wind from seaside towards Ko Fai Road

via the Sewerage Pumping Station and Tung Yuen Street in between. Therefore, the VR of Ko Fai Road is higher under the Proposed Scheme.

c. The stronger wind flow along Tung Yuen Street continuously towards the Shung Tak Wai. Therefore, the wind performance near junction area of Tung Yuen Street and Shung Tak Wai is slightly better under the Proposed Scheme. However, the increased building height in the Proposed Scheme results in less high-level wind reaching the towers of Yau Tong Industrial City. According to the vector plot, the wind flow at the podiums of Yau Tong Industrial City and Shung Tak Wai northern section is primarily downwash from its towers. As a result, the VR in this area is lower at the northern portion of Shung Tak Wai under the Proposed Scheme.

d. As mentioned above, the upcoming wind along the 15m promenade would be diverted towards the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station. As such, the wind performance at Yau Tong Sewage Pumping Station is better under the Proposed Scheme.

e. As mentioned above, the increased building height in the Proposed Scheme results in less high-level wind reaching the towers of Yau Tong Industrial City. The wind flow at the podiums of Yau Tong Industrial City and Shung Tak Wai is mainly downwash from the towers, which continuously directs the wind toward Shung Yiu Street. Consequently, the VR at Shung Yiu Street is lower in the Proposed Scheme.

5. CONCLUSION

5.1.1 The proposed development, which is located in Yau Tong area, has been evaluated from an air ventilation perspective.

5.1.2 According to section 4.2 above, it is noted that the SVR and LVR are better in the Proposed Scheme under both annual and summer conditions. The large increment of SVR in the Proposed Scheme is due to the reduced footprint of the building blocks such as the 5m public passageway to promenade and 15m promenade. While the block of the Baseline Scheme is very close to the site boundary. Similarly, the higher LVR in the Proposed Scheme is owing to the large increment of VR of perimeter test points. The result shows that the Proposed Scheme has comparable VR of overall test points with the Baseline Scheme.

5.1.3 There are some variations between the Baseline Scheme and Proposed Scheme. The VR is higher under the Proposed Scheme at Ko Fai Road (annual and summer condition), Tung Yuen Street (annual and summer condition) and Peninsula East (summer condition).

5.1.4 On the other hand, the VR is higher under the Baseline Scheme at Shung Tai Wai (annual and summer condition), Shung Yiu Street (annual and summer condition), Waterfront Promenade (annual condition), The Coast Line I (annual and summer condition), The Coast Line II (annual condition) and Peninsula East (annual condition).

5.1.5 From the simulation result, Tung Yuen Street portion to the east of the Subject Site is better in the Proposed Scheme under both annual and summer conditions. Under the annual condition, it is due to the downwash wind caused by the residential tower. While under the summer condition, the 5m public passage allows the upcoming wind to reach Tung Yuen Street. In addition, wind from seaside could flow along the 15m promenade and is diverted towards the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station to reach Tung Yuen Street.

5.1.6 However, slightly larger wake zone is observed at Shung Tak Wai in the Proposed Scheme under both annual and summer condition. With the Proposed Scheme, there will be stronger wind flow along Tung Yuen Street in view of the additional downwash wind captured from high-level during annual condition and the additional flow from sea flowing along the setback of the site during summer condition. The stronger wind flow along Tung Yuen Street may counter the upcoming wind from north to south along the Shung Tak Wai and induce a localized wake zone.

5.1.7 Based on the design features and the assessment result, the LVR of is comparable in annual condition. The increase of LVR in summer conditions is primarily attributed to the rise in permeable points, it is concluded that the proposed building design would not induce significant adverse impact to the nearby environment.

Figures

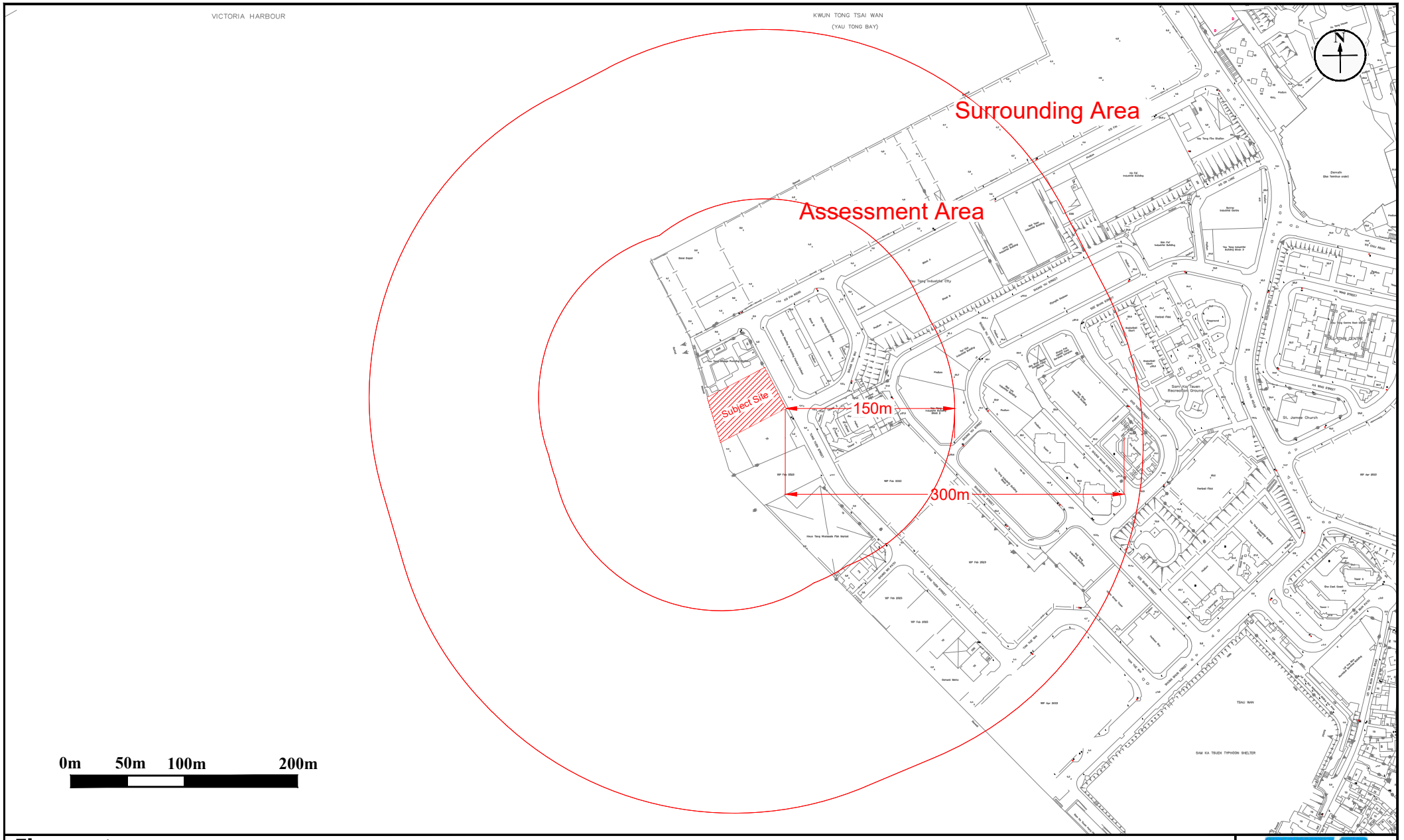


Figure: 1

Title: Location of the Subject Site and its Environs

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KN
Checked by:	EC
Rev.:	1.0
Date:	Nov 2024

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2a

Building Height of Existing, Future and Committed Development within the Surrounding Area (Northern Part)

RAMBOLL

Drawn by: WT



2b

Building Height of Existing, Future and Committed Development within the Surrounding Area (Southern Part)

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Drawn by: KN

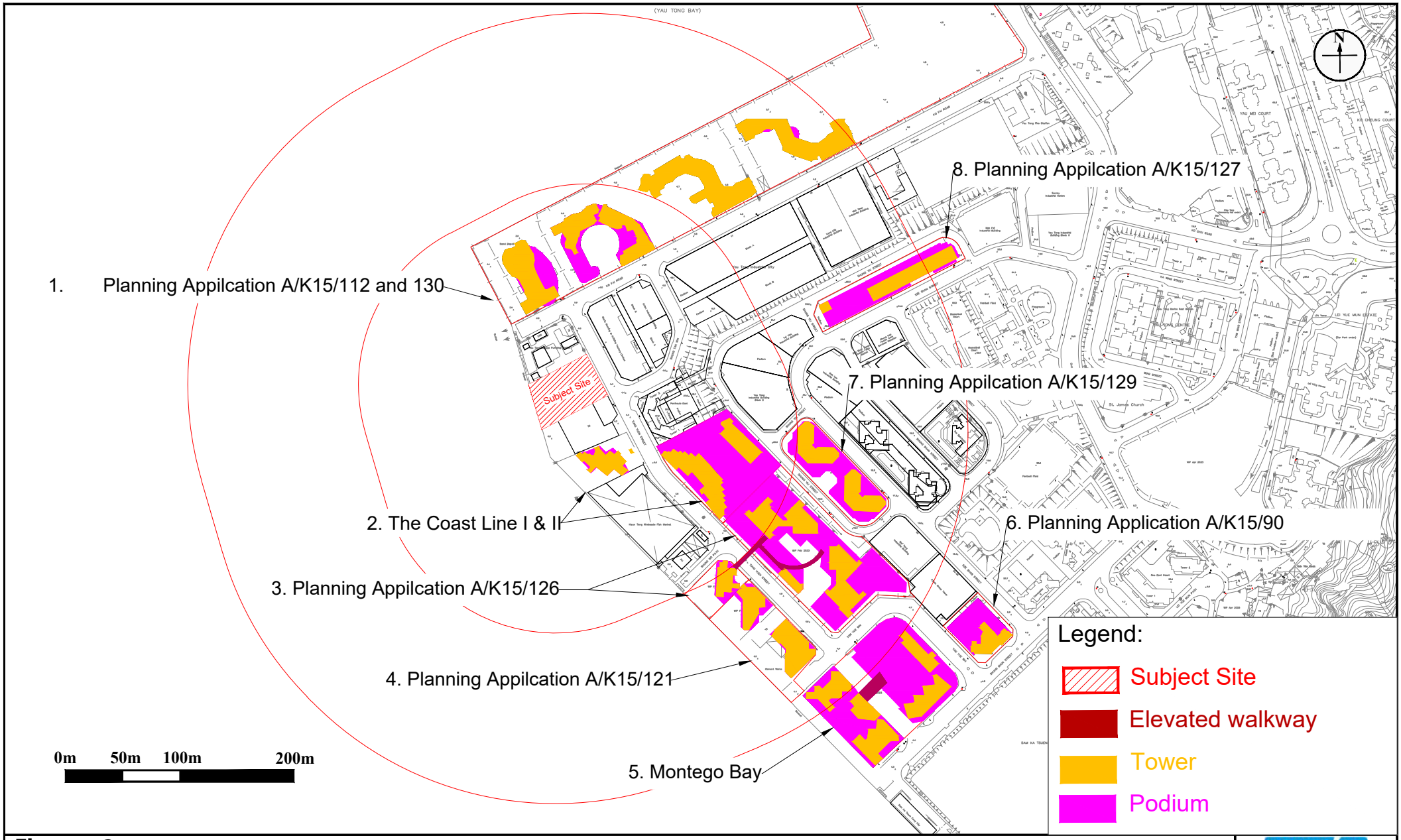

Figure: 3	RAMBOLL
Title: Building Blocks of the Surrounding Future/ Committed Development	Drawn by: KN Checked by: EC
Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

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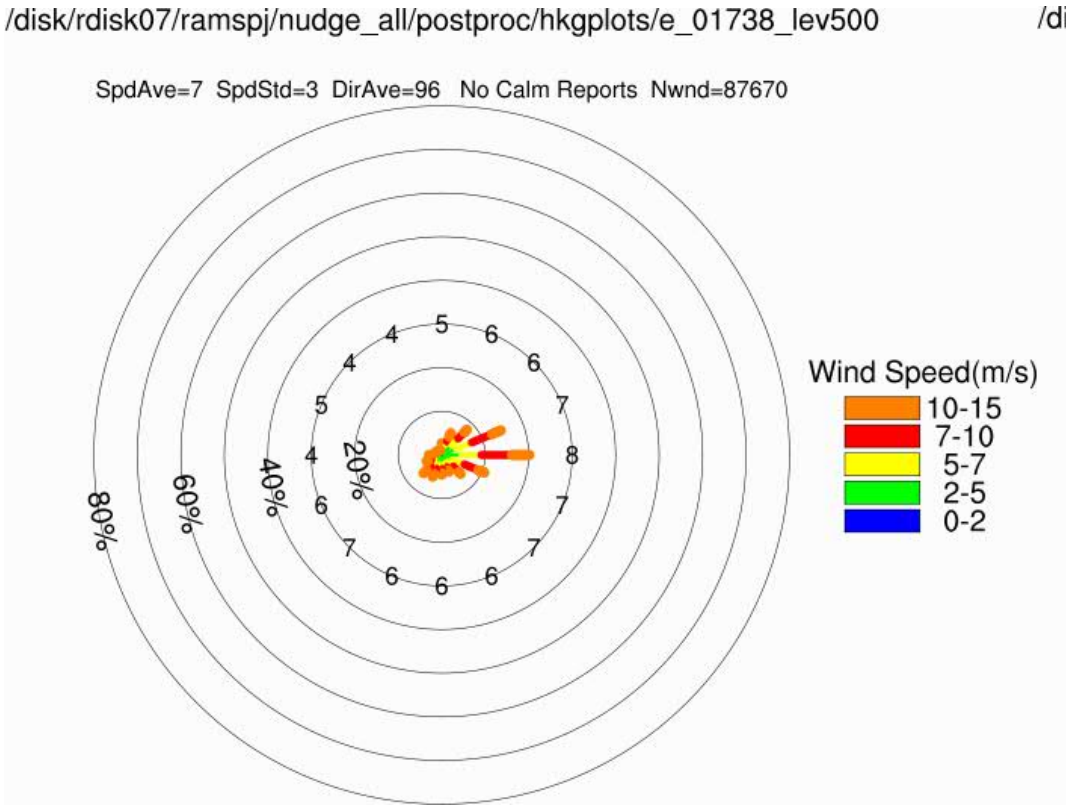
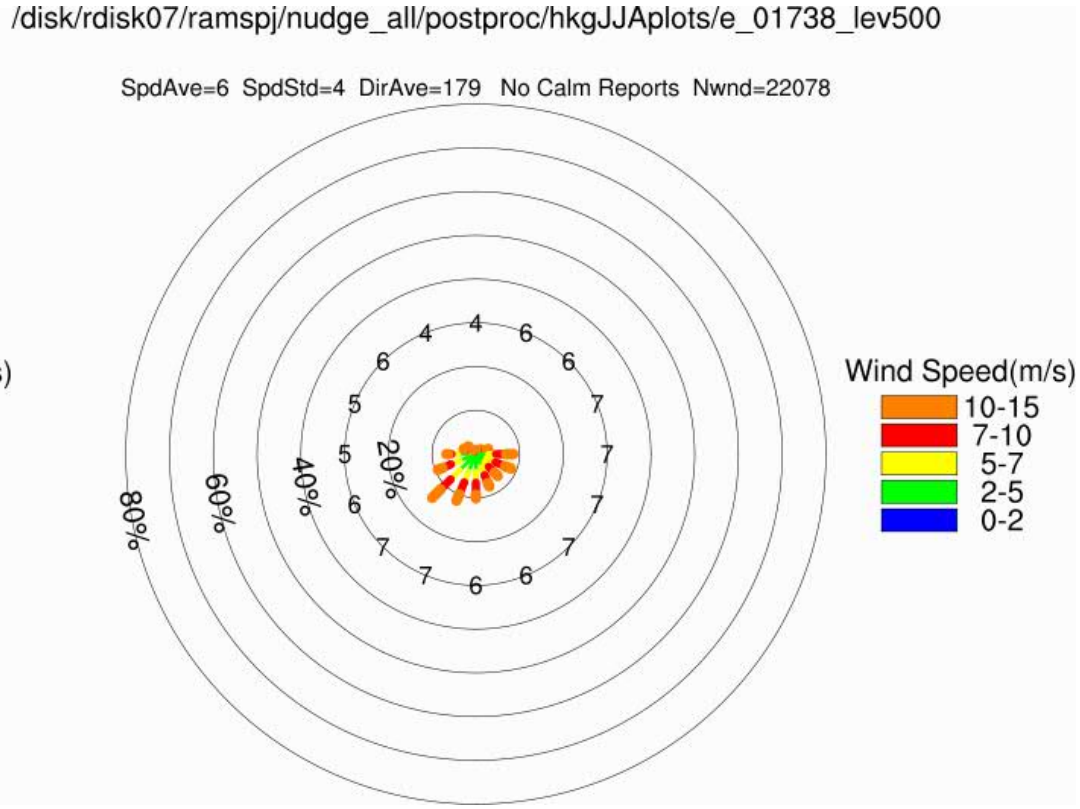


Annual Condition



Summer Condition

Figure: 4	RAMBOLL
Title: **Windrose Diagram (at 500m) of the wind grid (092,037)**	Drawn by: WT Checked by: EC
Project: **S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon**	Rev.: 1.0 Date: Nov 2024

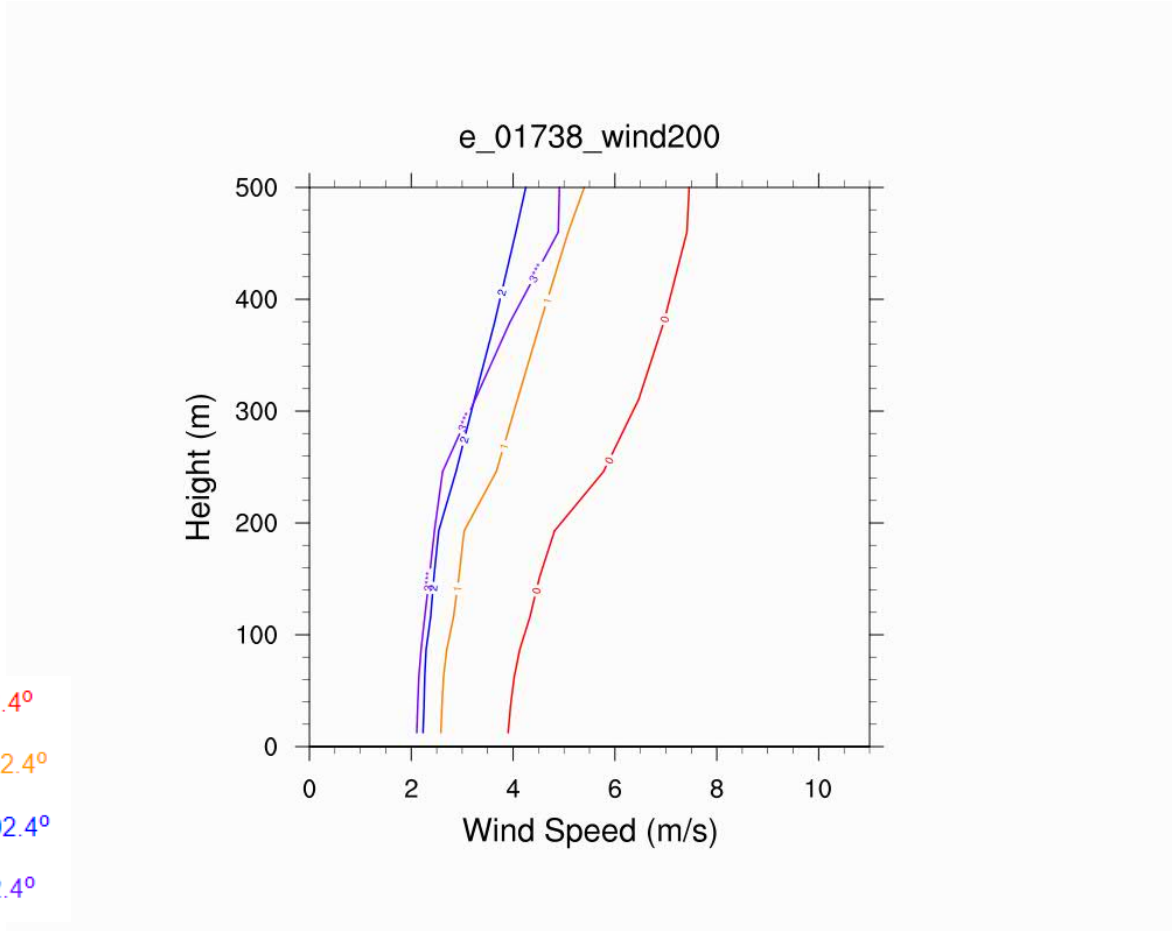


Figure: 5	RAMBOLL
Title: Wind Profile Curve for Grid X:092, Y:037	Drawn by: WT Checked by: EC
Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

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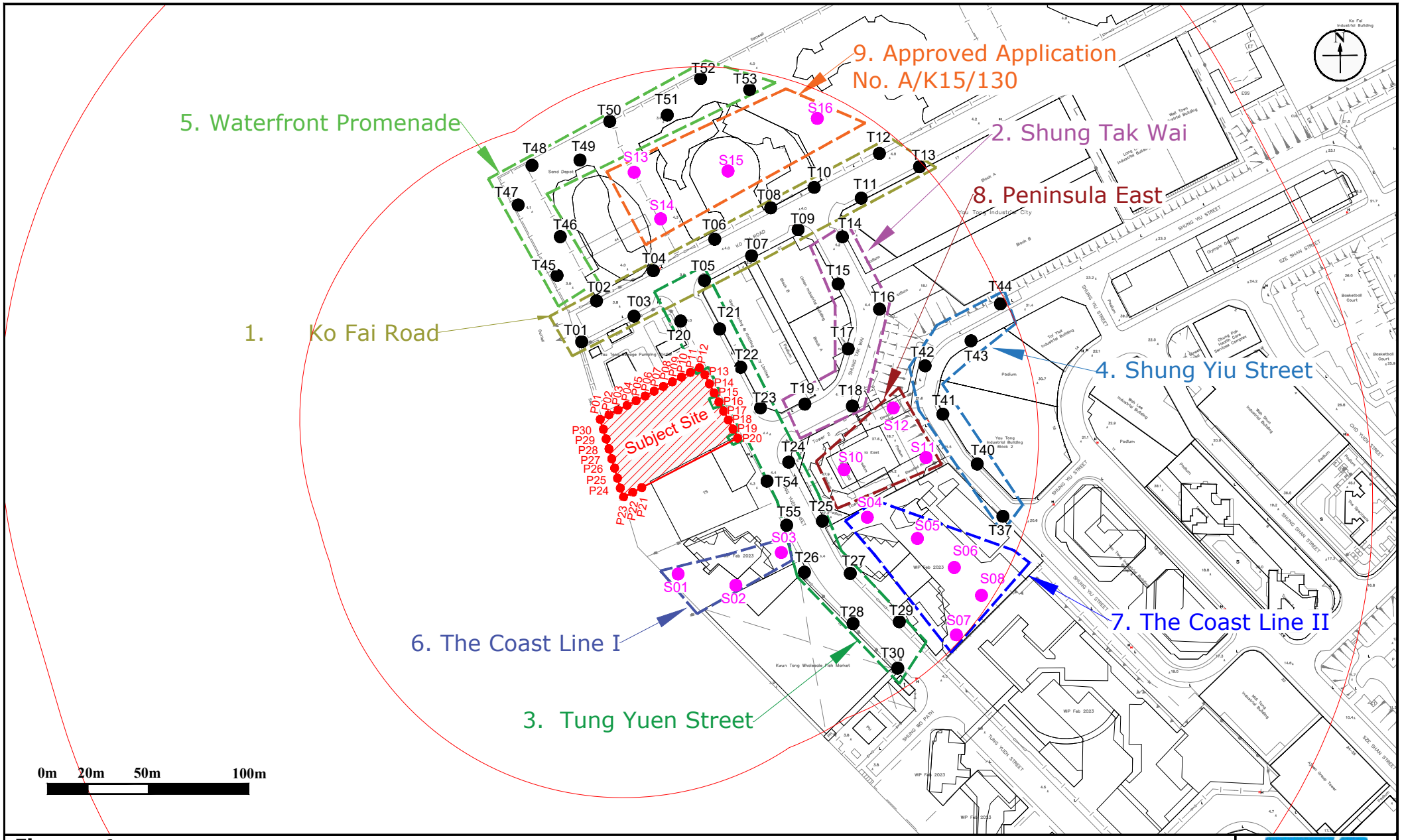

Figure: 6

Title: Test Points Selected for Quantitative Air Ventilation Assessment

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by: WT

Checked by: EC

Rev.: 2.0

Date: Nov 2024

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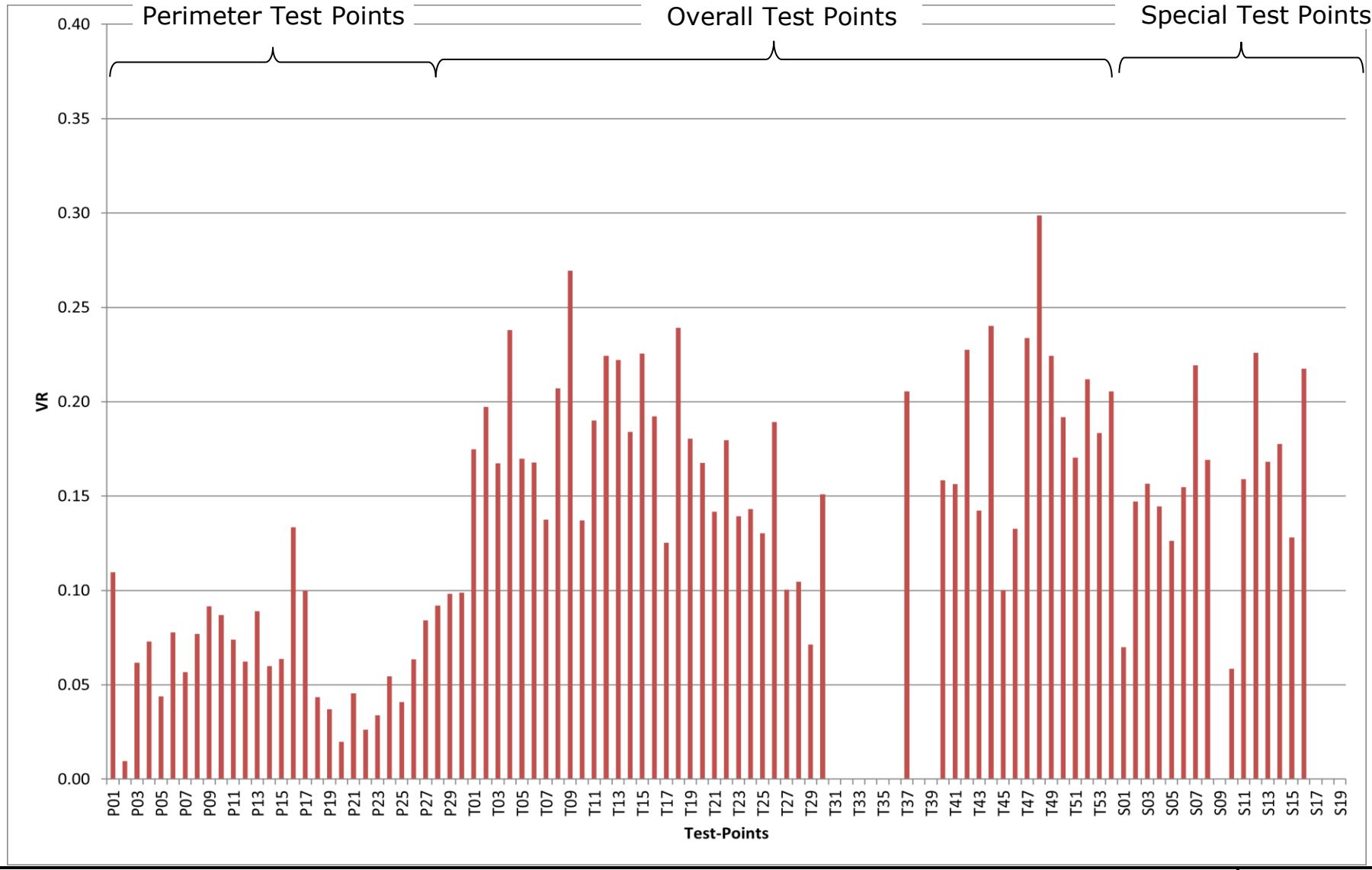

Figure: 7a

Title: Wind Velocity Ratios of Individual Test Points for Baseline Scheme (Annual)

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

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Checked by:	EC
Rev.:	1.0
Date:	Nov 2024

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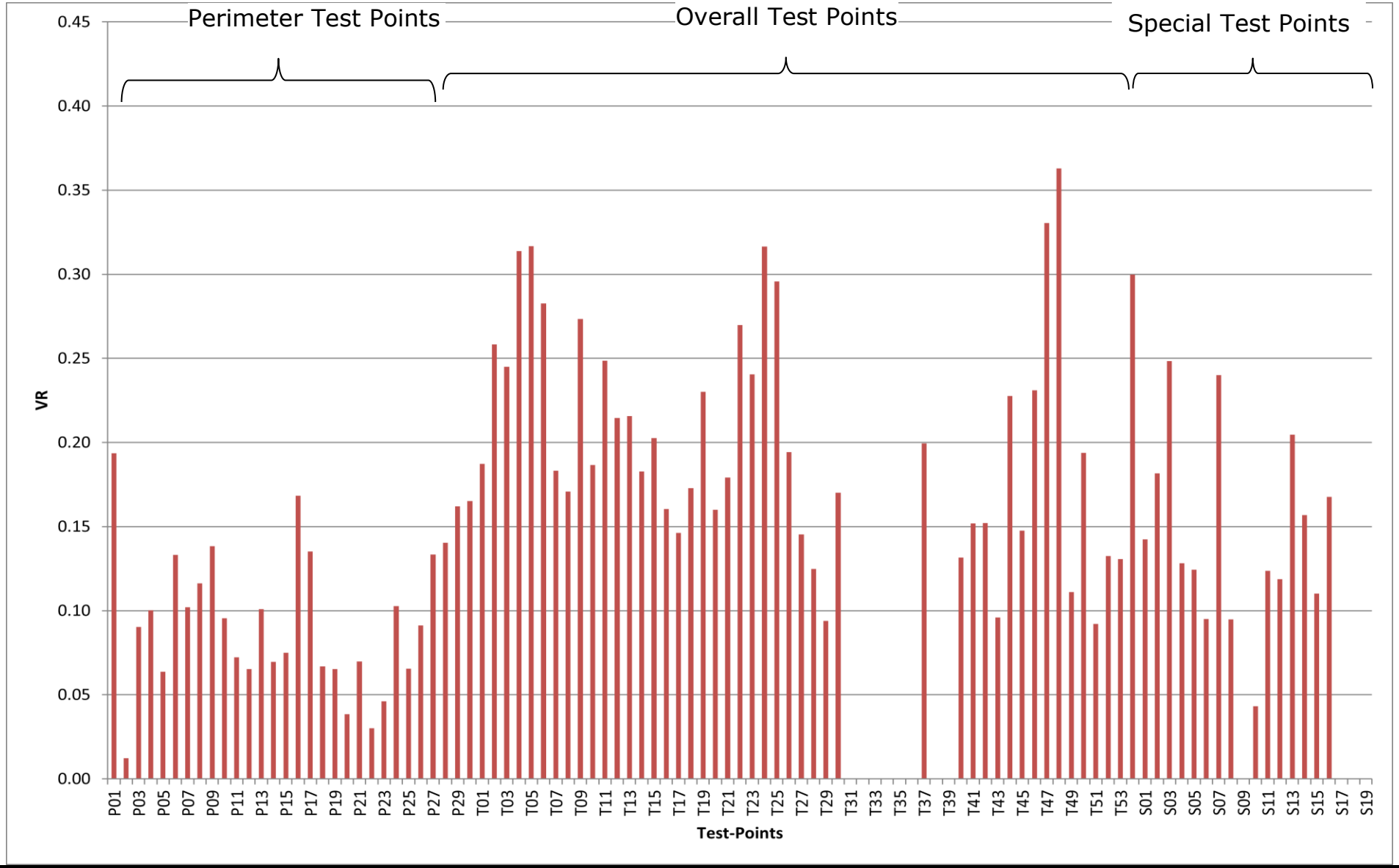

Figure: 7b

Title: Wind Velocity Ratios of Individual Test Points for Baseline Scheme (Summer)

Drawn by:	KN
Checked by:	EC
Rev.:	1.0
Date:	Nov 2024

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

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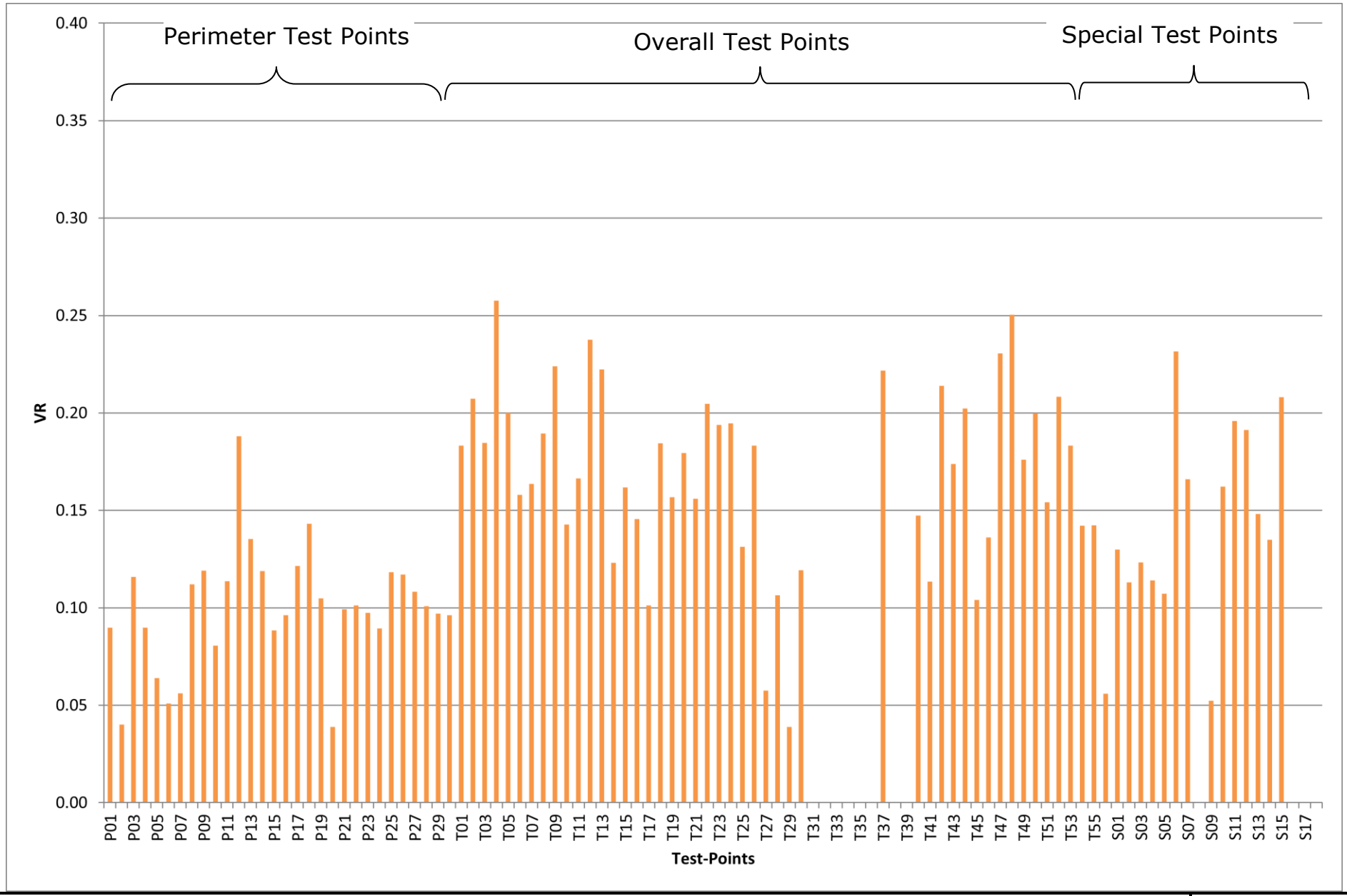


Figure: 8a	RAMBOLL
Title: Wind Velocity Ratios of Individual Test Points for Proposed Scheme (Annual)	Drawn by: KN Checked by: EC
Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

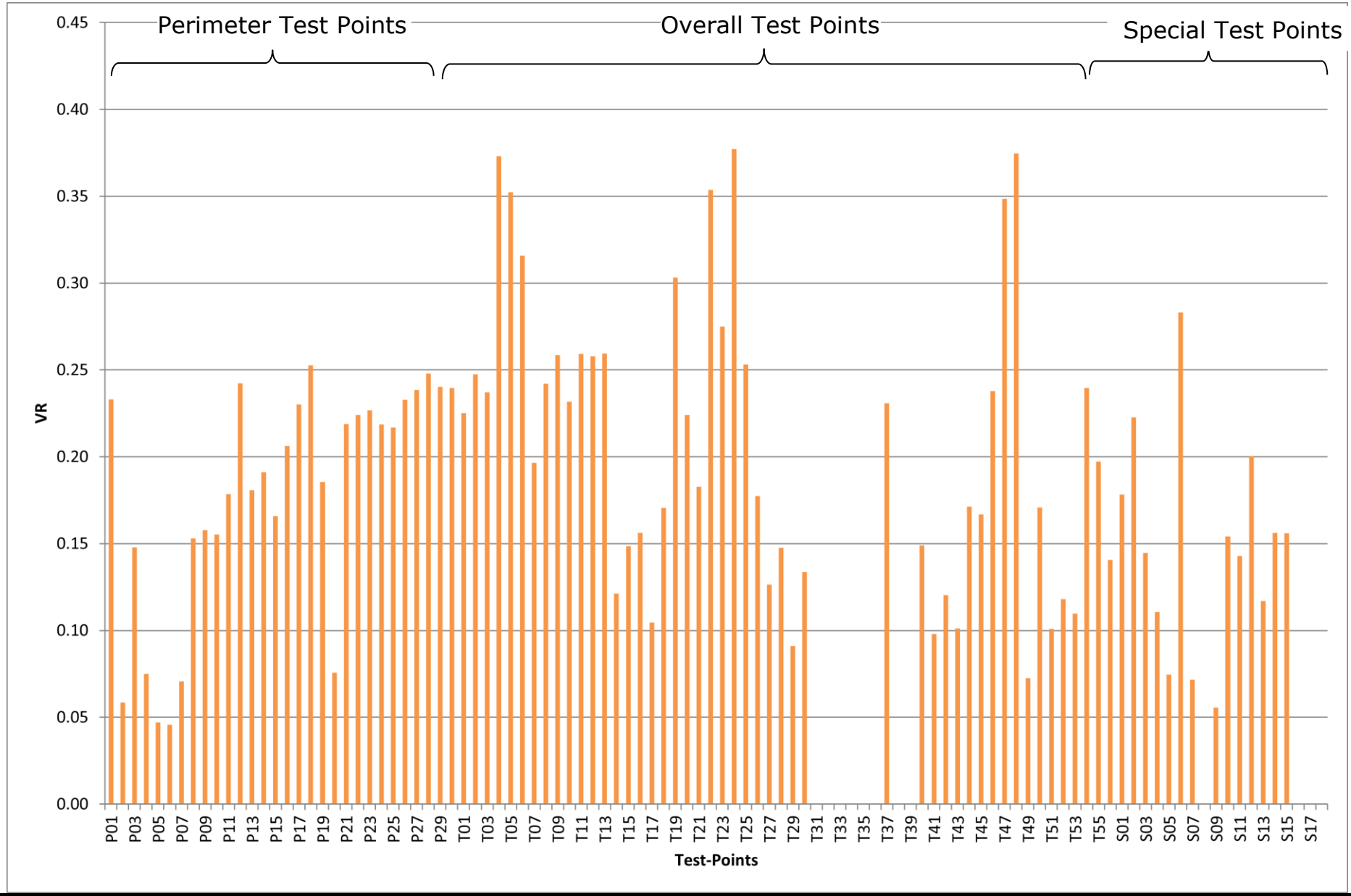


Figure: 8b

Title: Wind Velocity Ratios of Individual Test Points for Proposed Scheme (Summer)

RAMBOLL

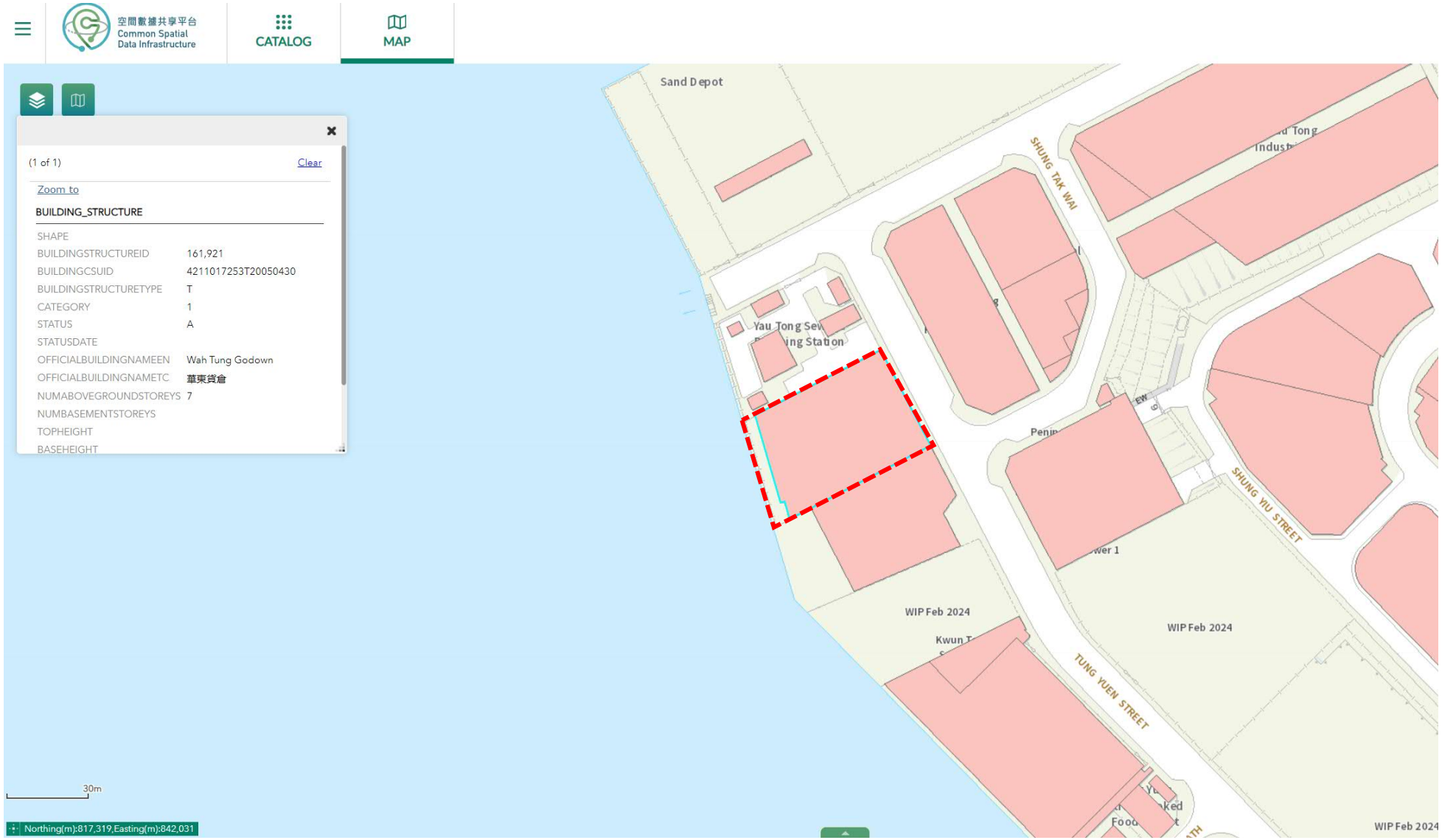
Drawn by:	KN
Checked by:	EC
Rev.:	1.0
Date:	Nov 2024

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Appendix 1

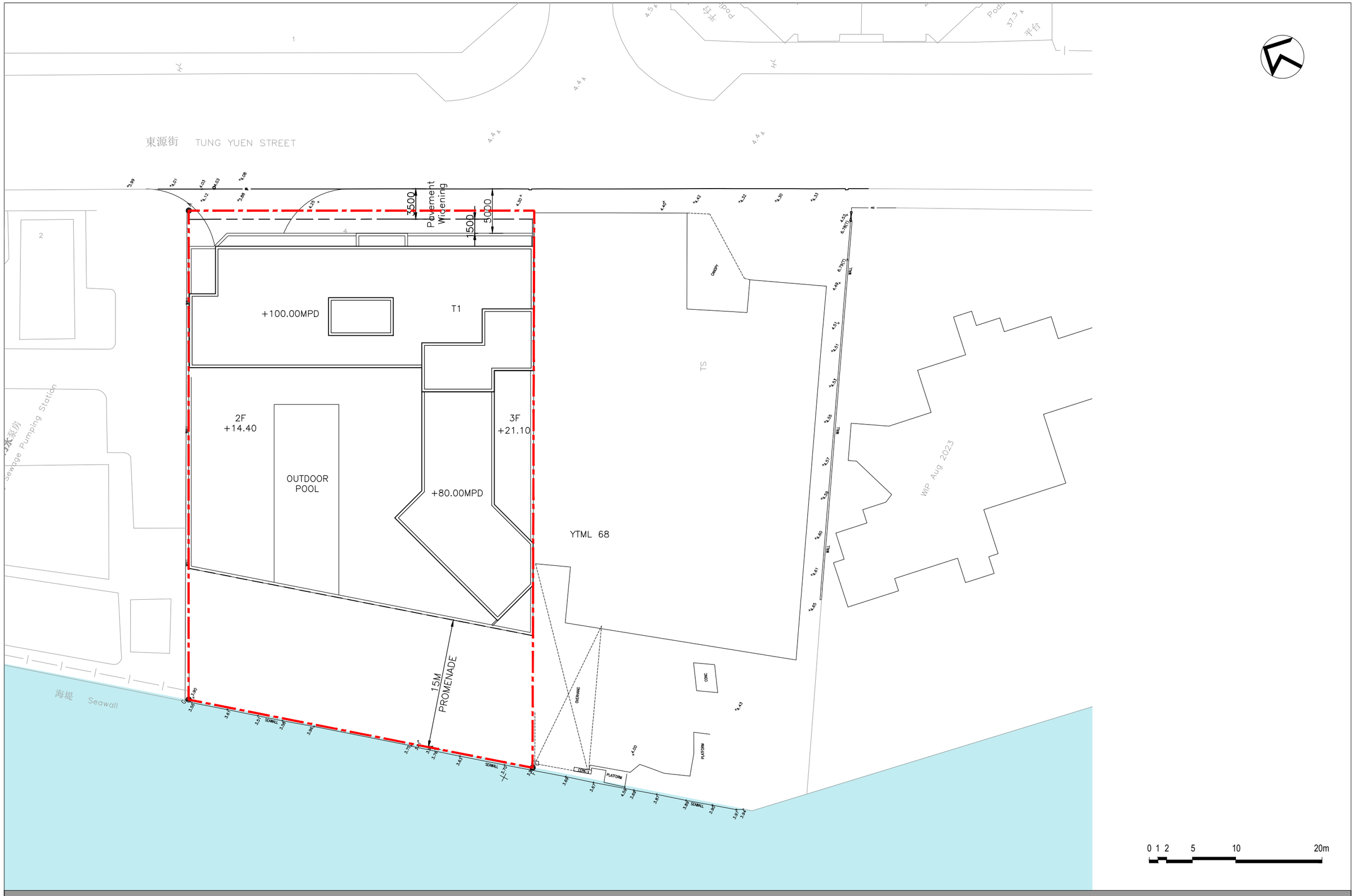
Layout Plan for Baseline Scheme

Baseline Scheme



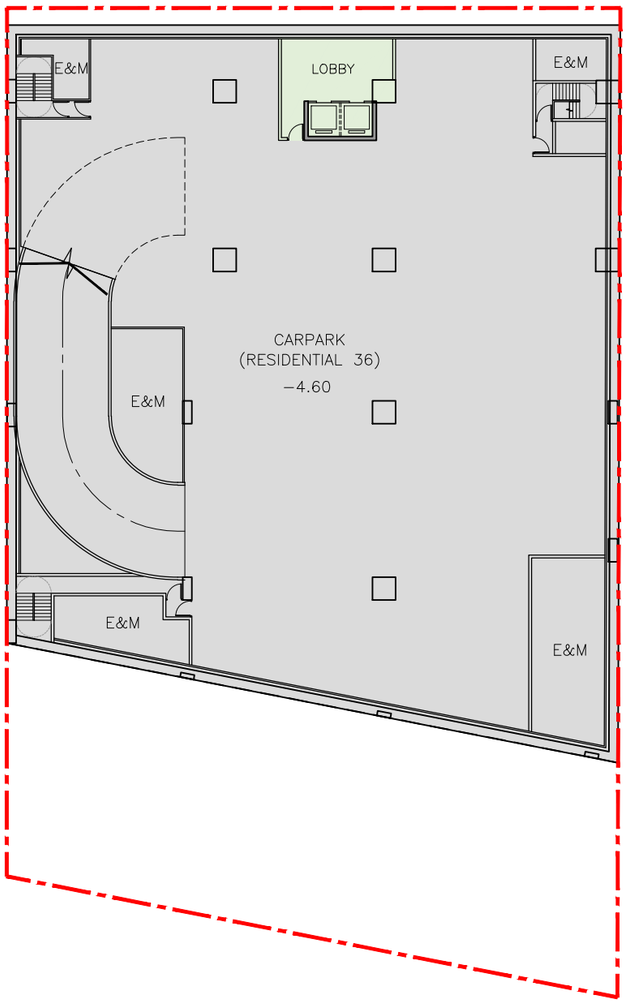
Appendix 2

Master Layout Plan for Proposed Scheme



A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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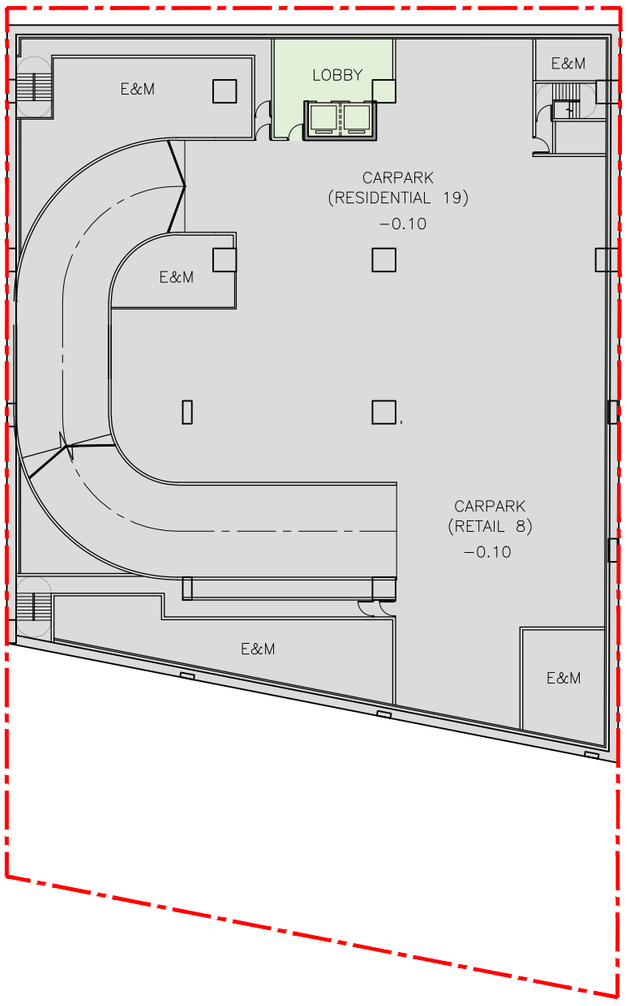
A-02 Second Basement Level (B2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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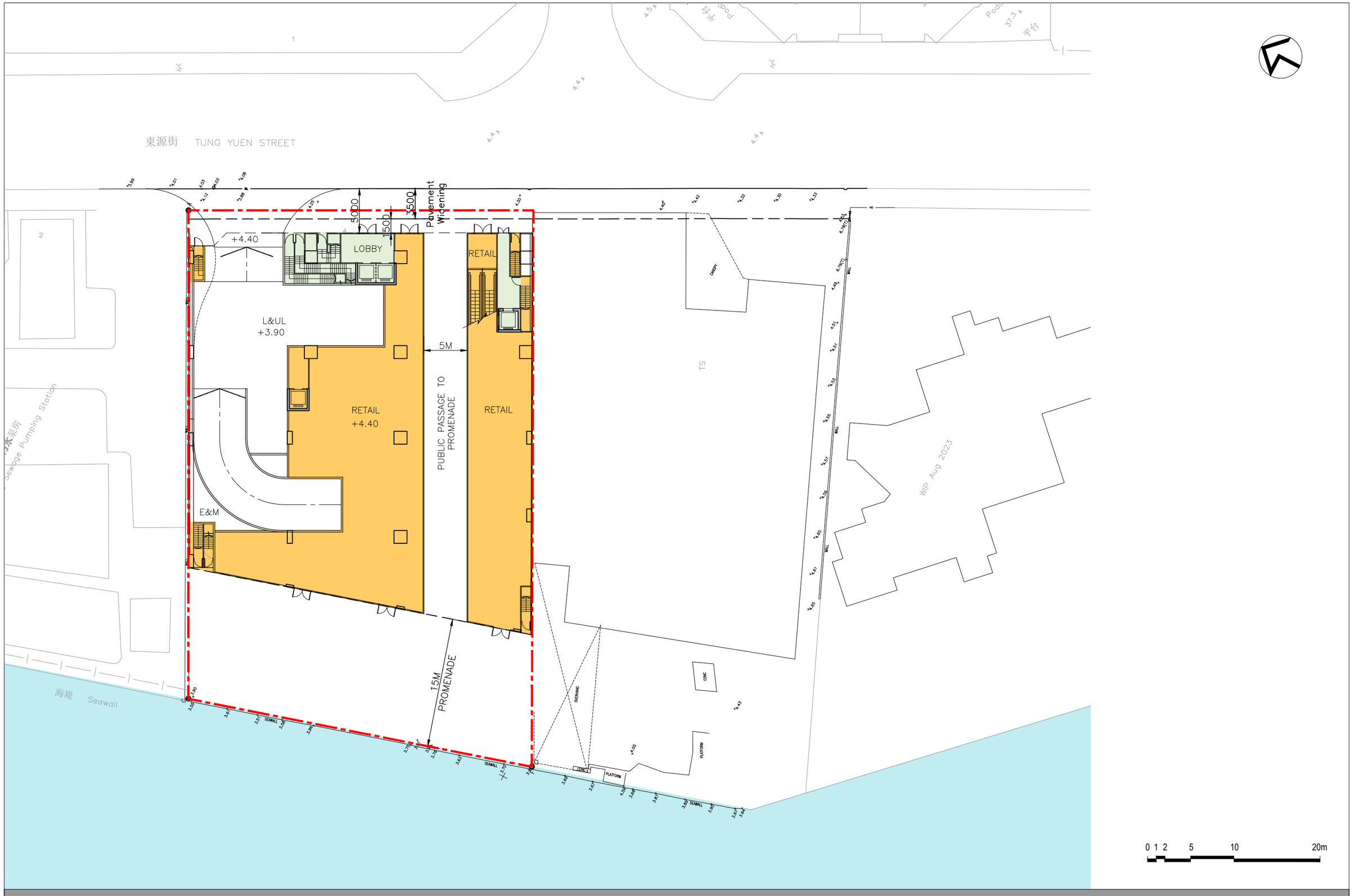
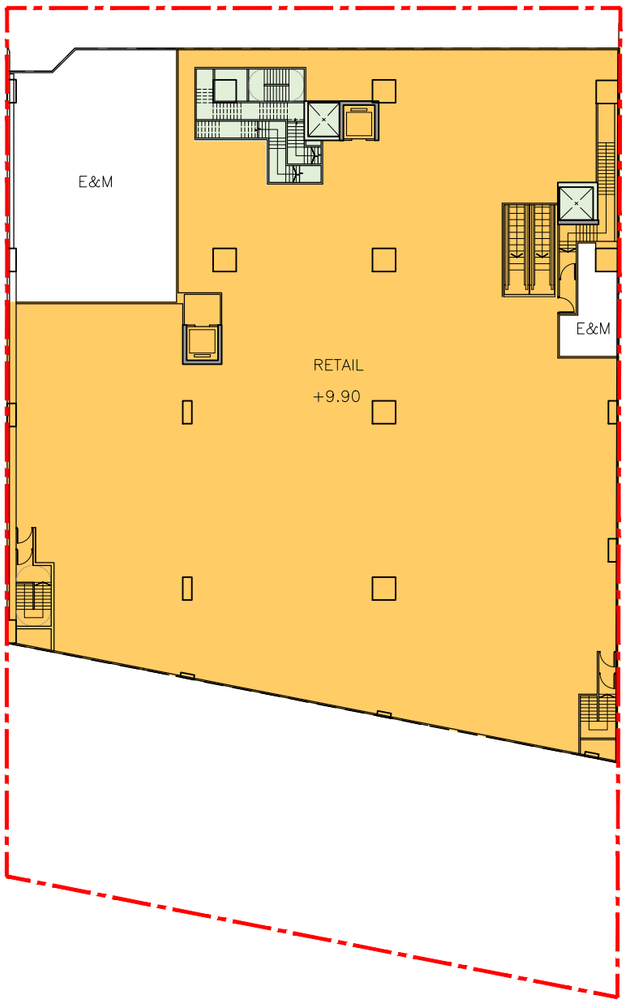
A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level (GF) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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A-05 Level 1 (L1) Plan

Proposed Residential & Commercial Development at
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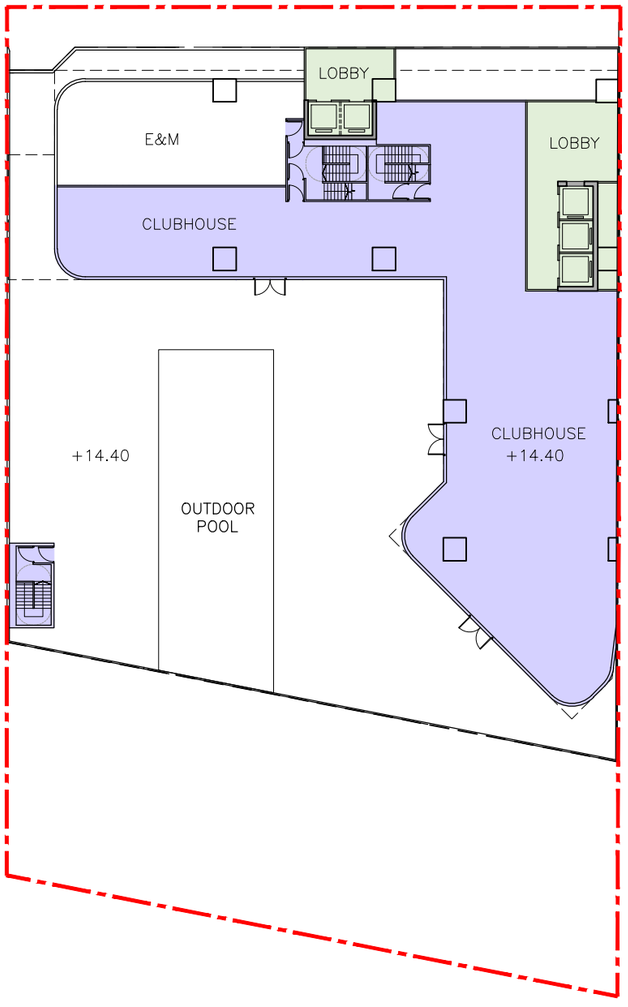

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A-06 Level 2 (L2) Plan

Proposed Residential & Commercial Development at
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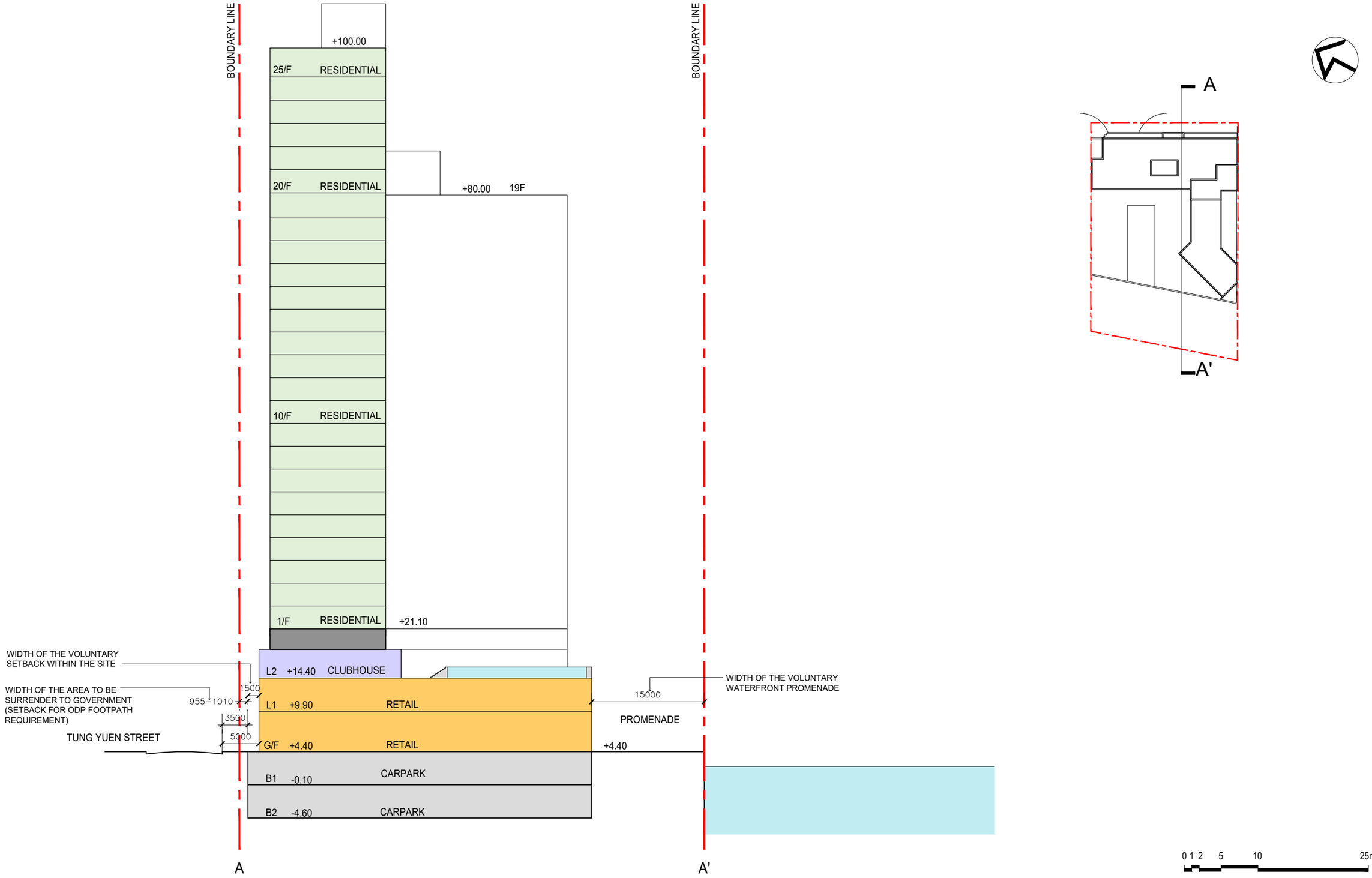
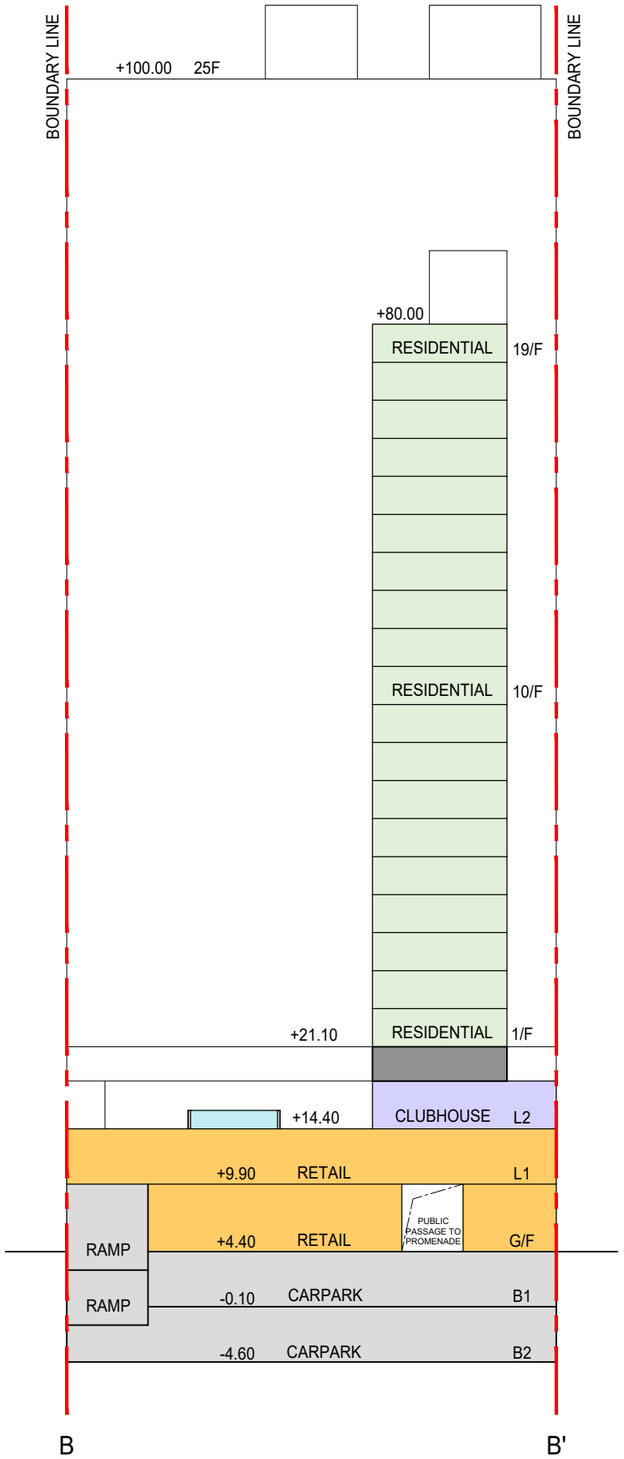
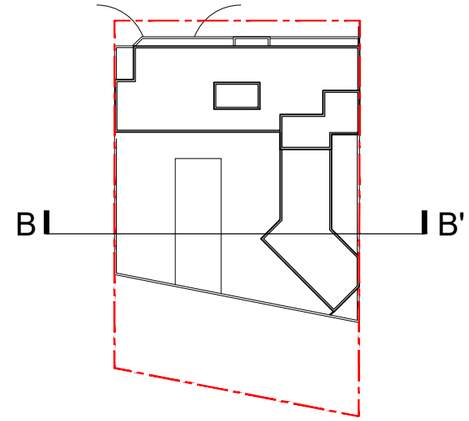


A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





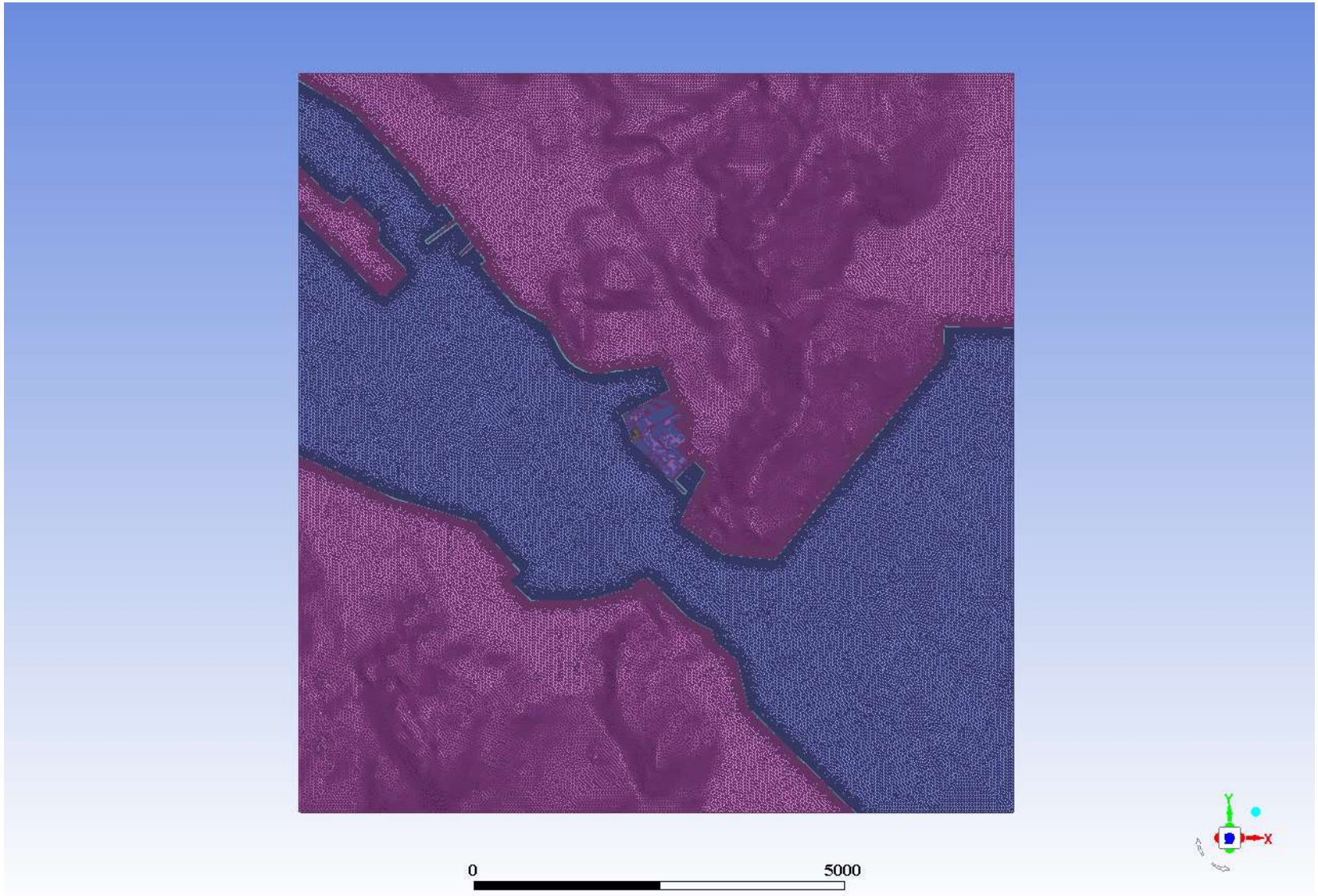
0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 3

Captured Pictures of the CFD Model

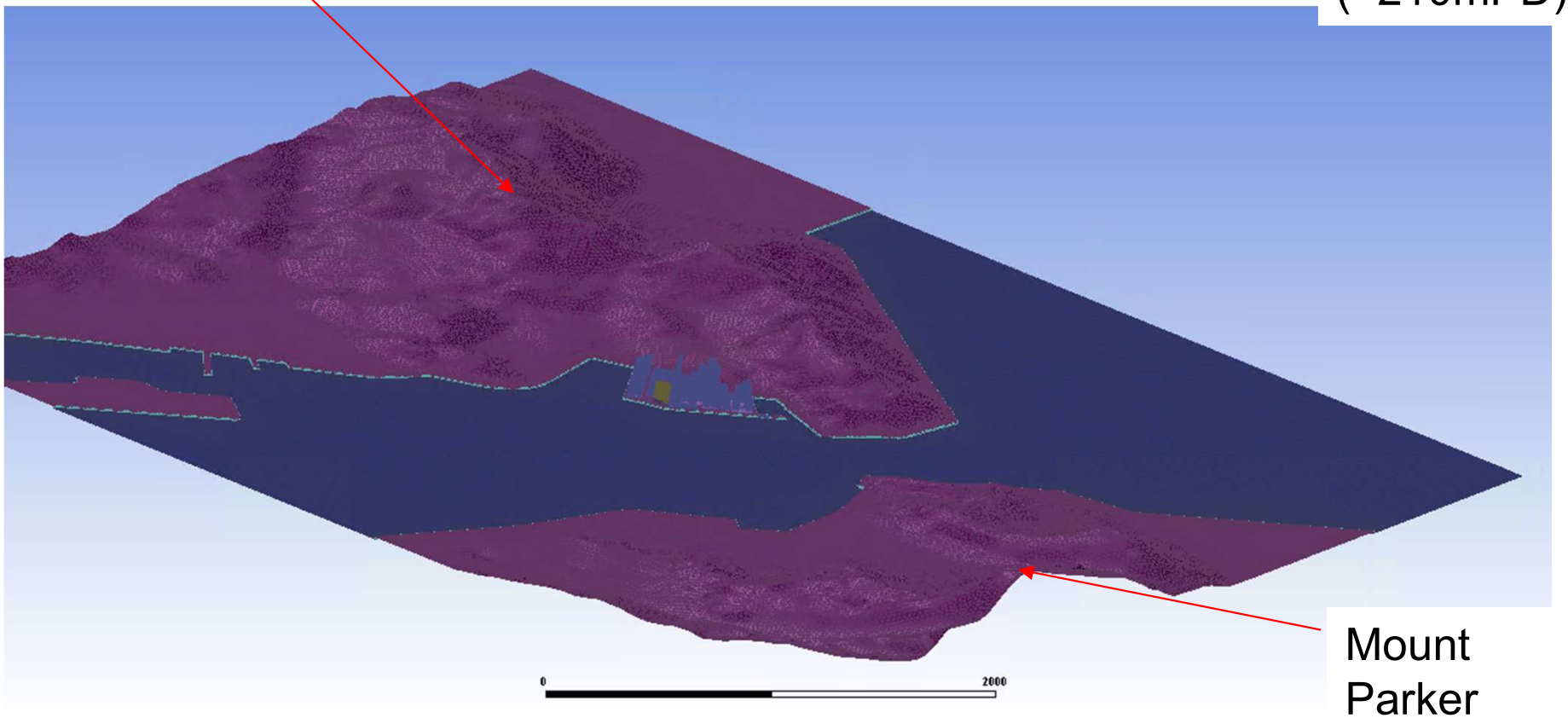


Topography of Whole Domain

Black Hill
(~300mPD)

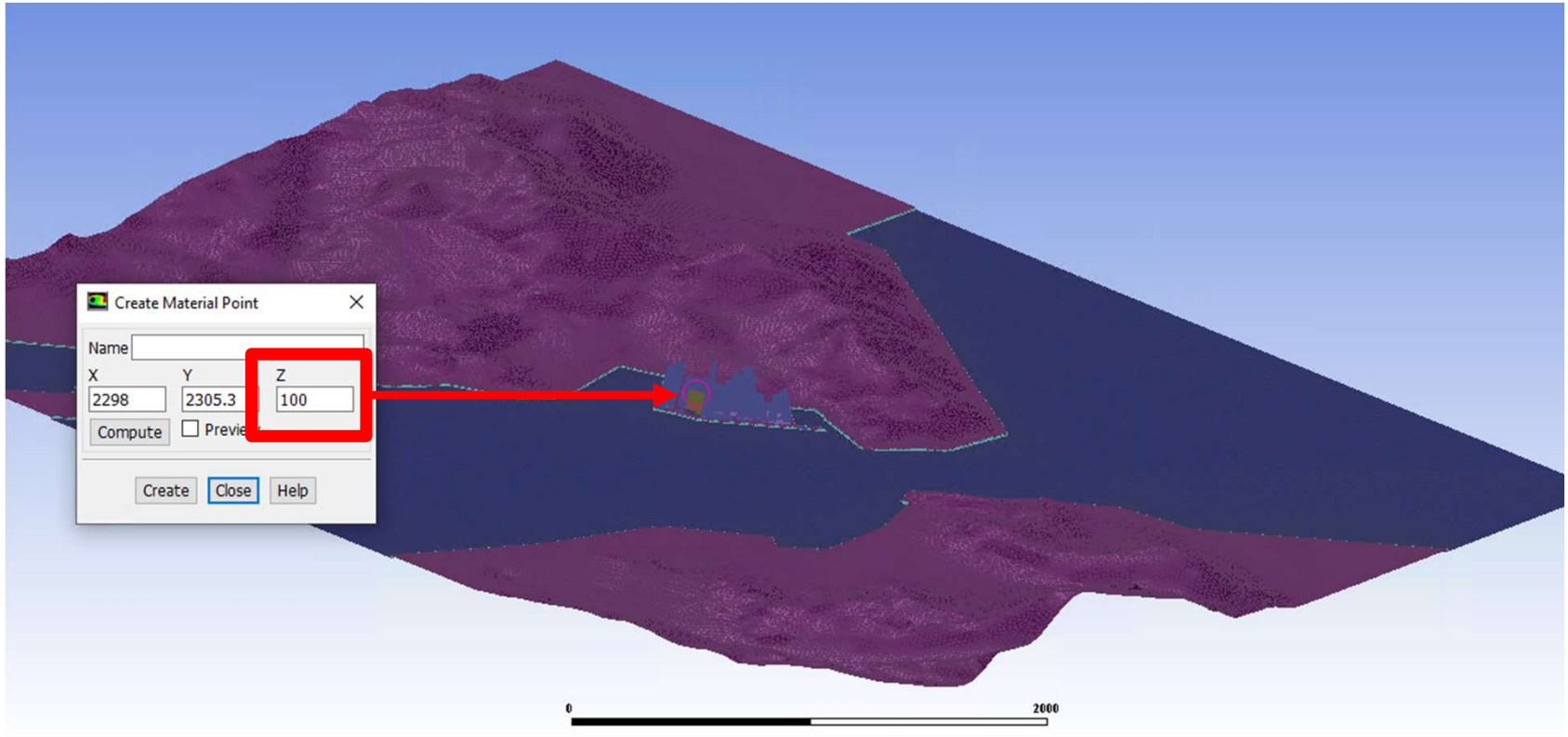
Chiu Keng
Wan Shan
(~240mPD)

Devil's Peak
(~210mPD)

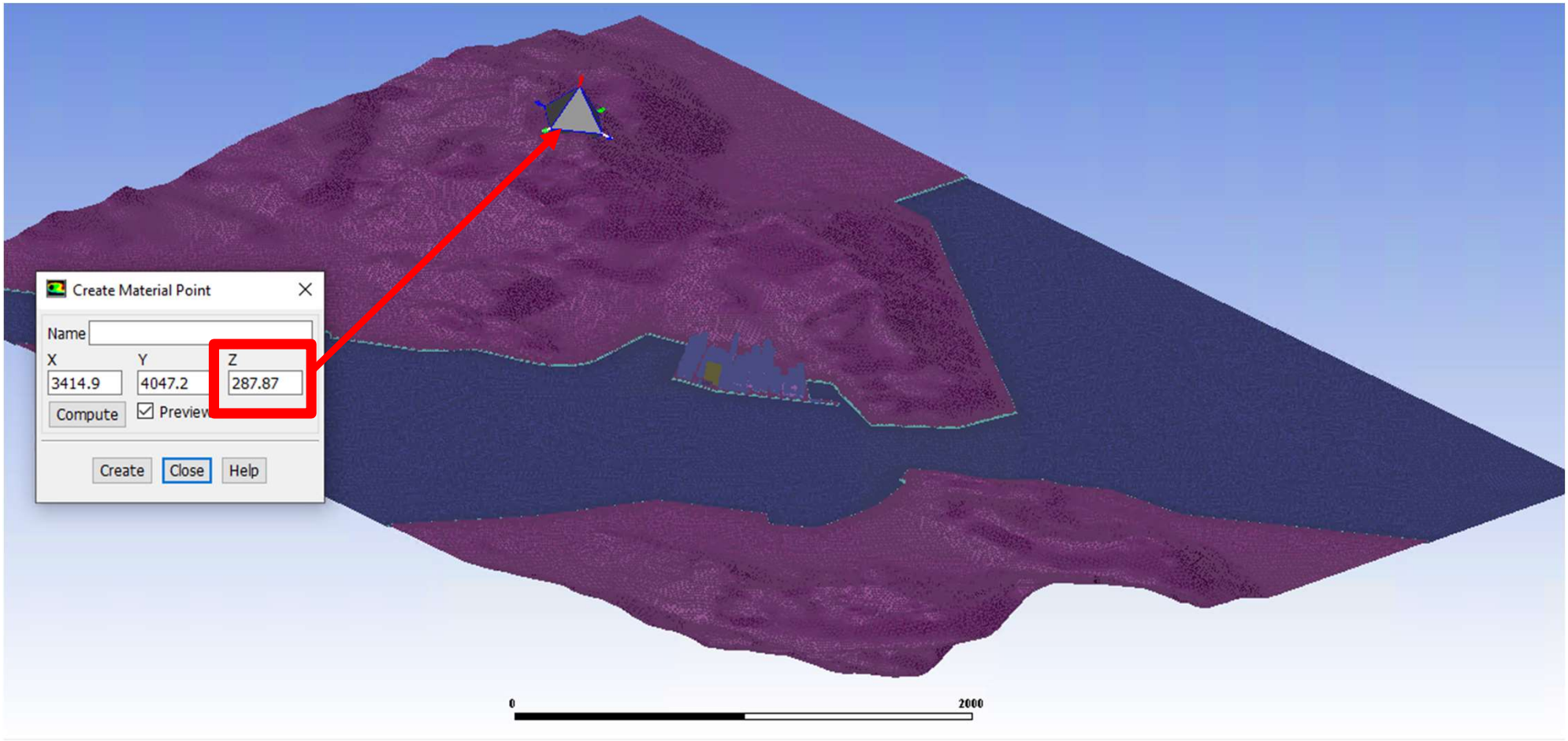


Mount
Parker
(~520mPD)

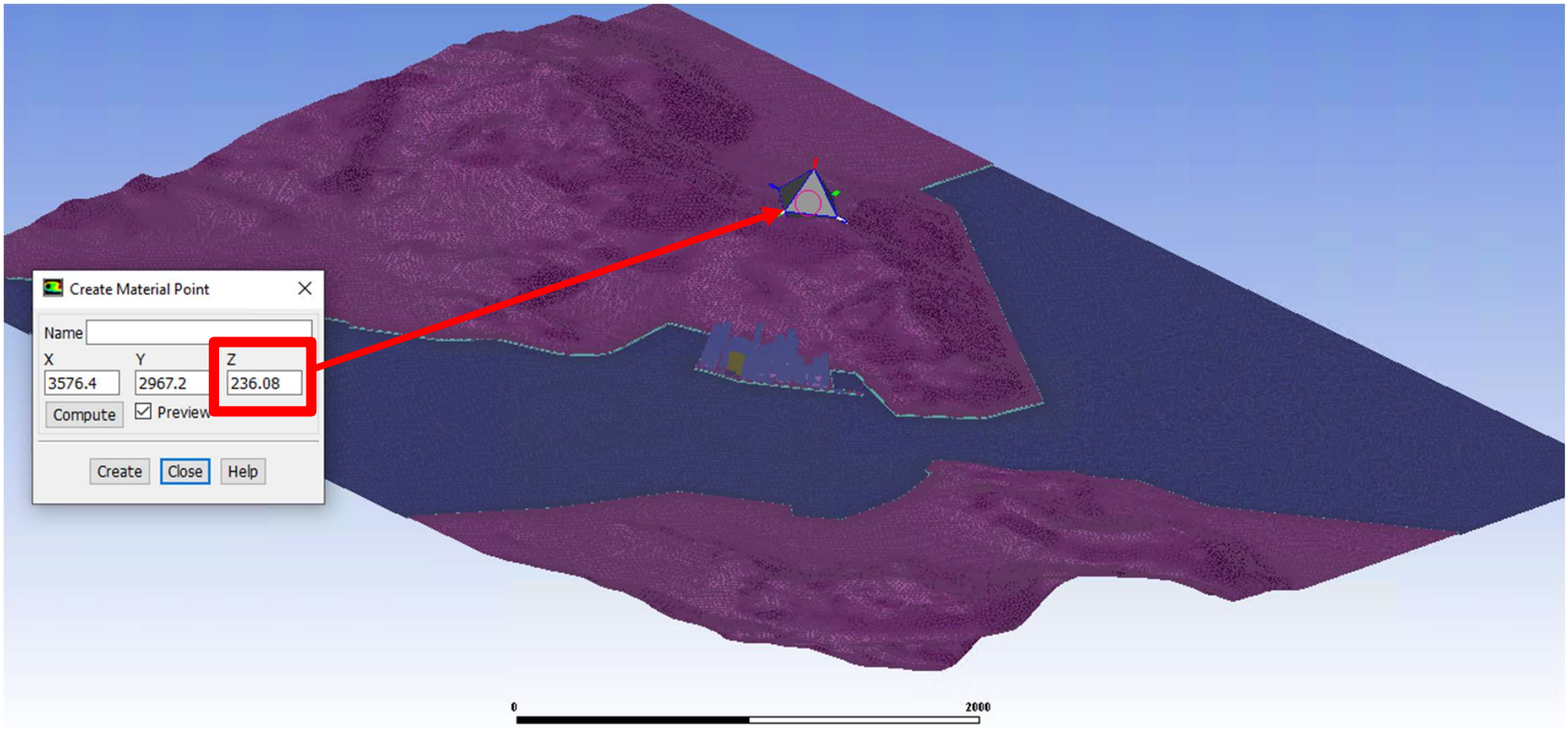
Mountains within domain topography
(Viewed from direction SW)



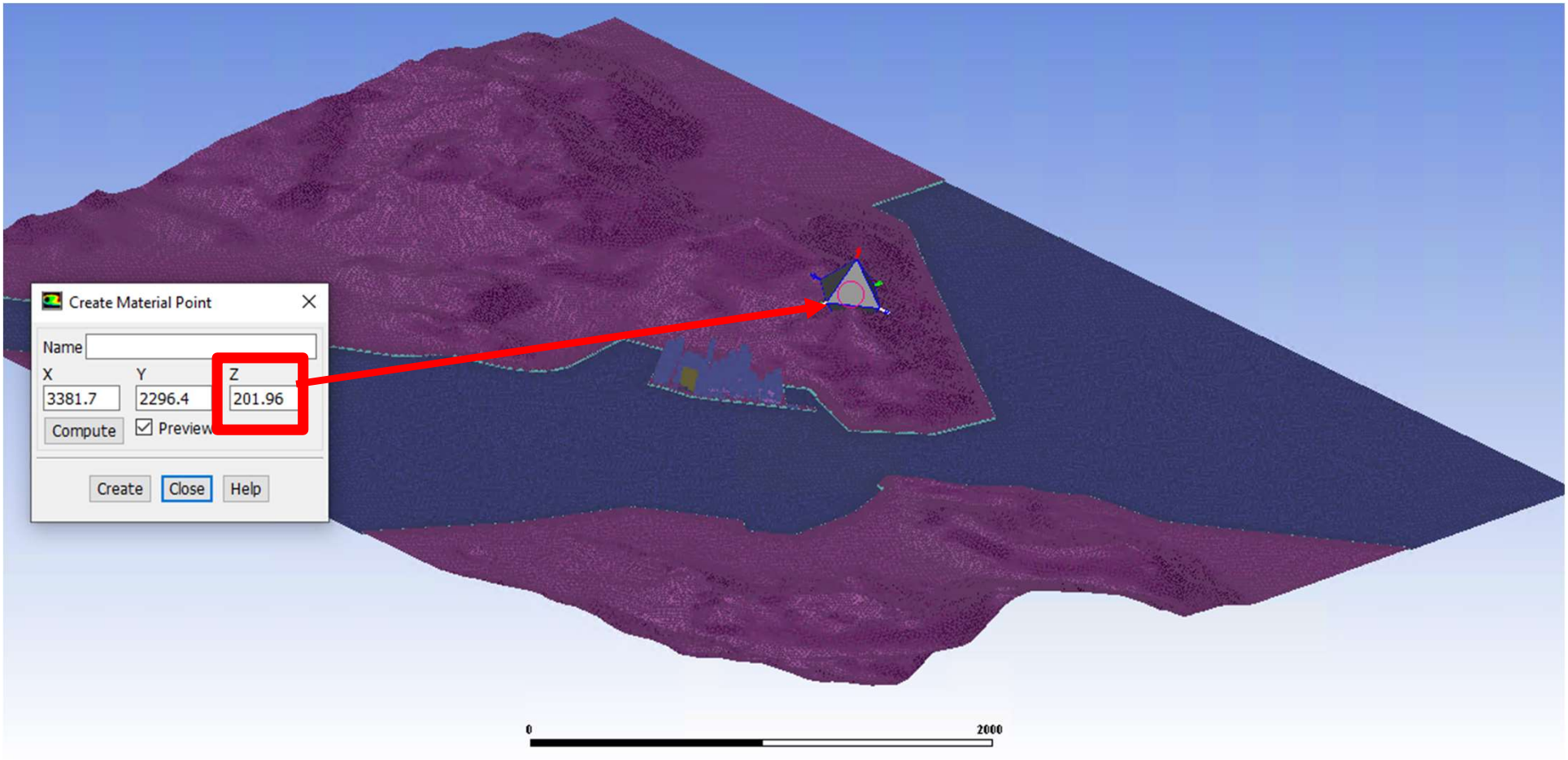
Height of PS tower



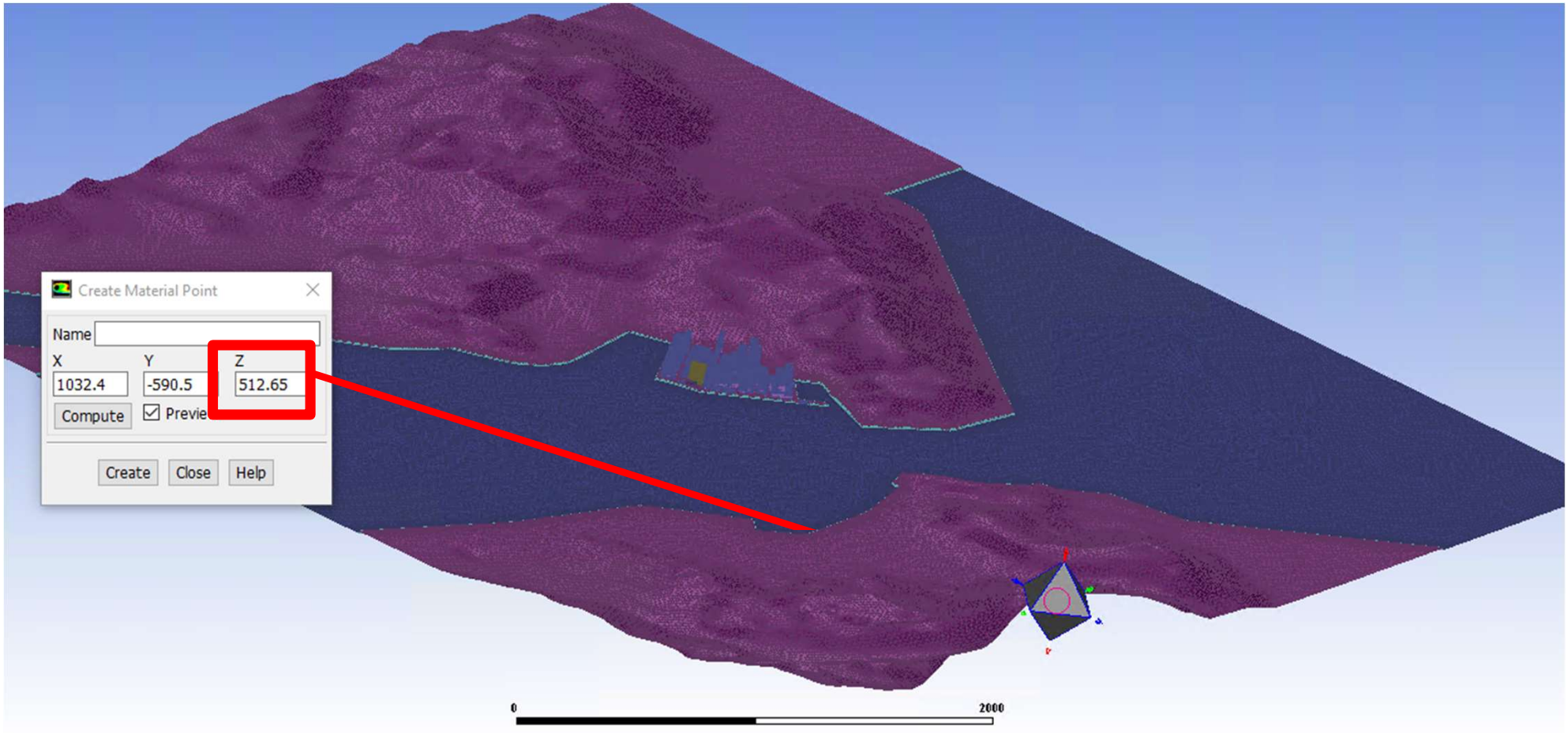
Height of Black Hill (~300mPD)



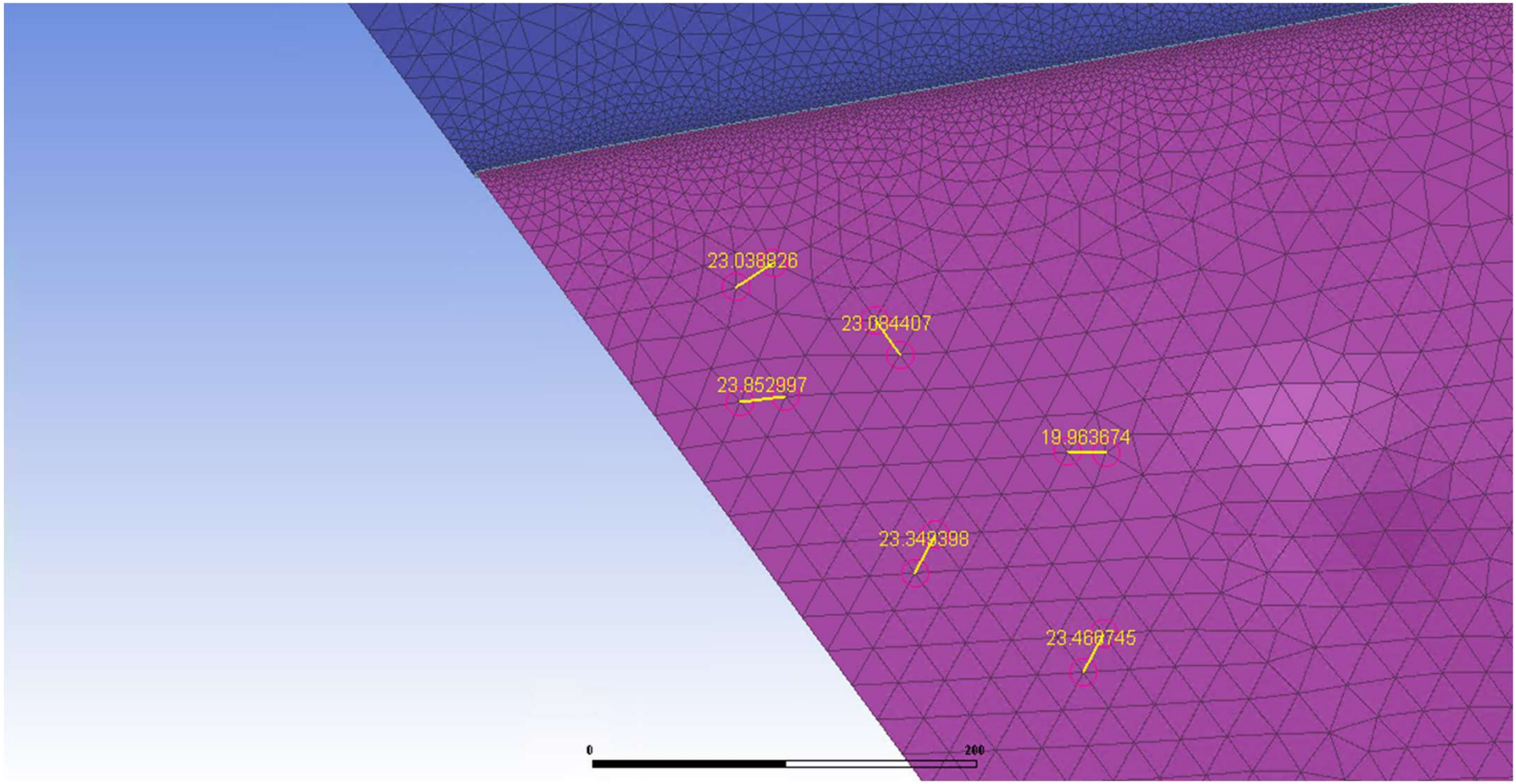
Height of Chiu Keng Wan Shan (~240mPD)



Height of Devil's Peak (~210mPD)



Height of Mount Parker (~520mPD)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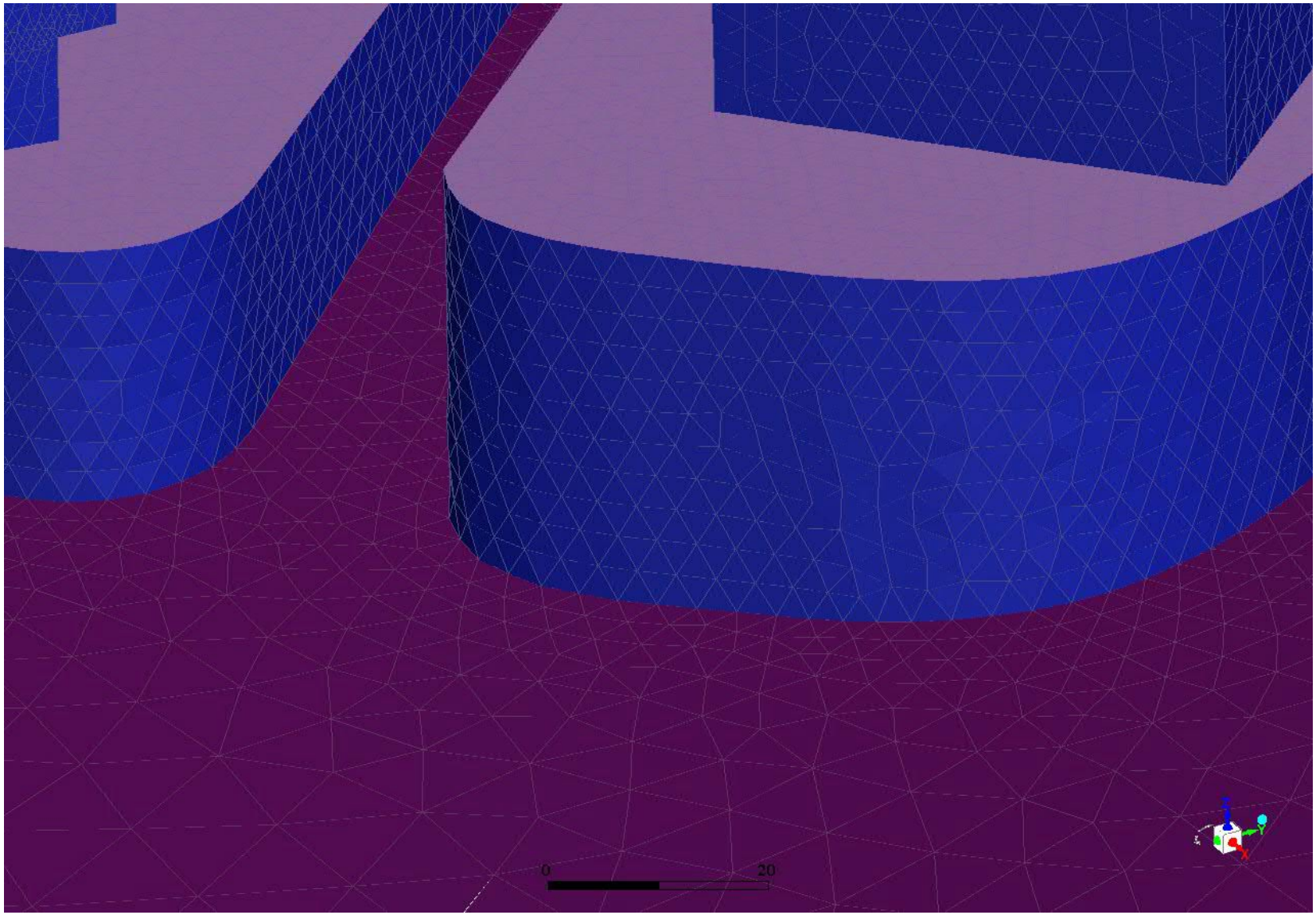
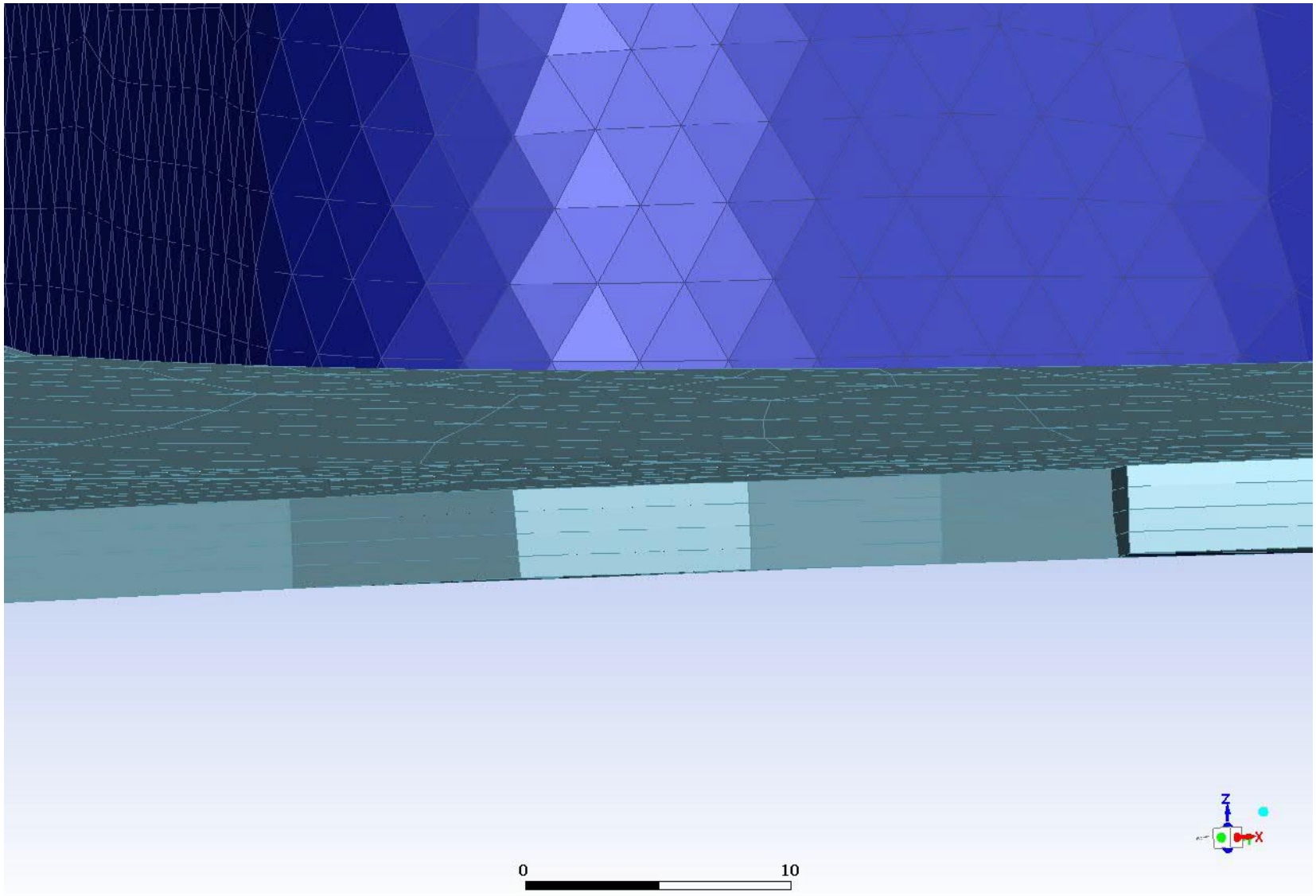
0
200

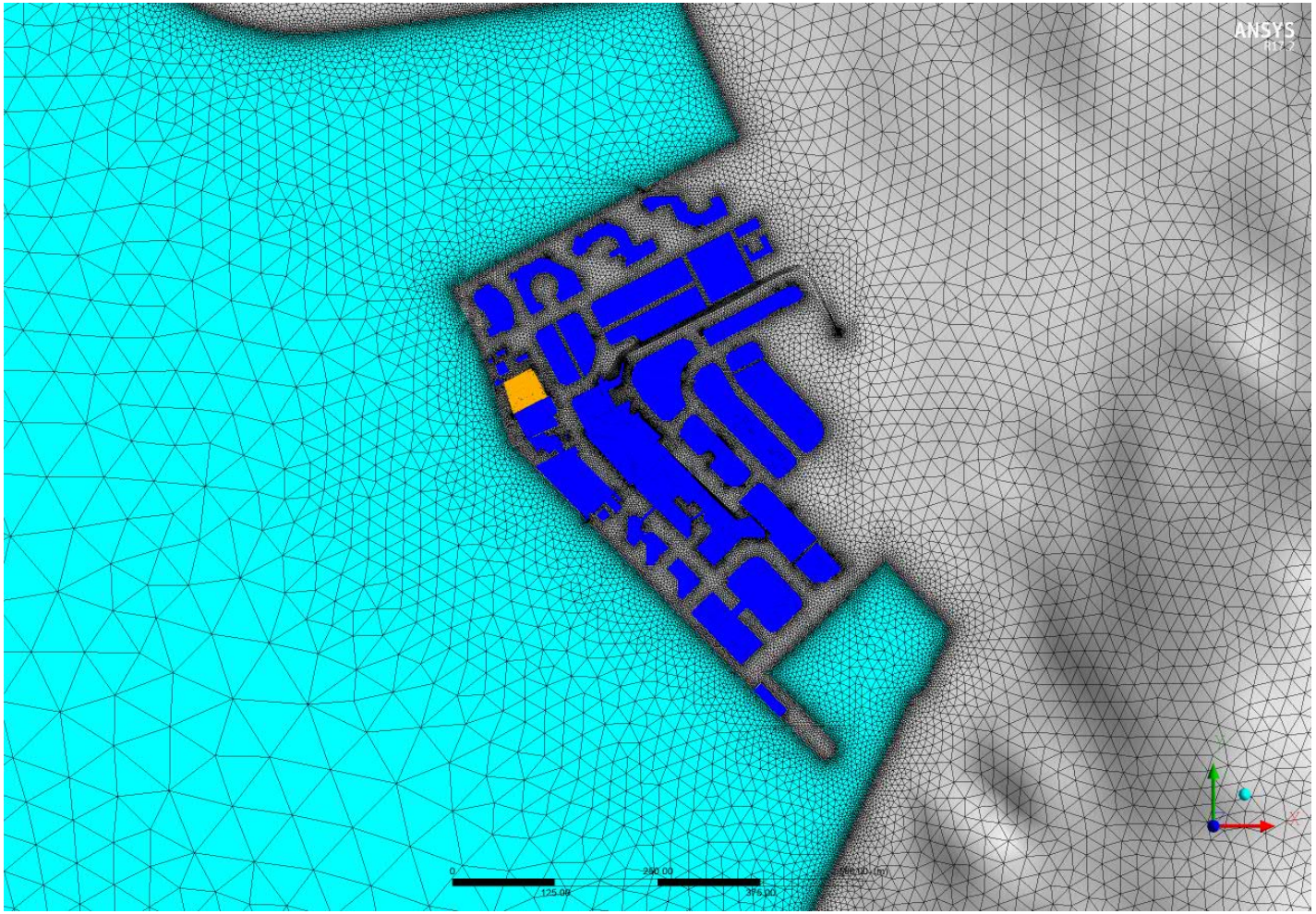
Mesh size



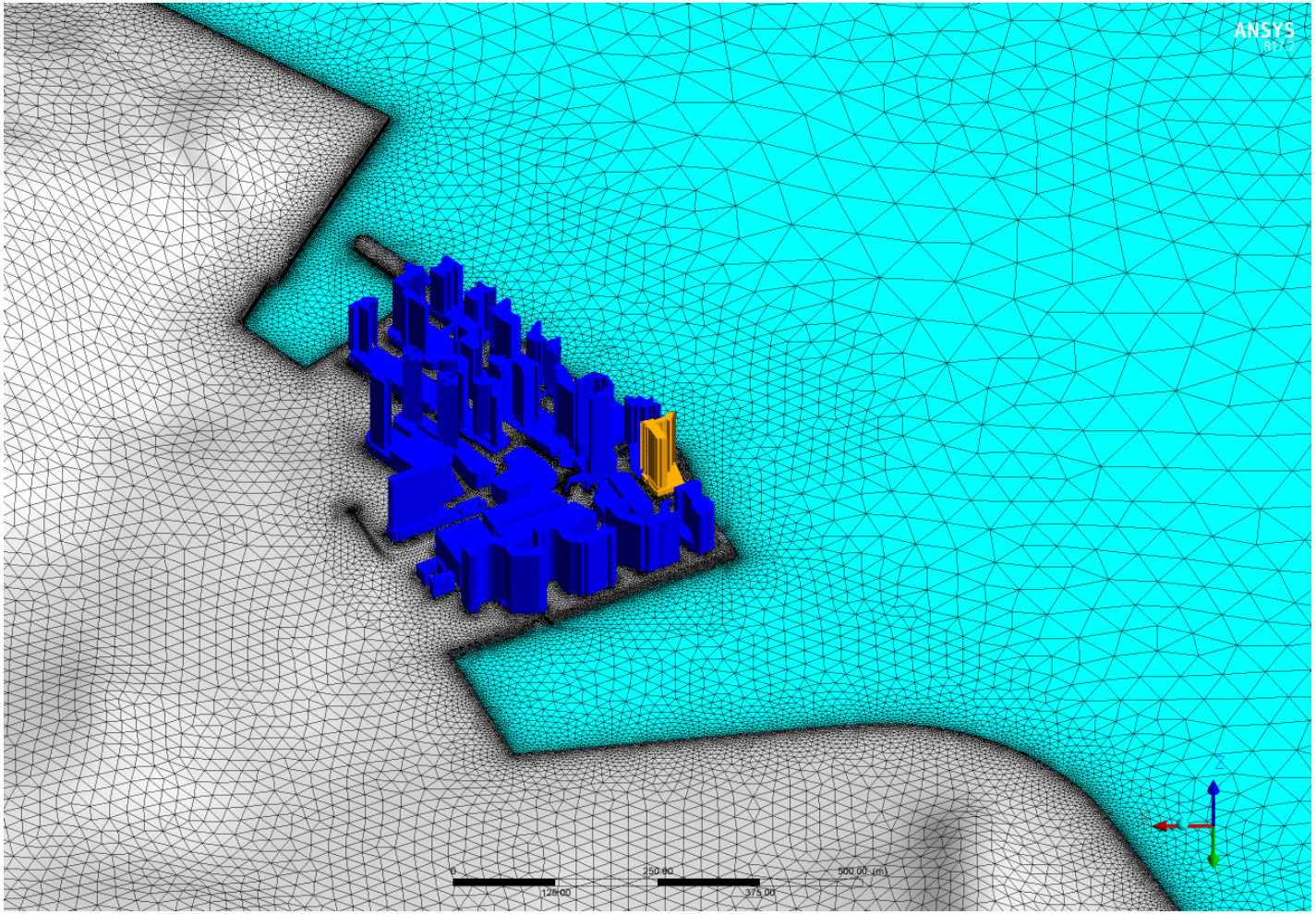
Surface Mesh



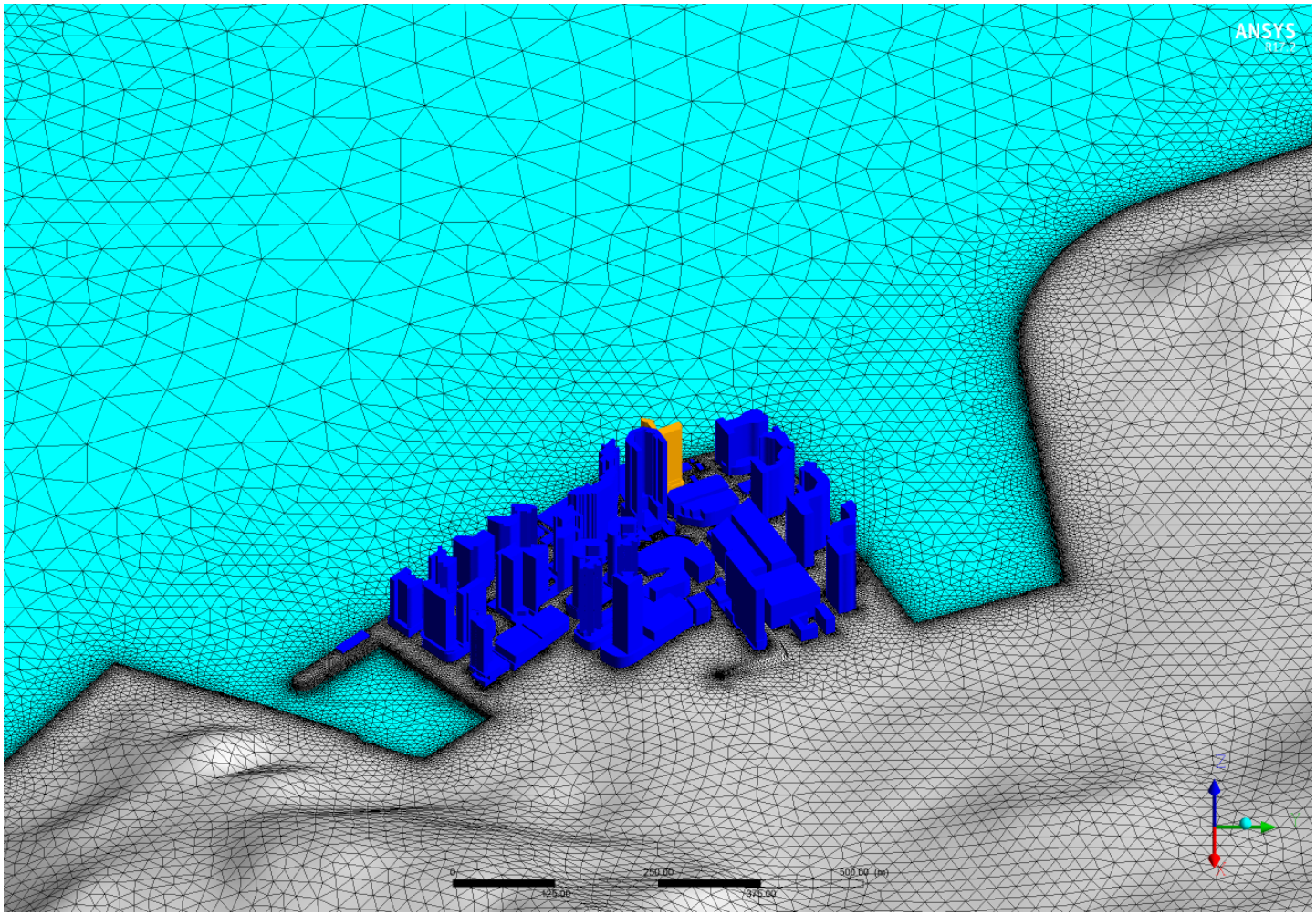
4 layers of prismatic meshes at 0.5m thick



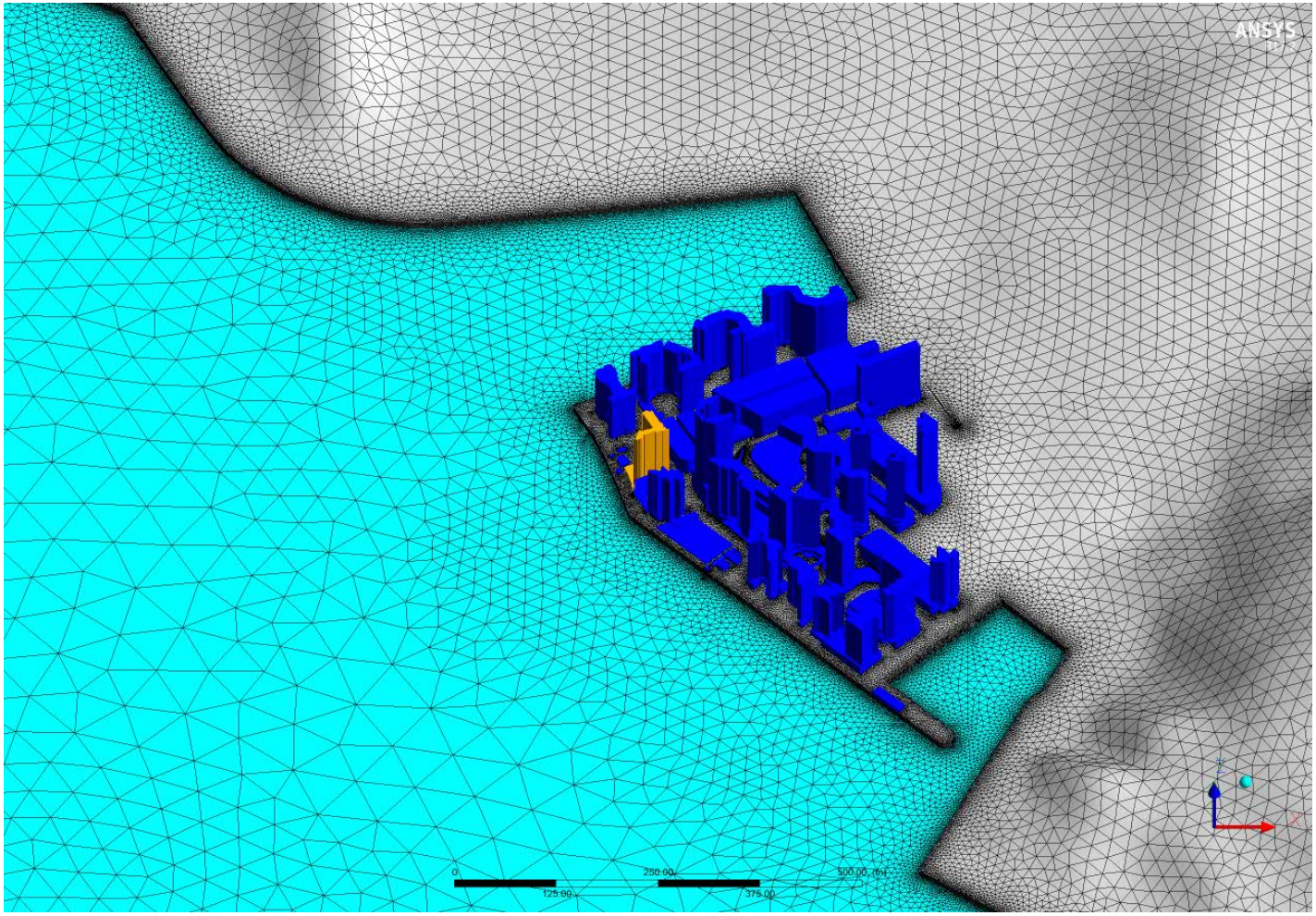
Surrounding Area – Top View



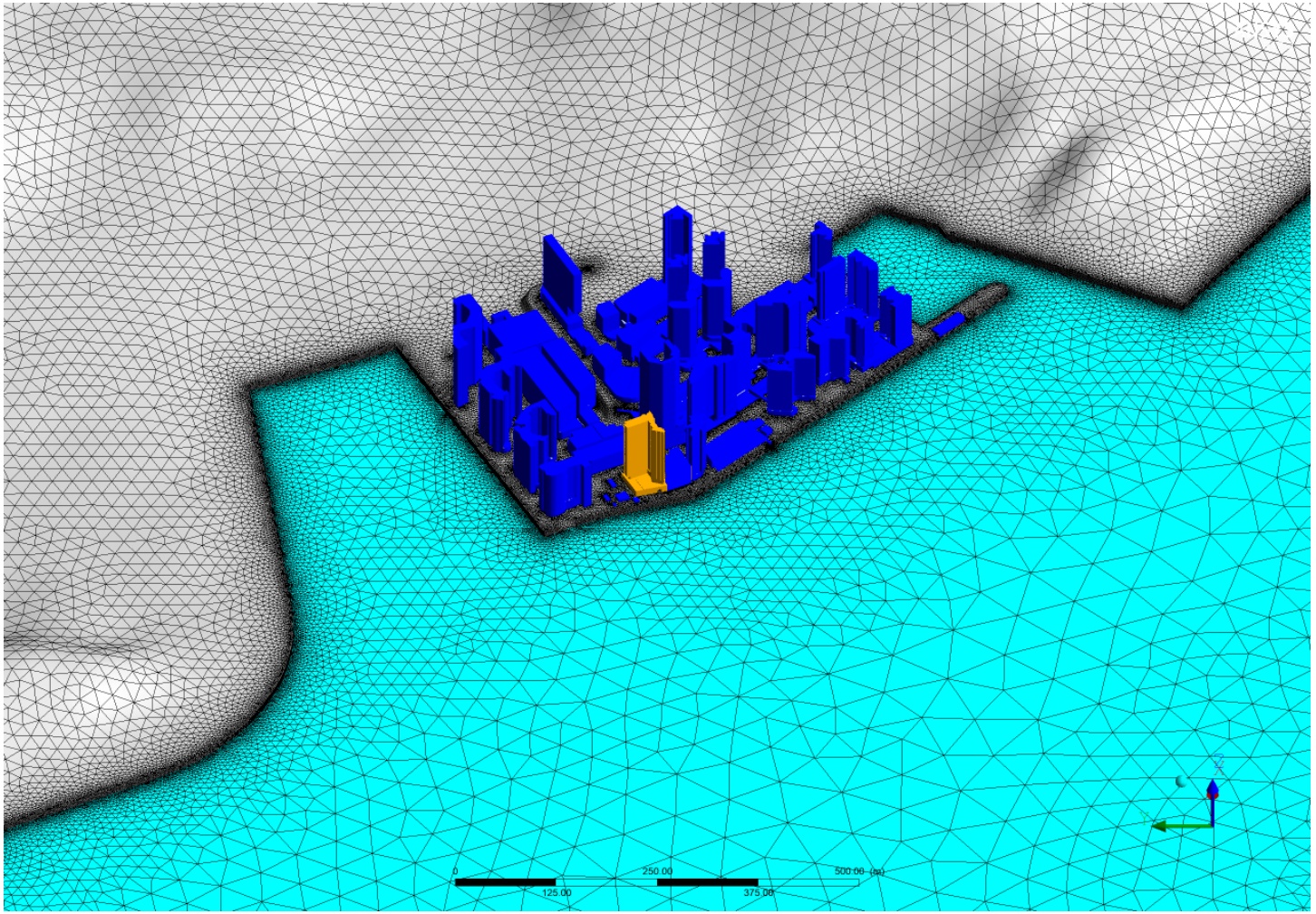
Surrounding Area – N



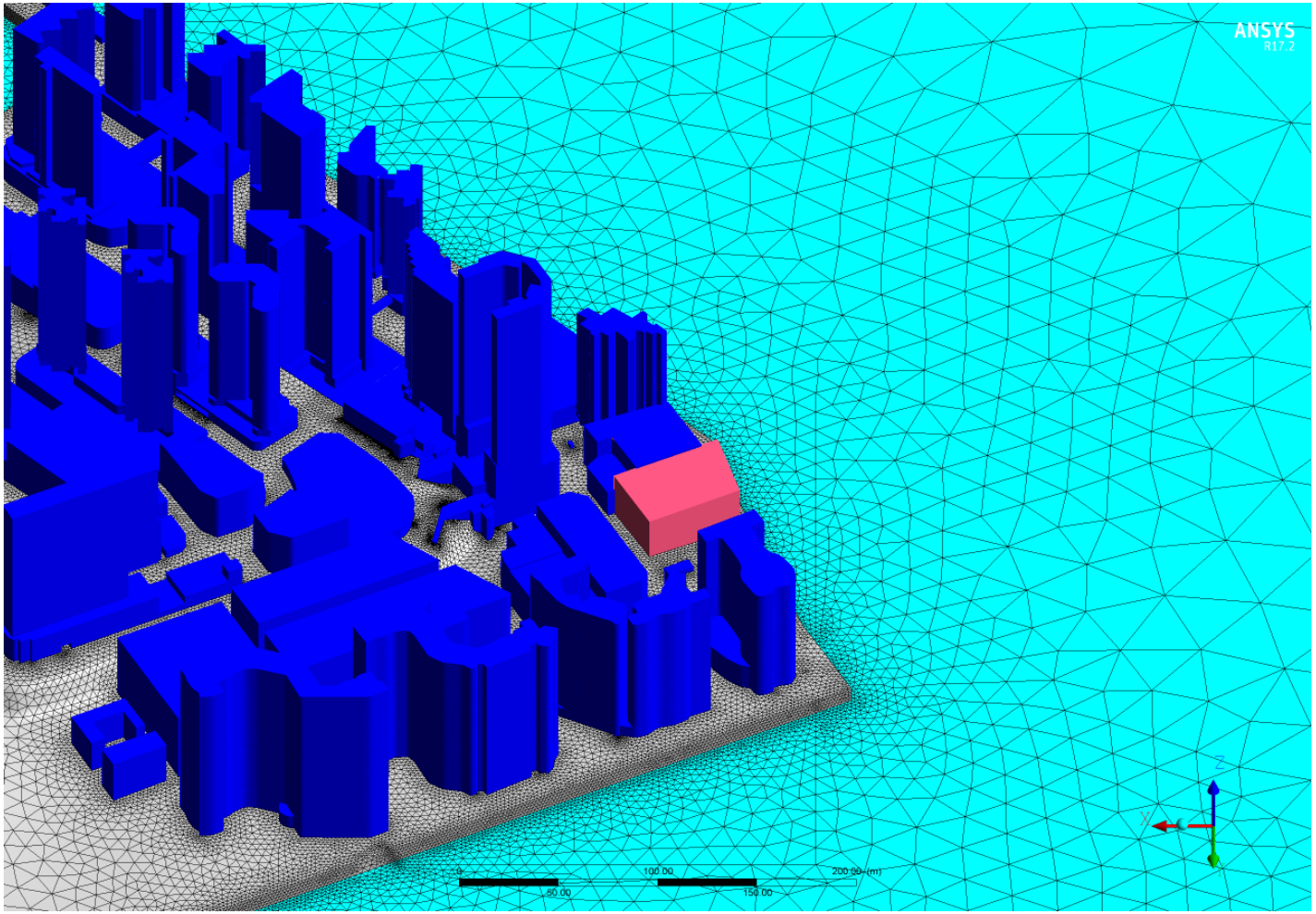
Surrounding Area – E



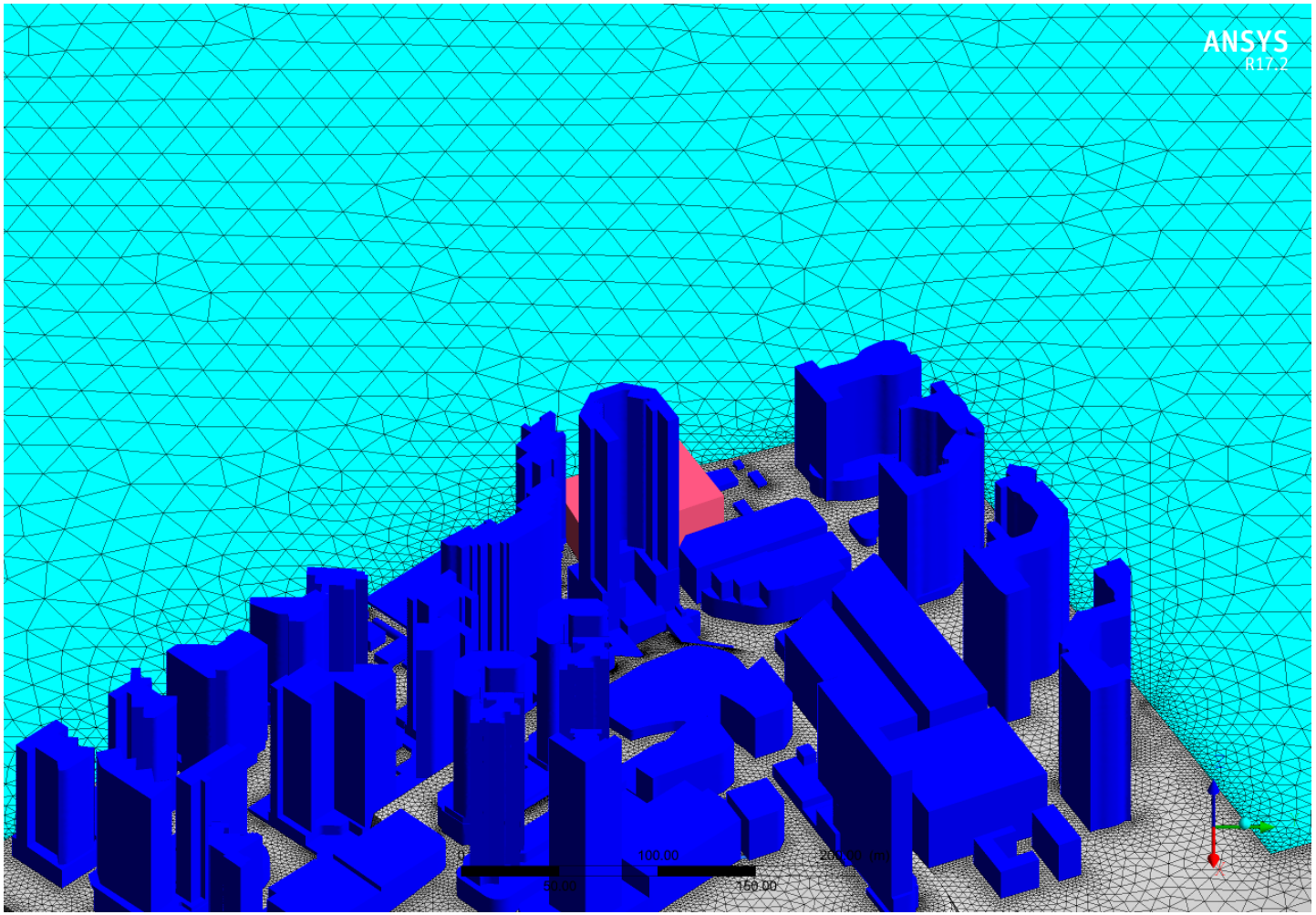
Surrounding Area – S



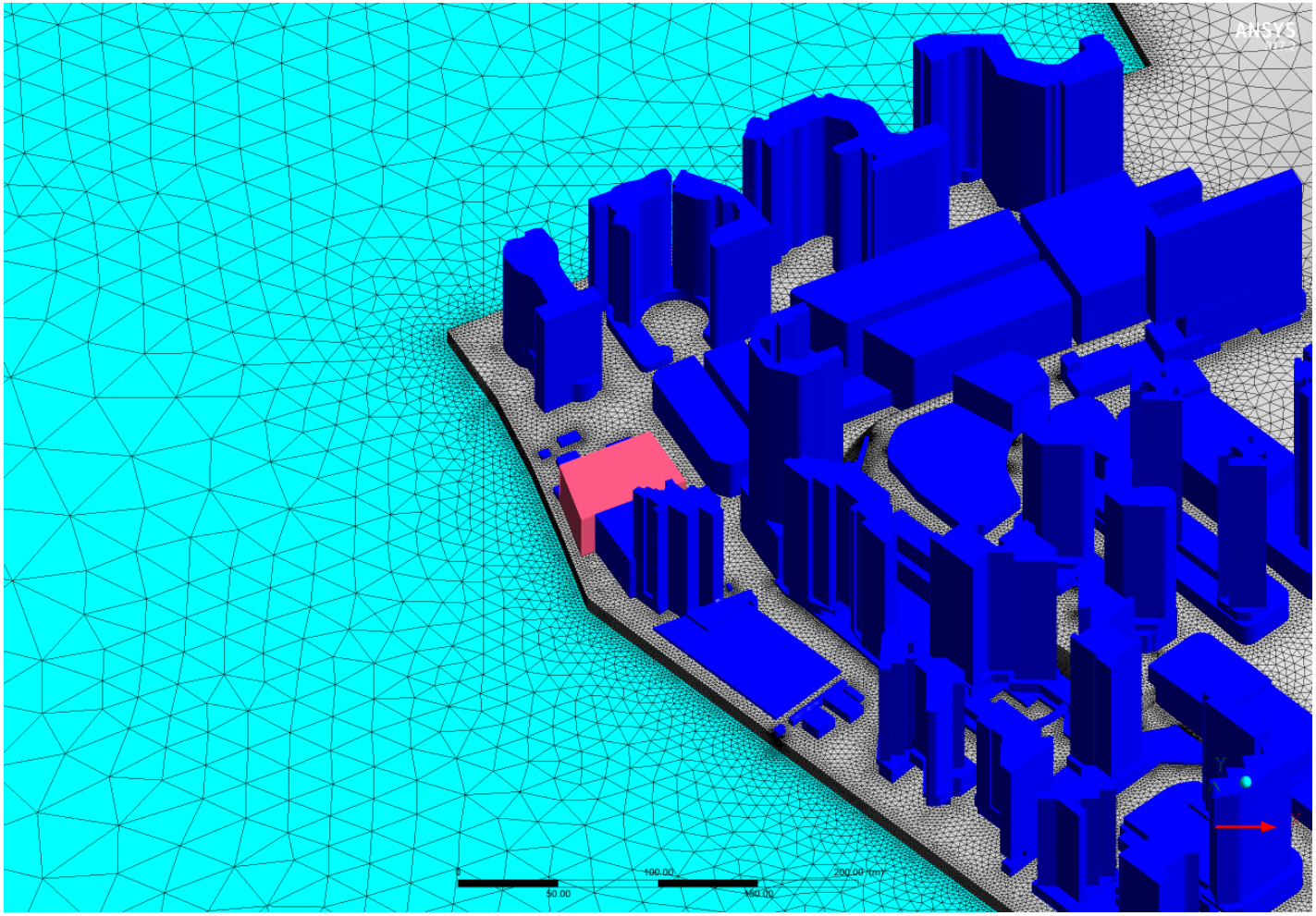
Surrounding Area – W



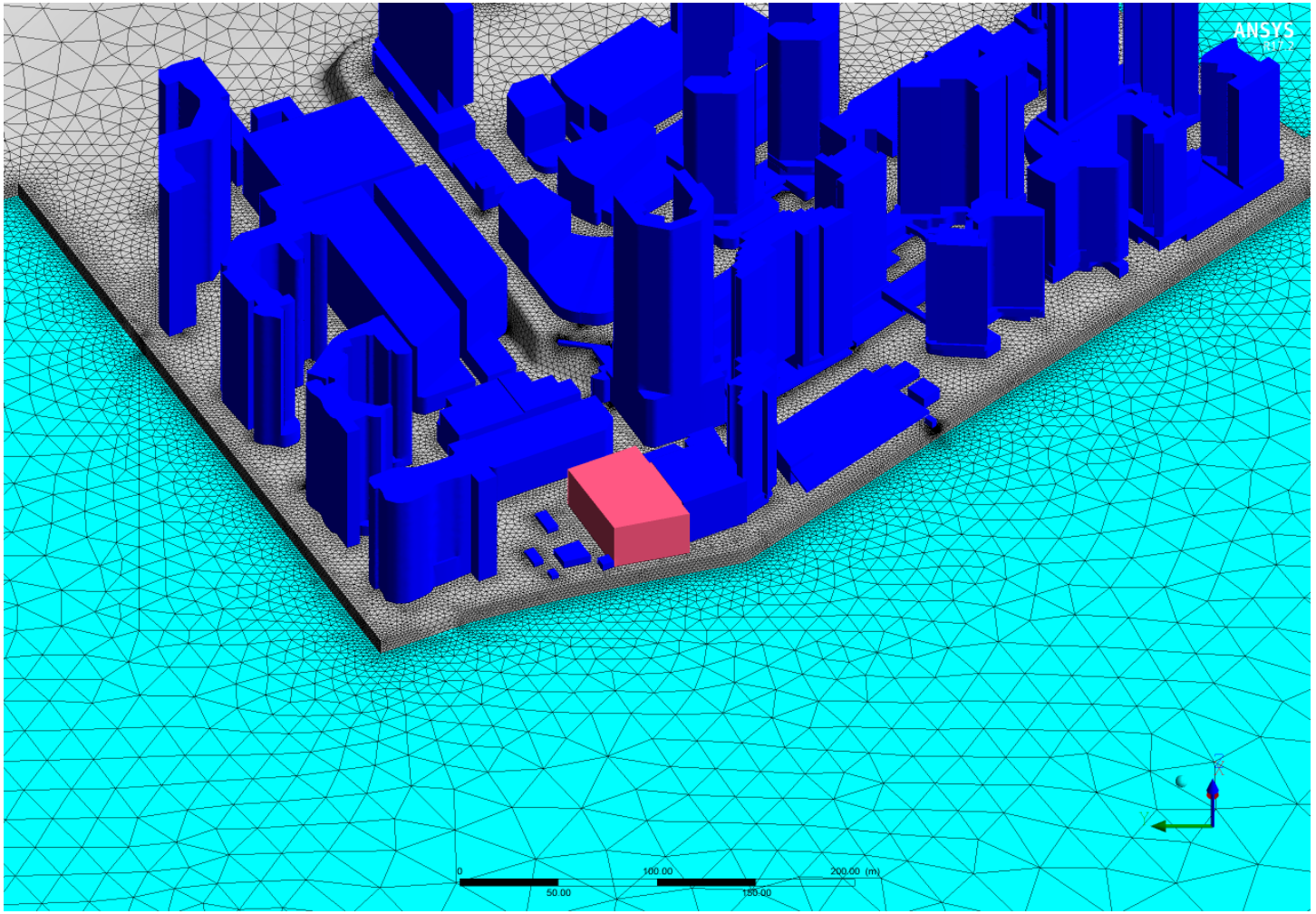
Baseline Scheme – N



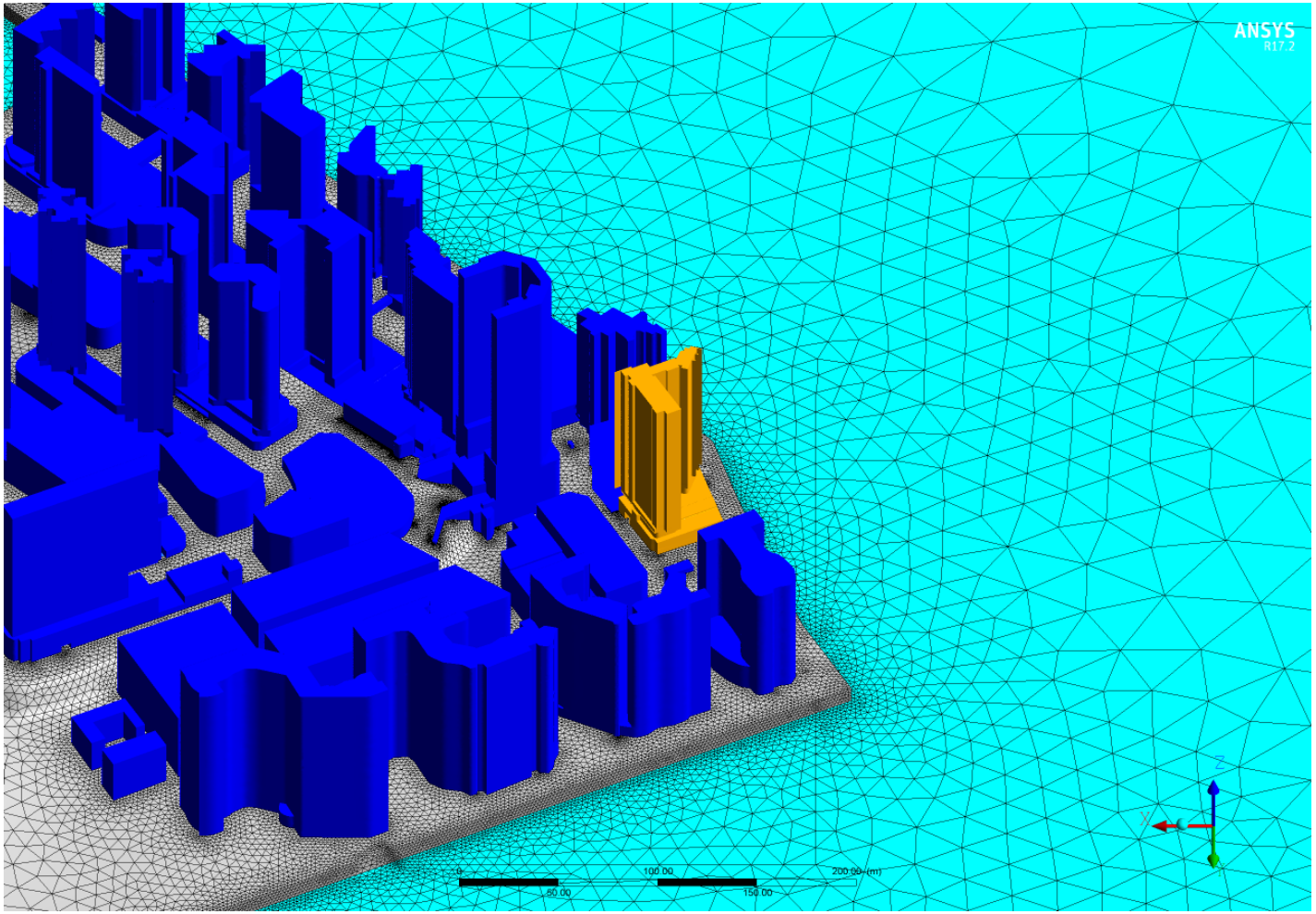
Baseline Scheme – E



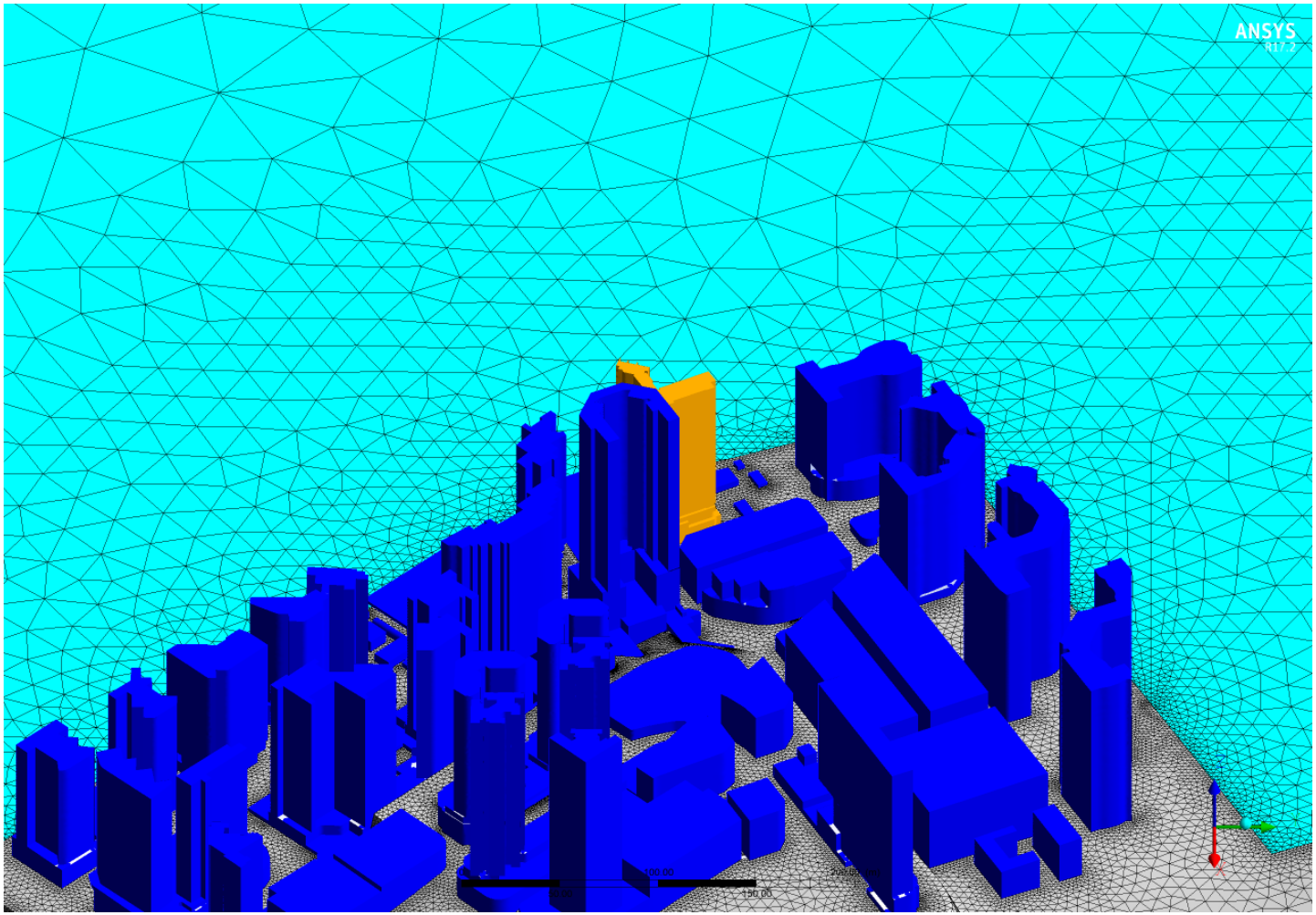
Baseline Scheme – S



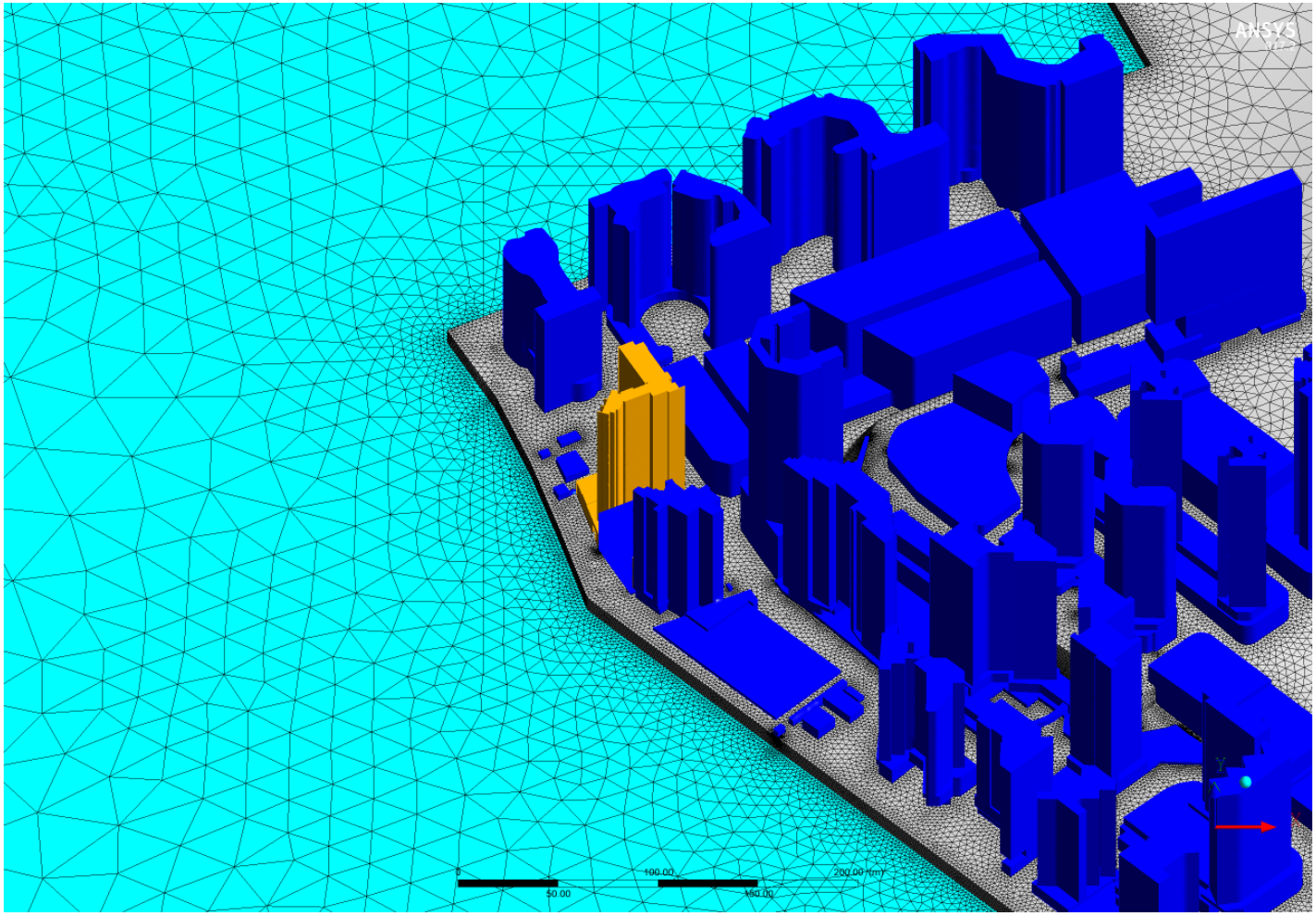
Baseline Scheme – W



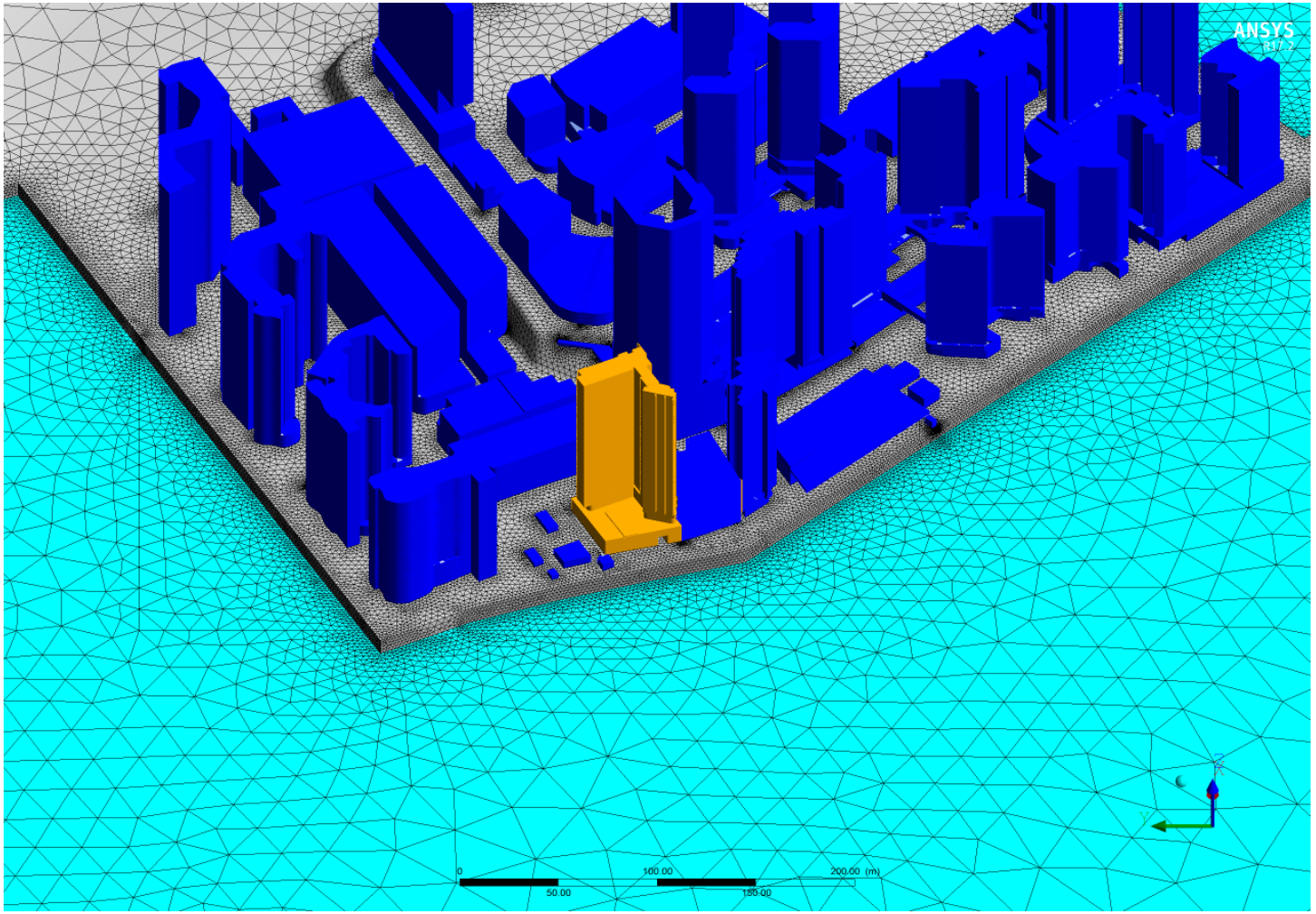
Proposed Scheme – N



Proposed Scheme – E



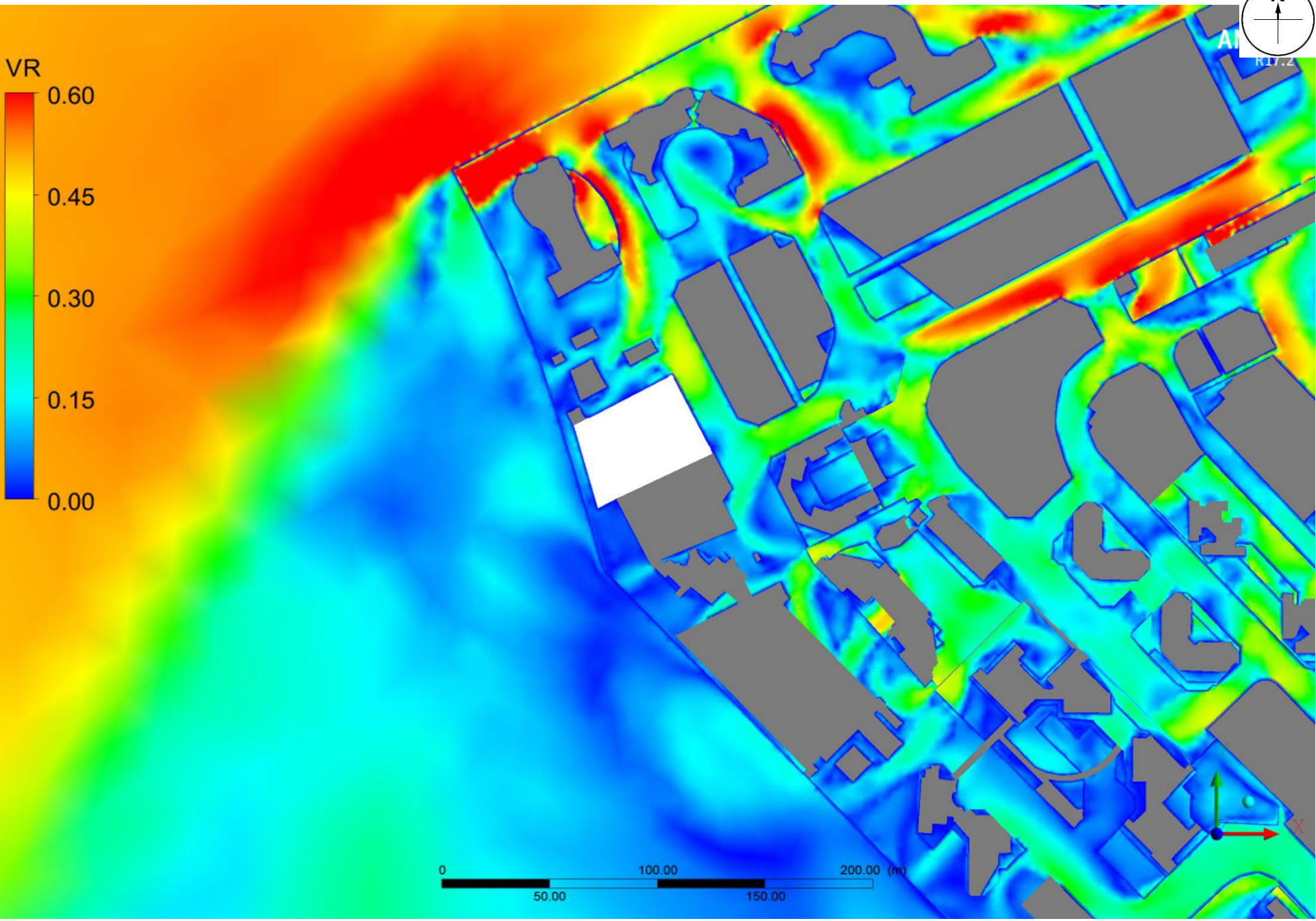
Proposed Scheme – S



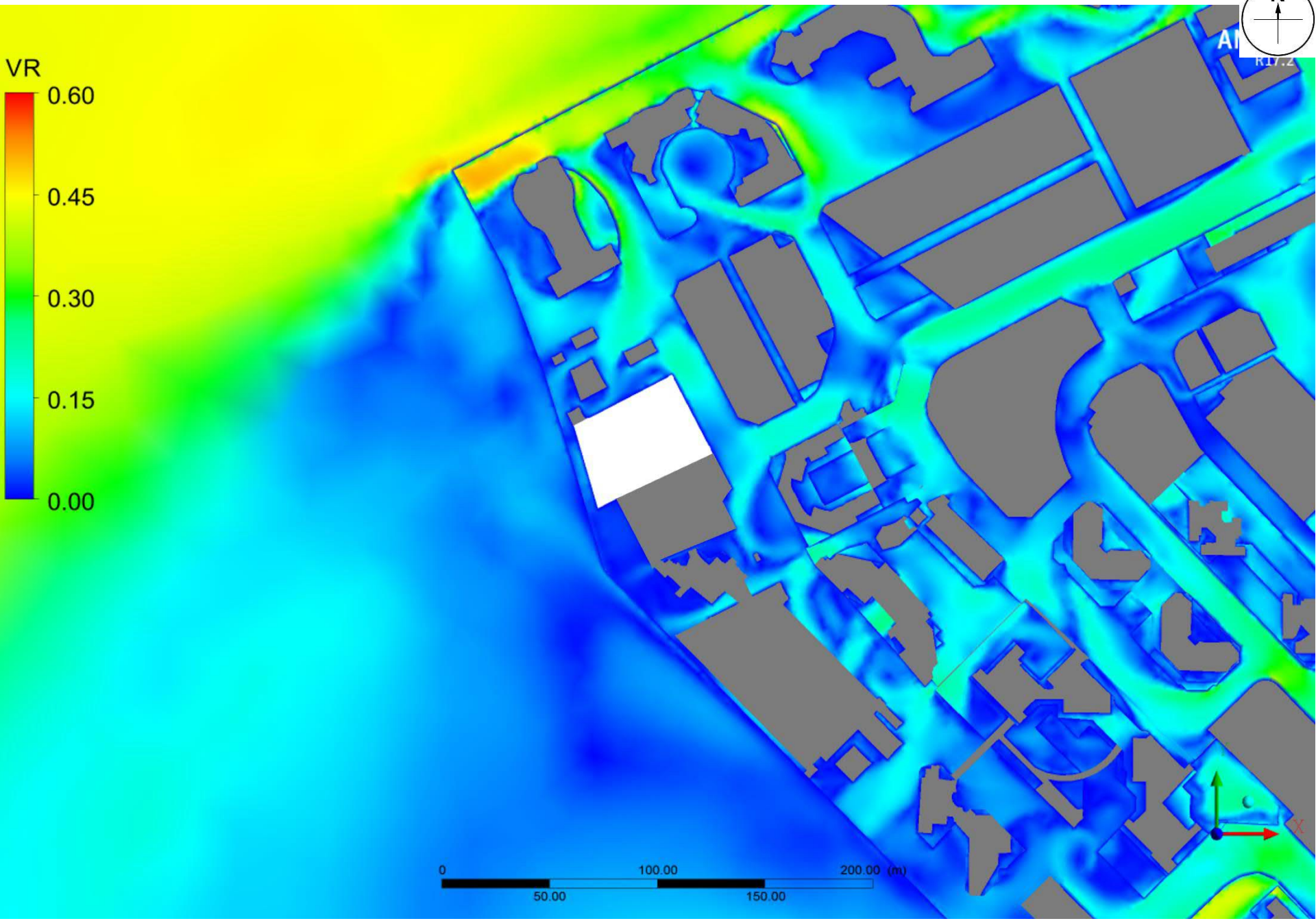
Proposed Scheme – W

Appendix 4

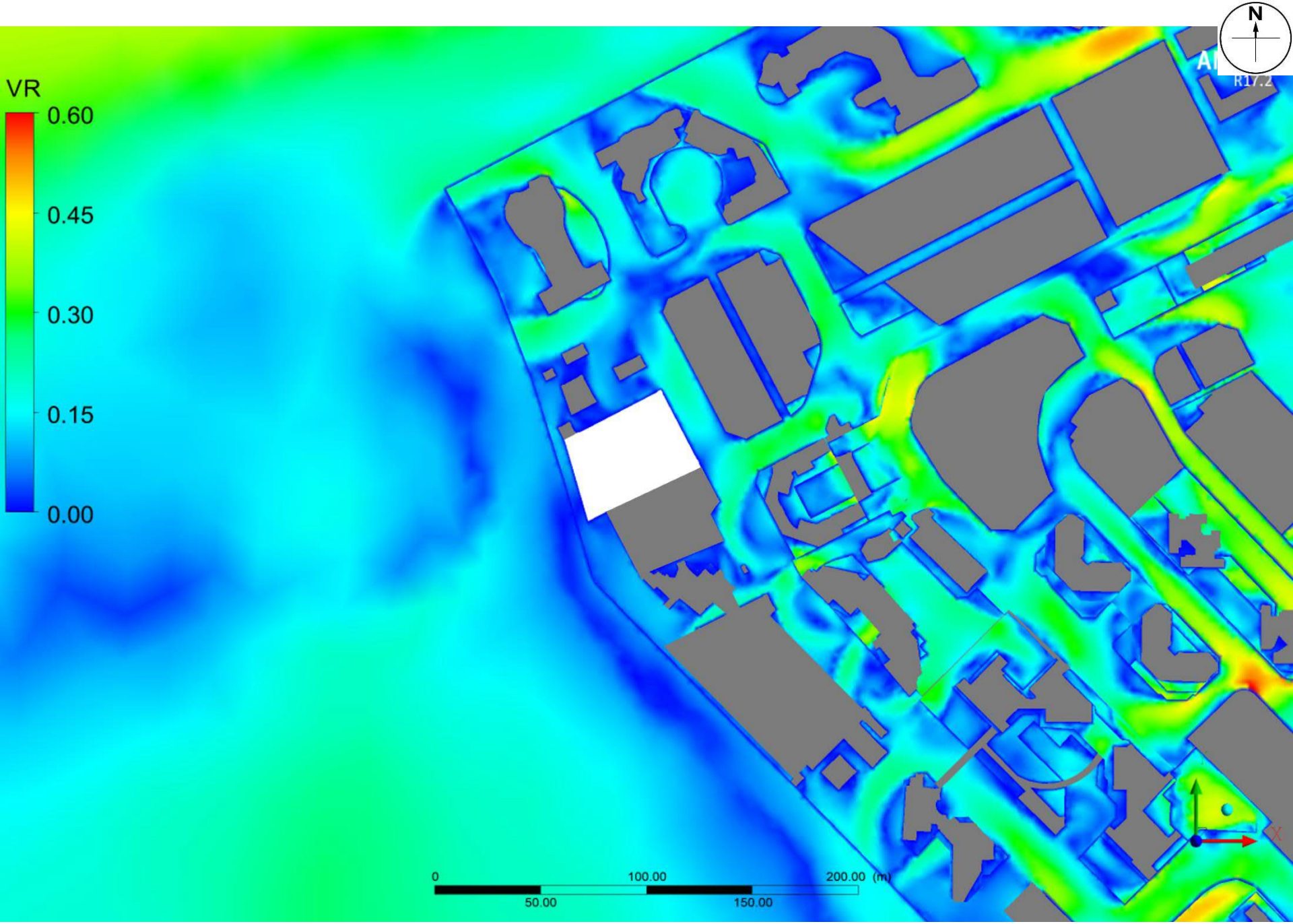
Contour and Vector Result of the CFD Simulation



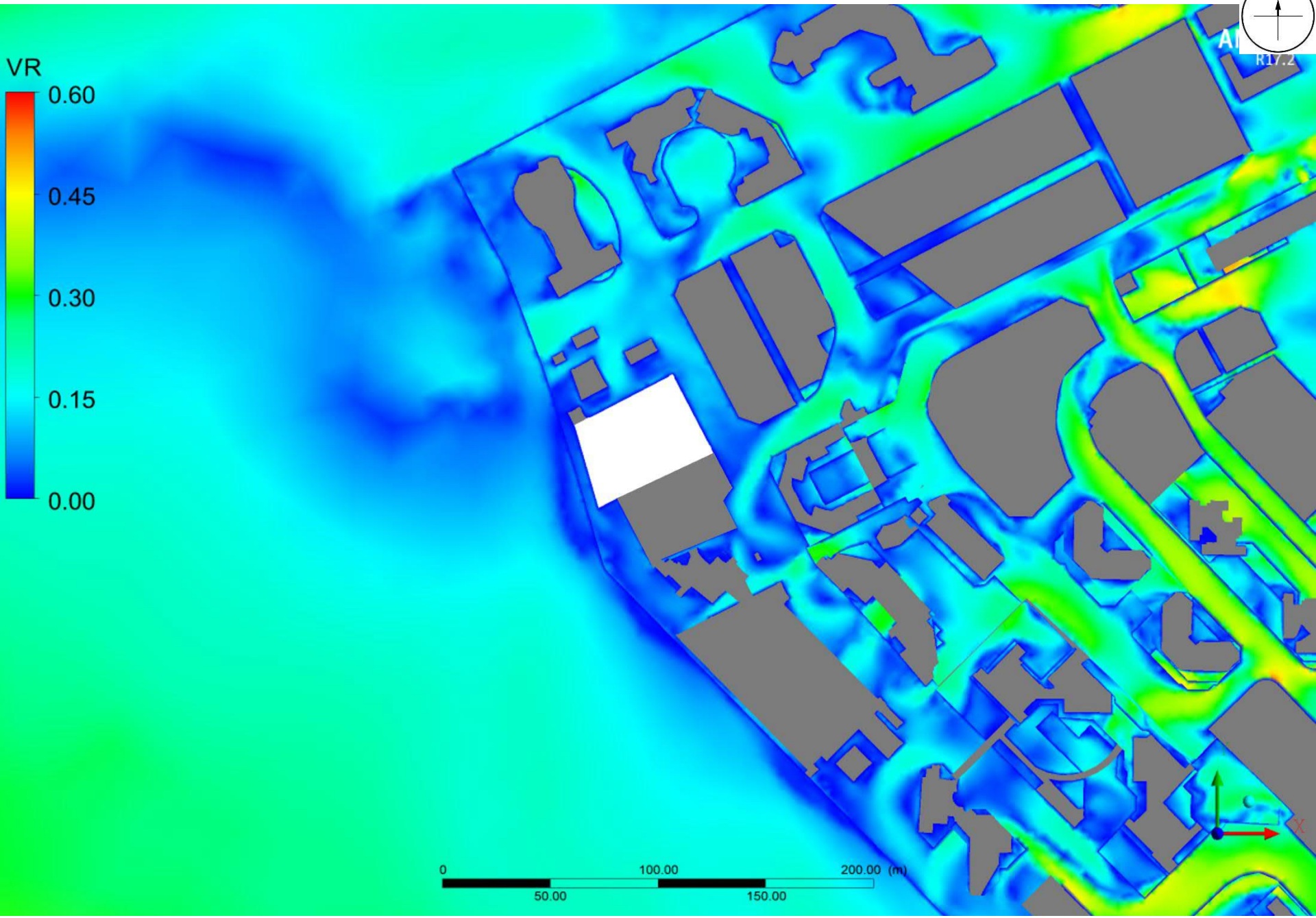
Baseline Scheme - Contour plot at pedestrian level under NNE Wind



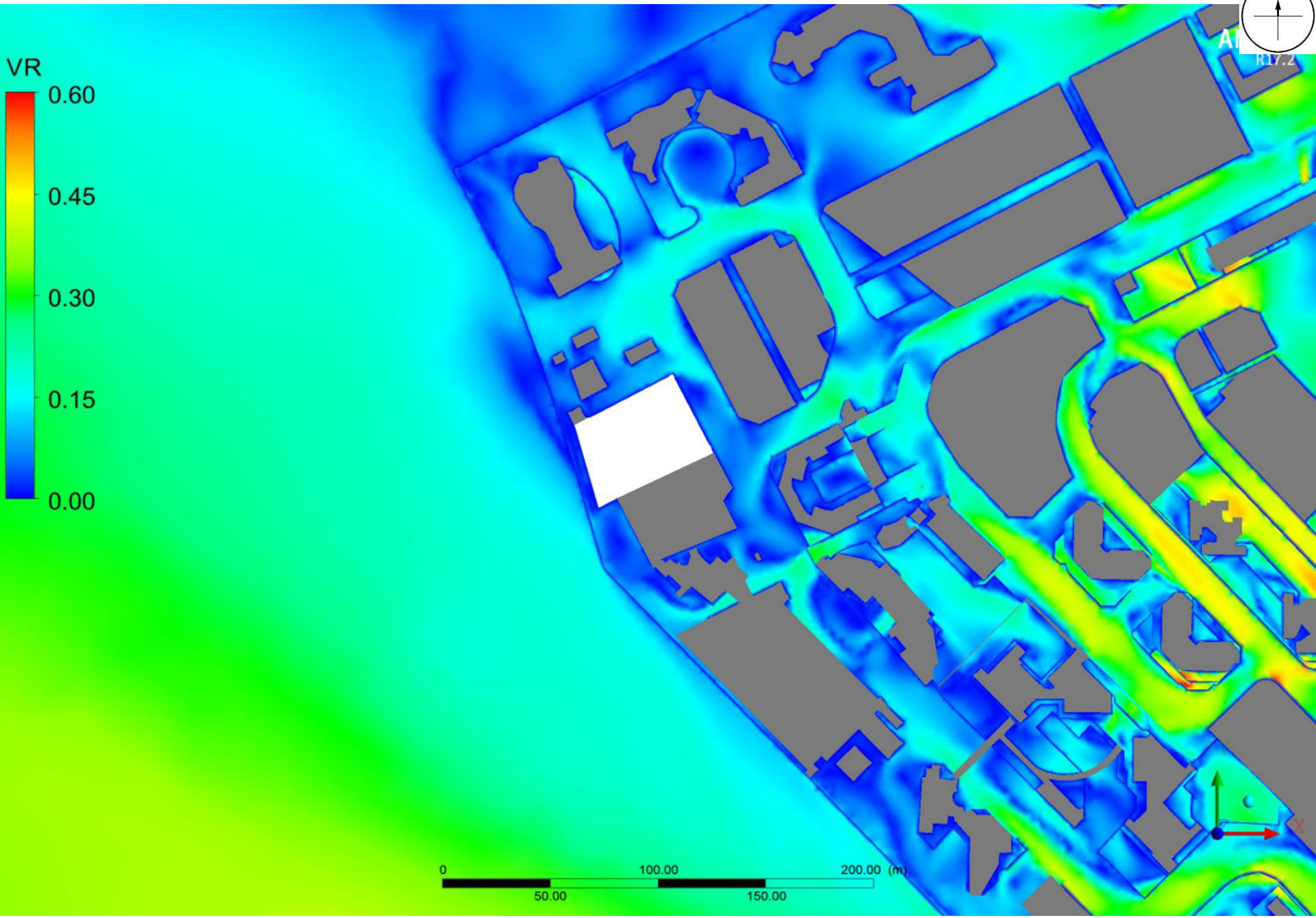
Baseline Scheme - Contour plot at pedestrian level under NE Wind



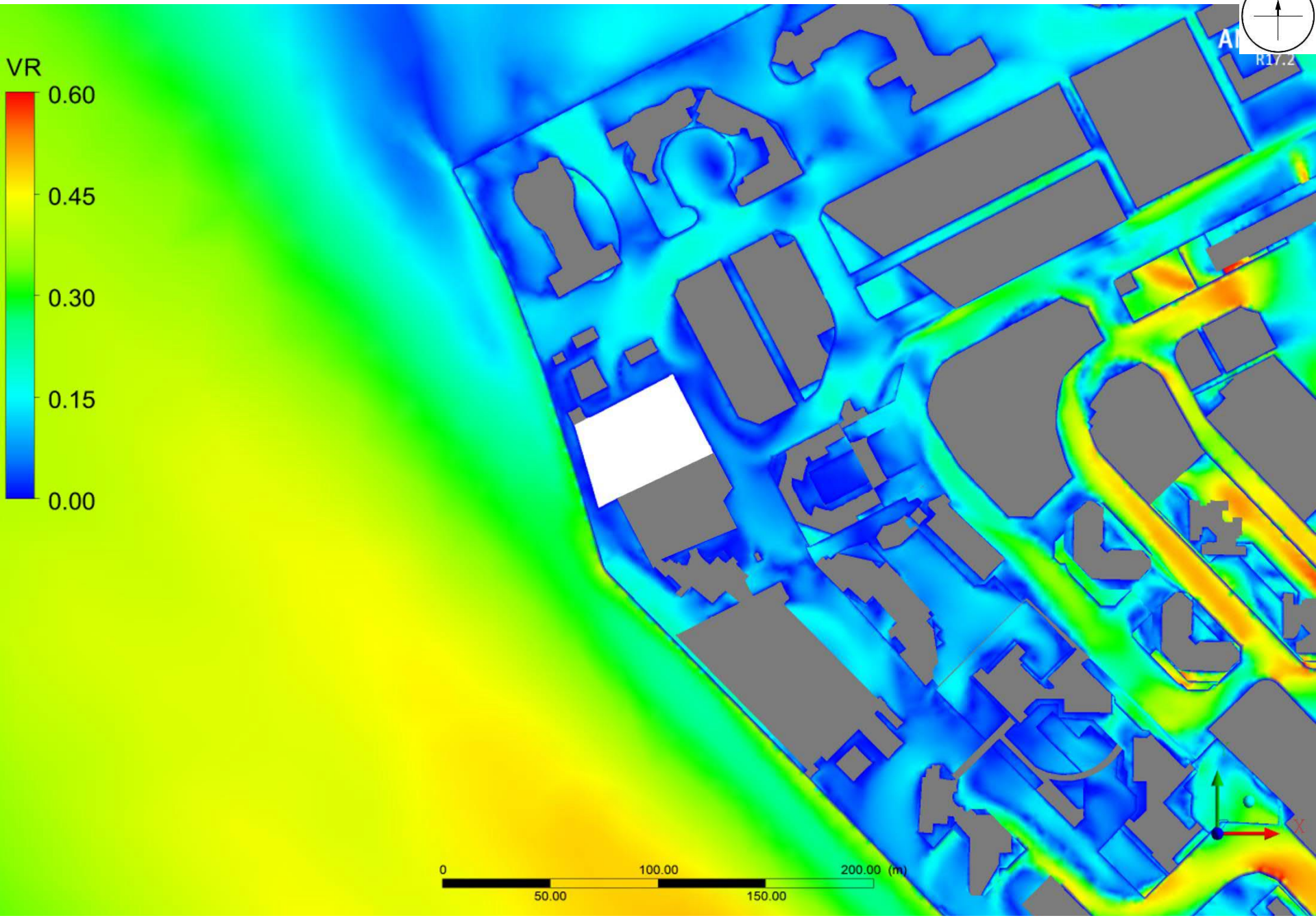
Baseline Scheme - Contour plot at pedestrian level under ENE Wind



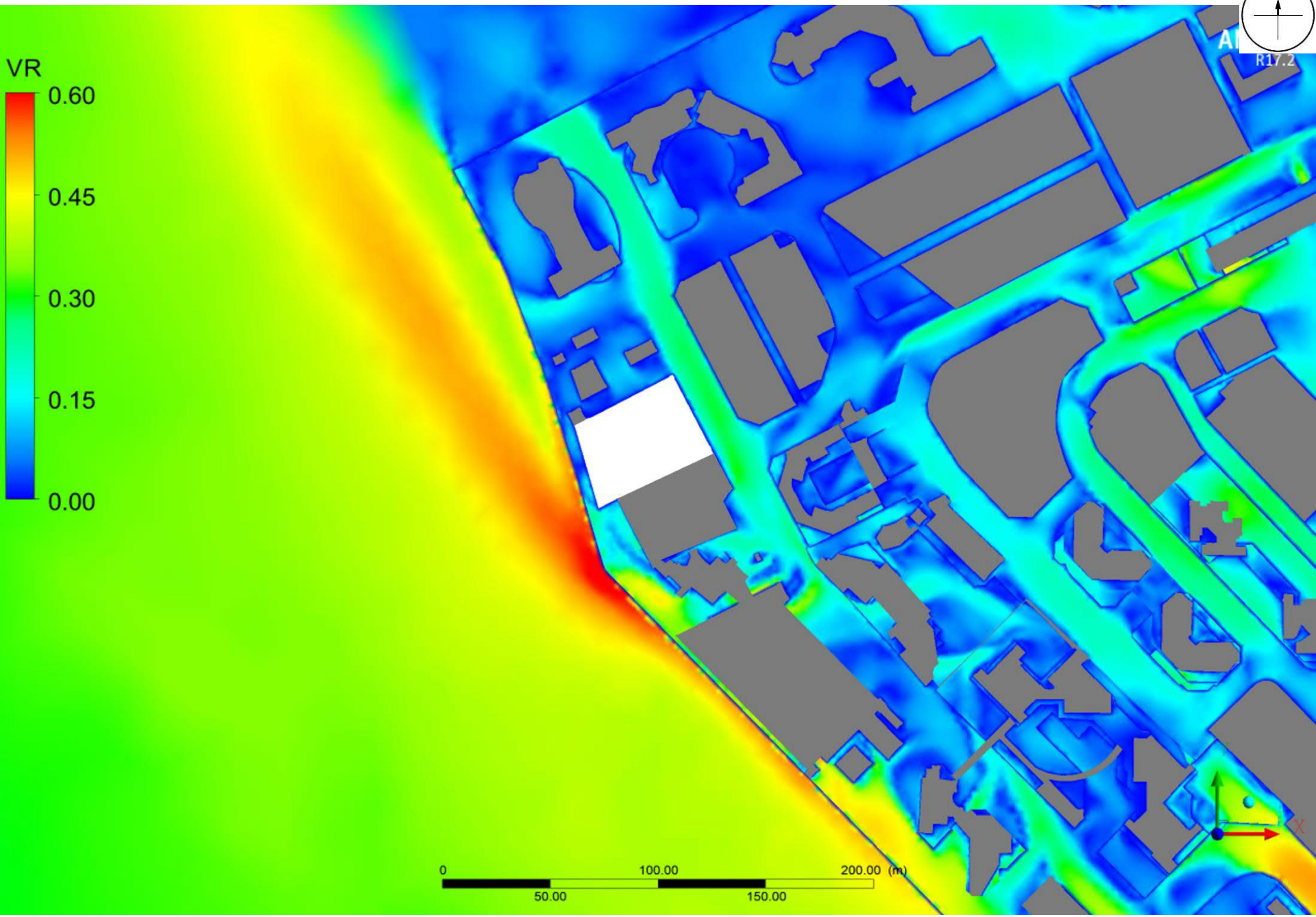
Baseline Scheme - Contour plot at pedestrian level under E Wind



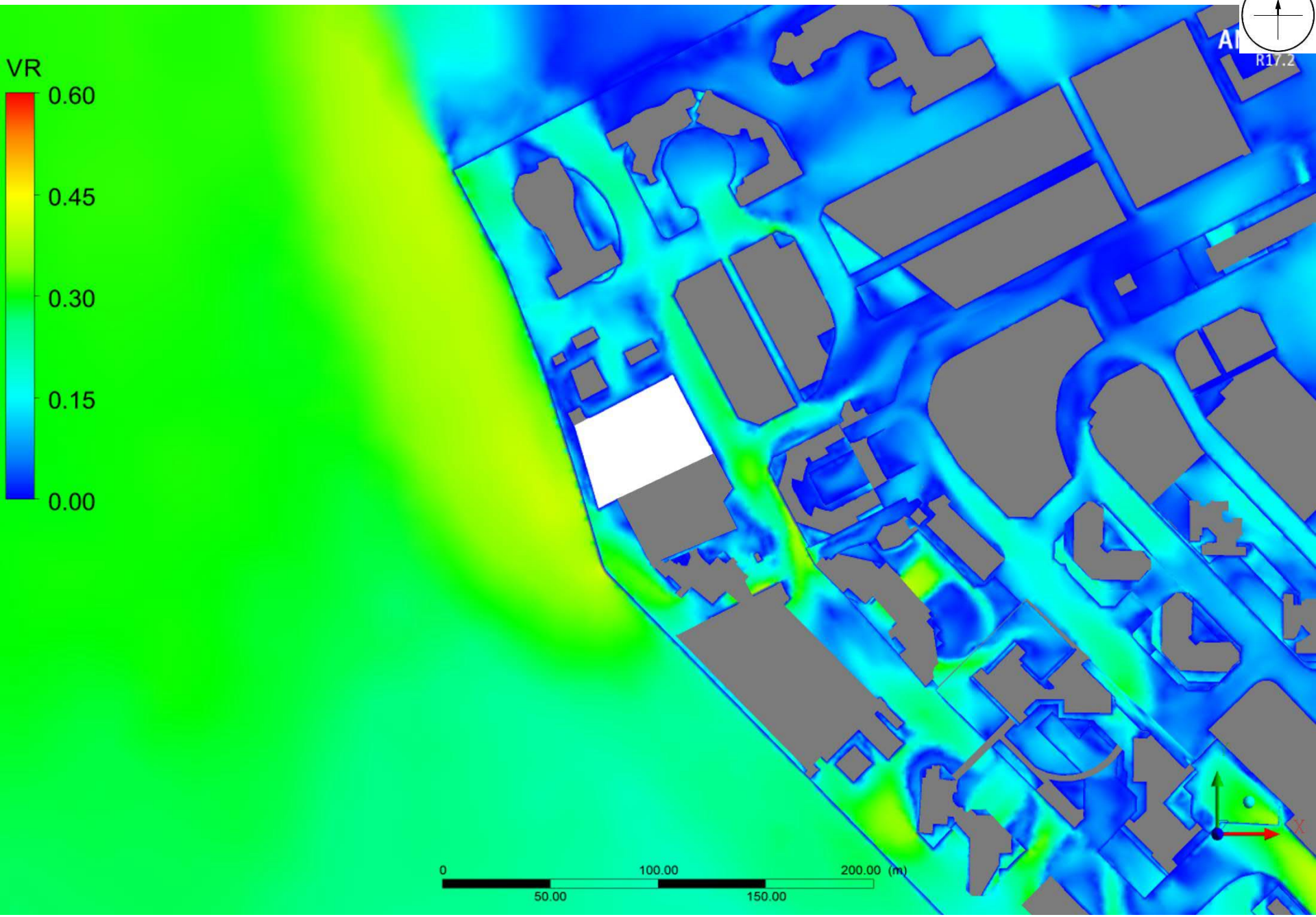
Baseline Scheme - Contour plot at pedestrian level under ESE Wind



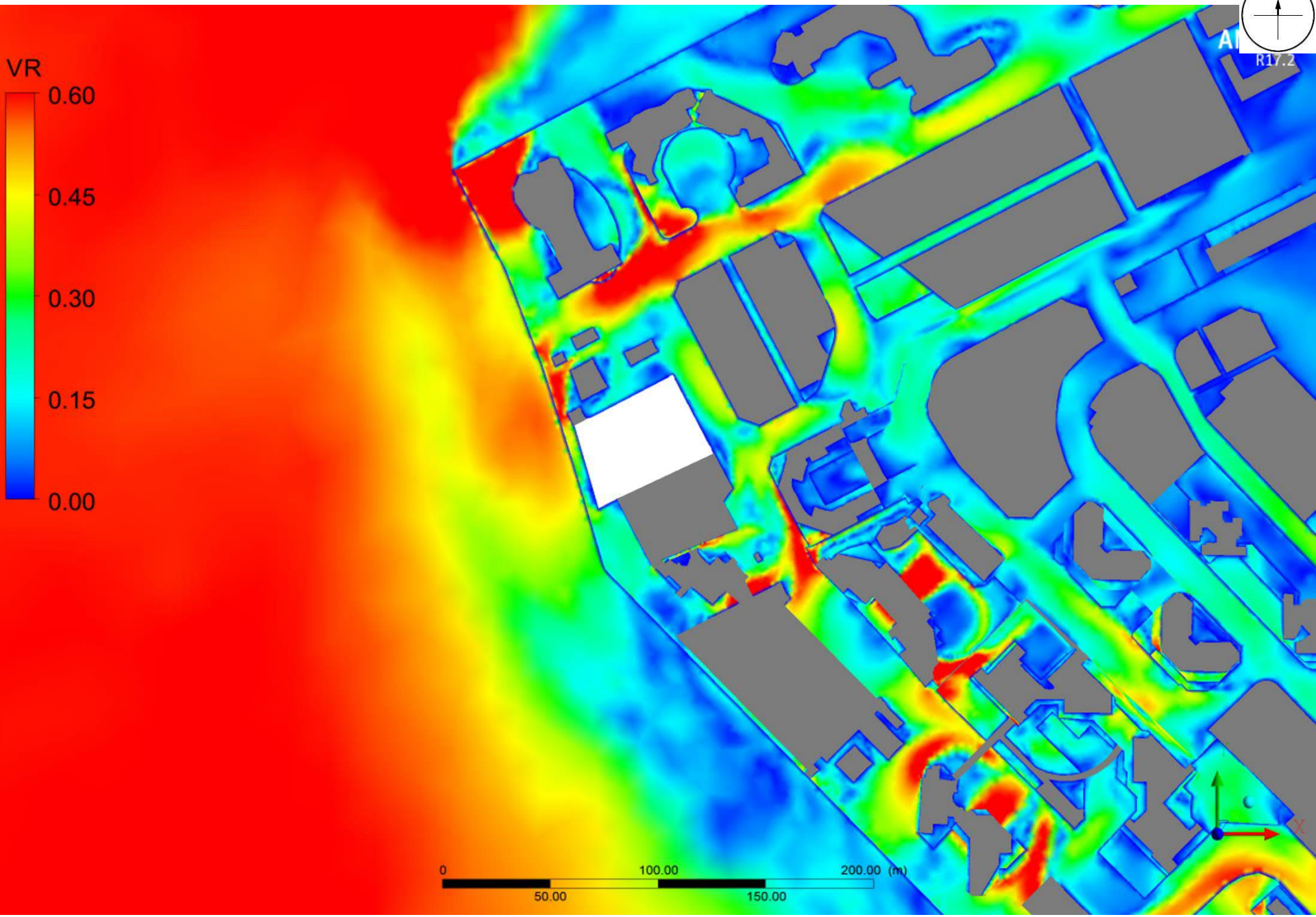
Baseline Scheme - Contour plot at pedestrian level under SE Wind



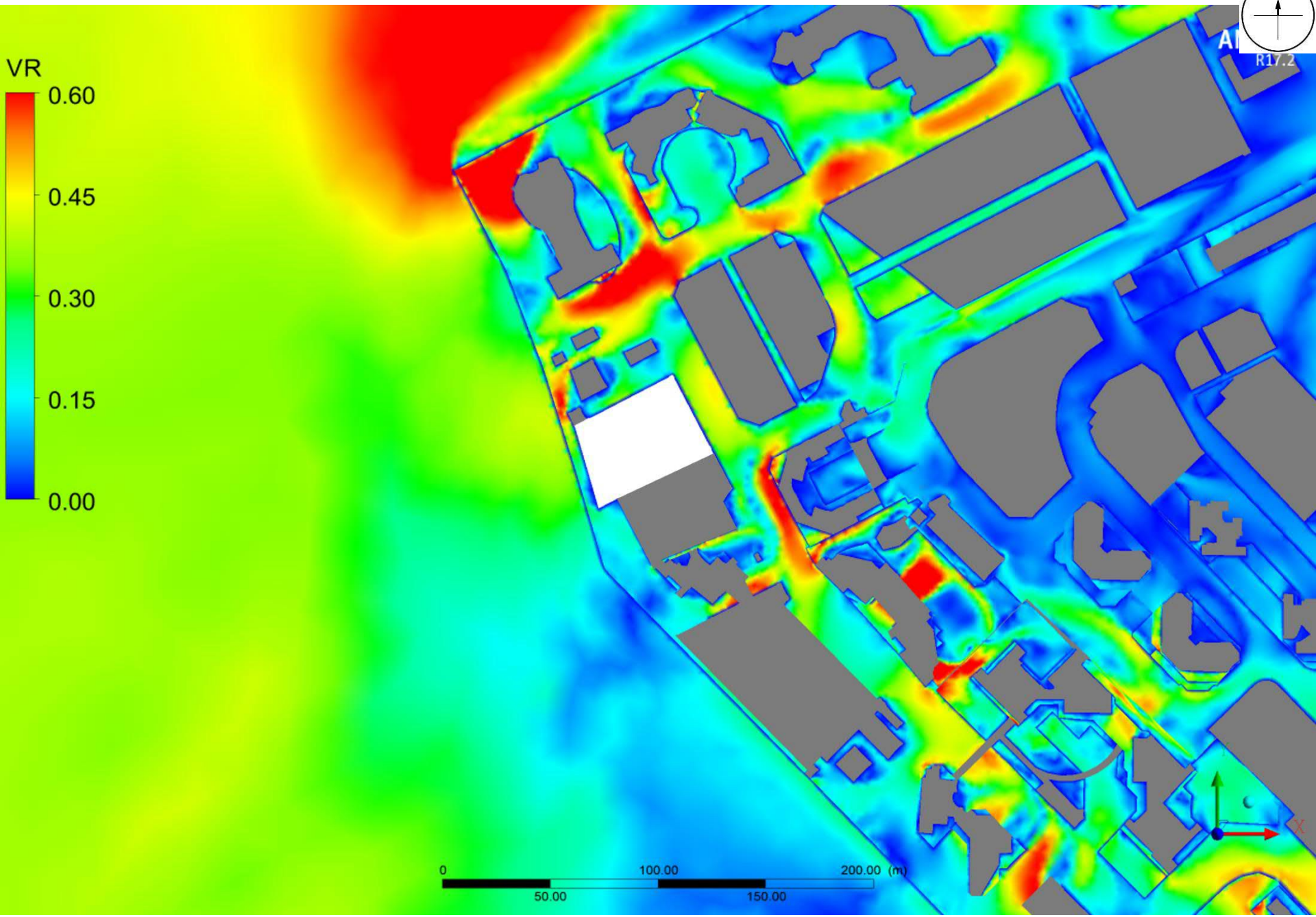
Baseline Scheme - Contour plot at pedestrian level under SSE Wind



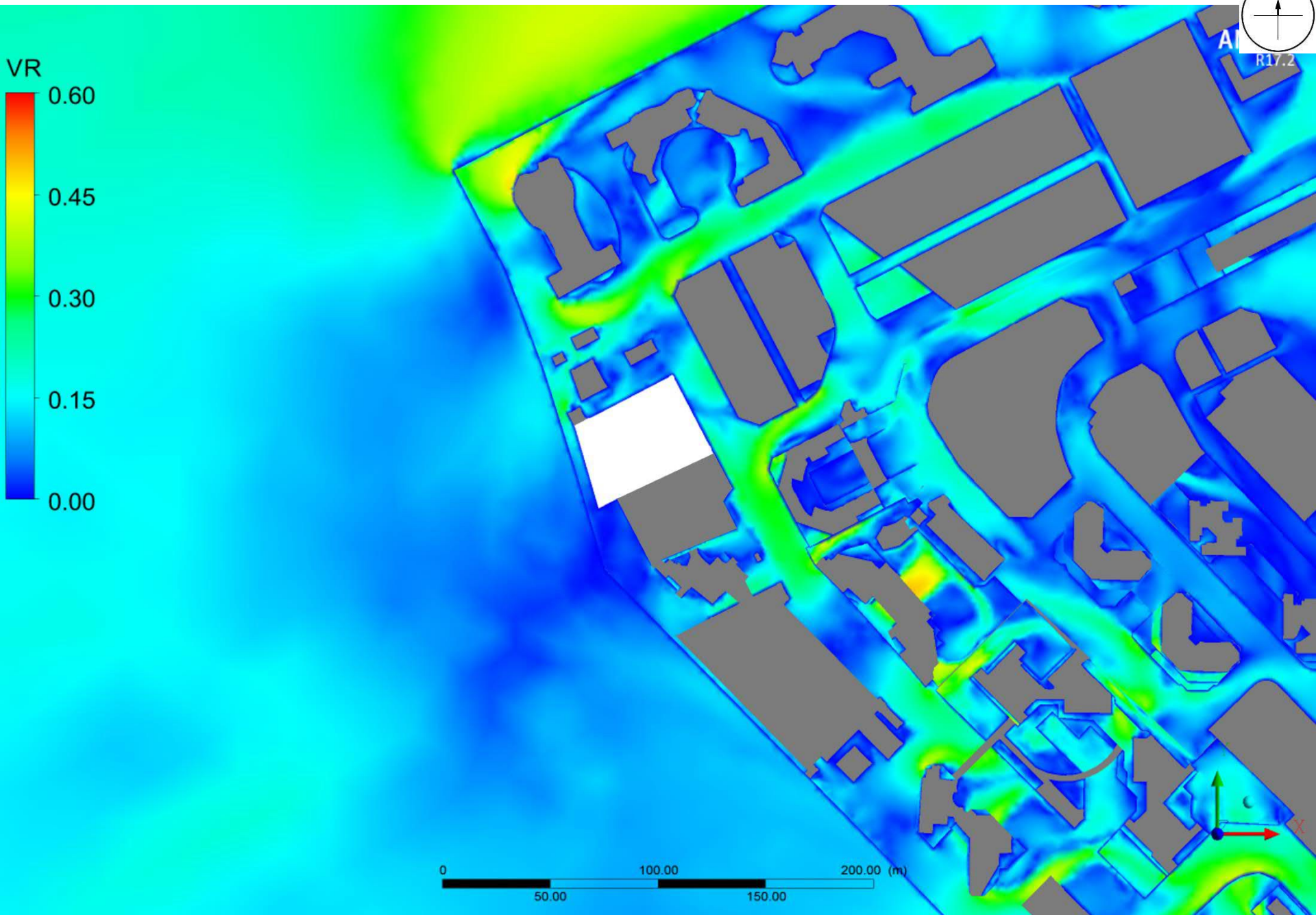
Baseline Scheme - Contour plot at pedestrian level under S Wind



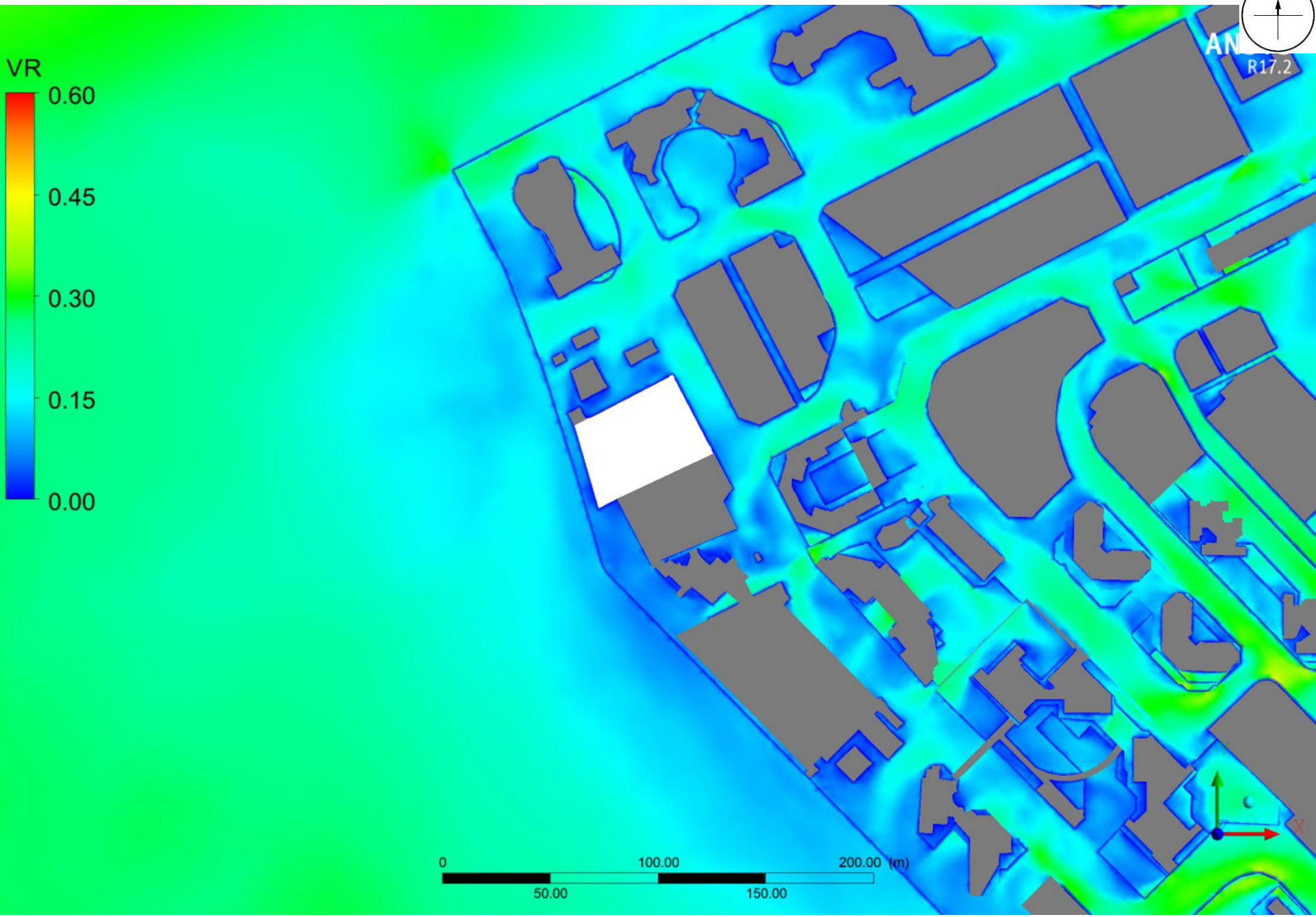
Baseline Scheme - Contour plot at pedestrian level under SSW Wind



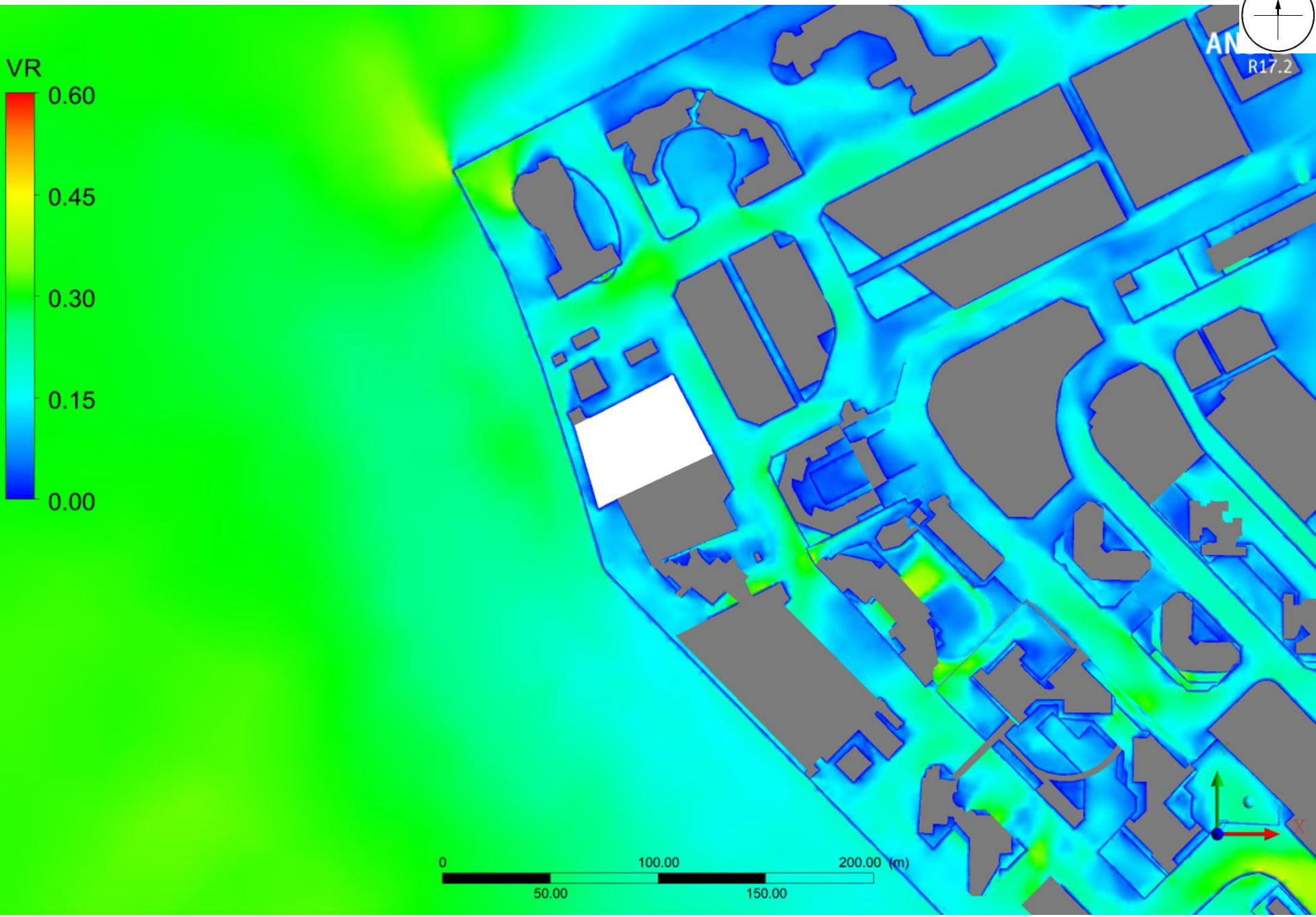
Baseline Scheme - Contour plot at pedestrian level under SW Wind



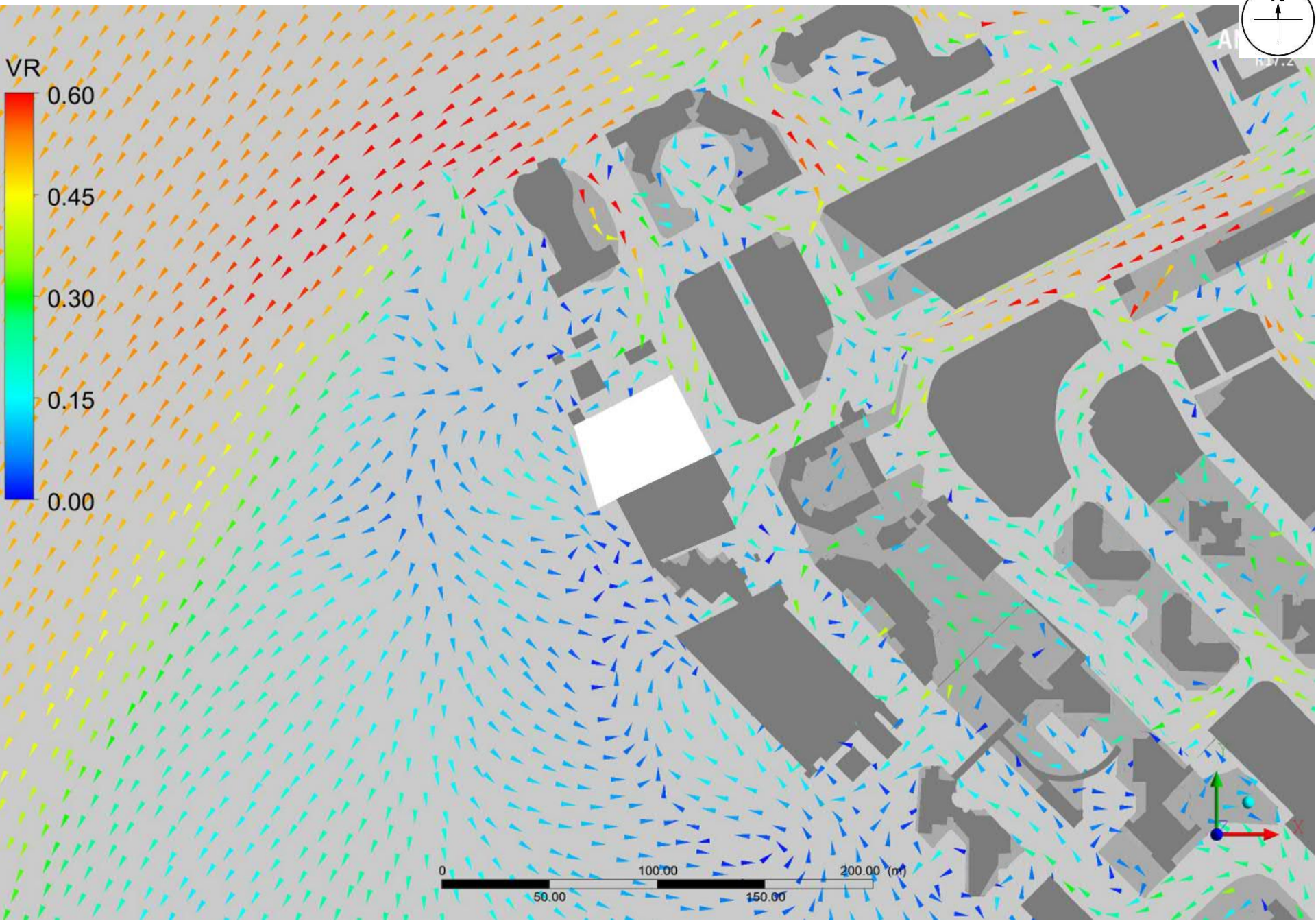
Baseline Scheme - Contour plot at pedestrian level under WSW Wind



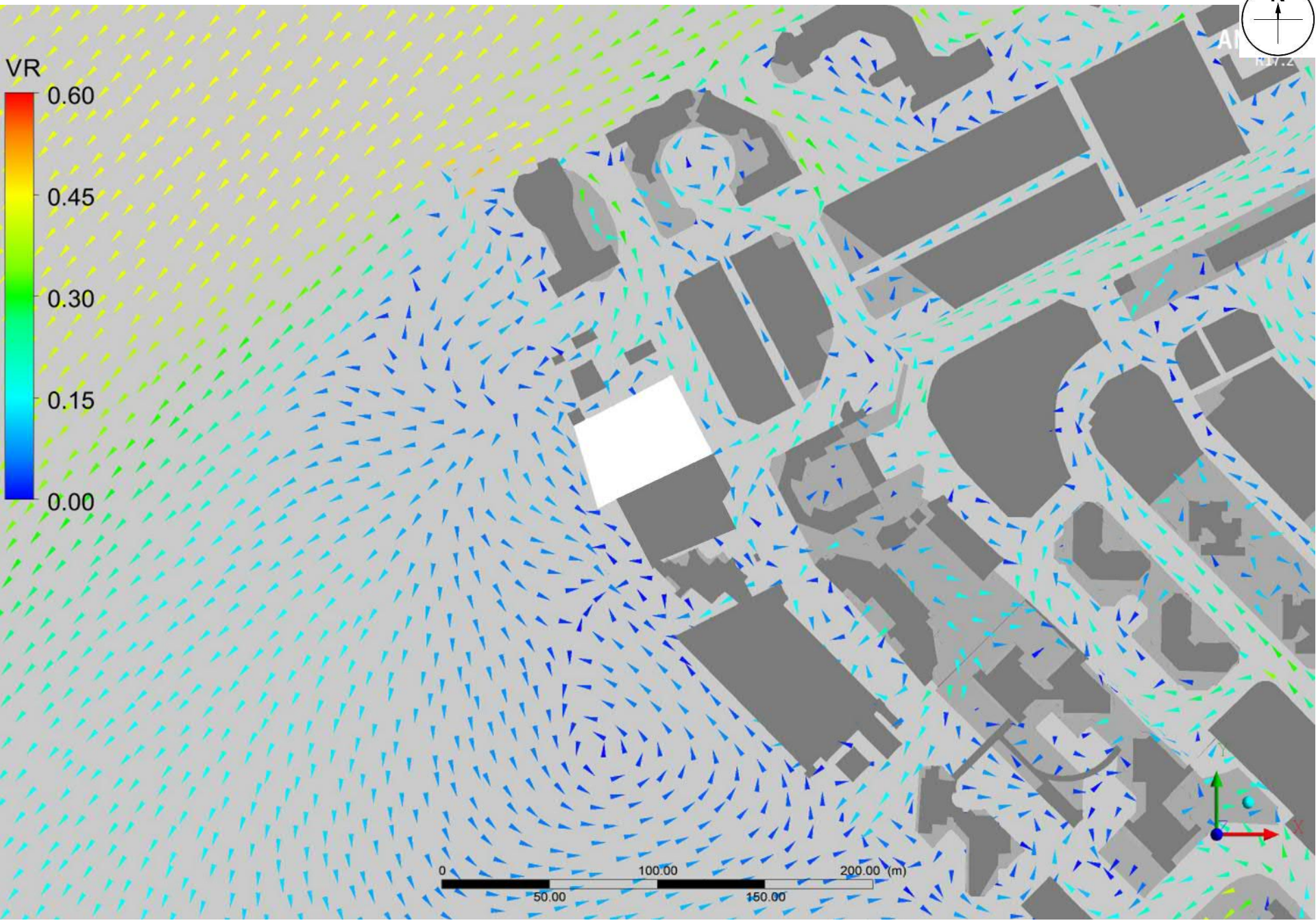
Baseline Scheme - Annual weighted wind speed colour at pedestrian level



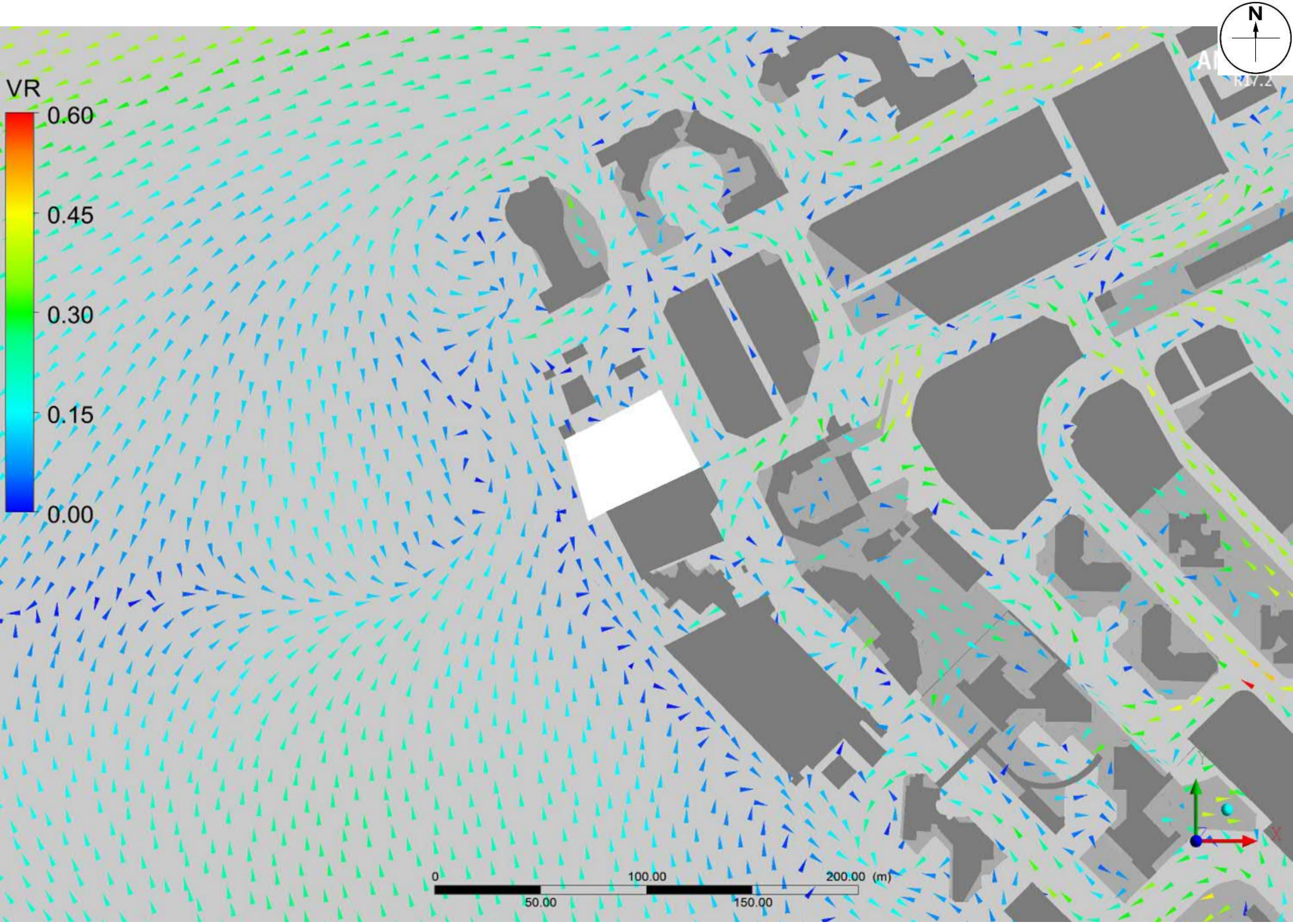
Baseline Scheme - Summer weighted wind speed colour at pedestrian level



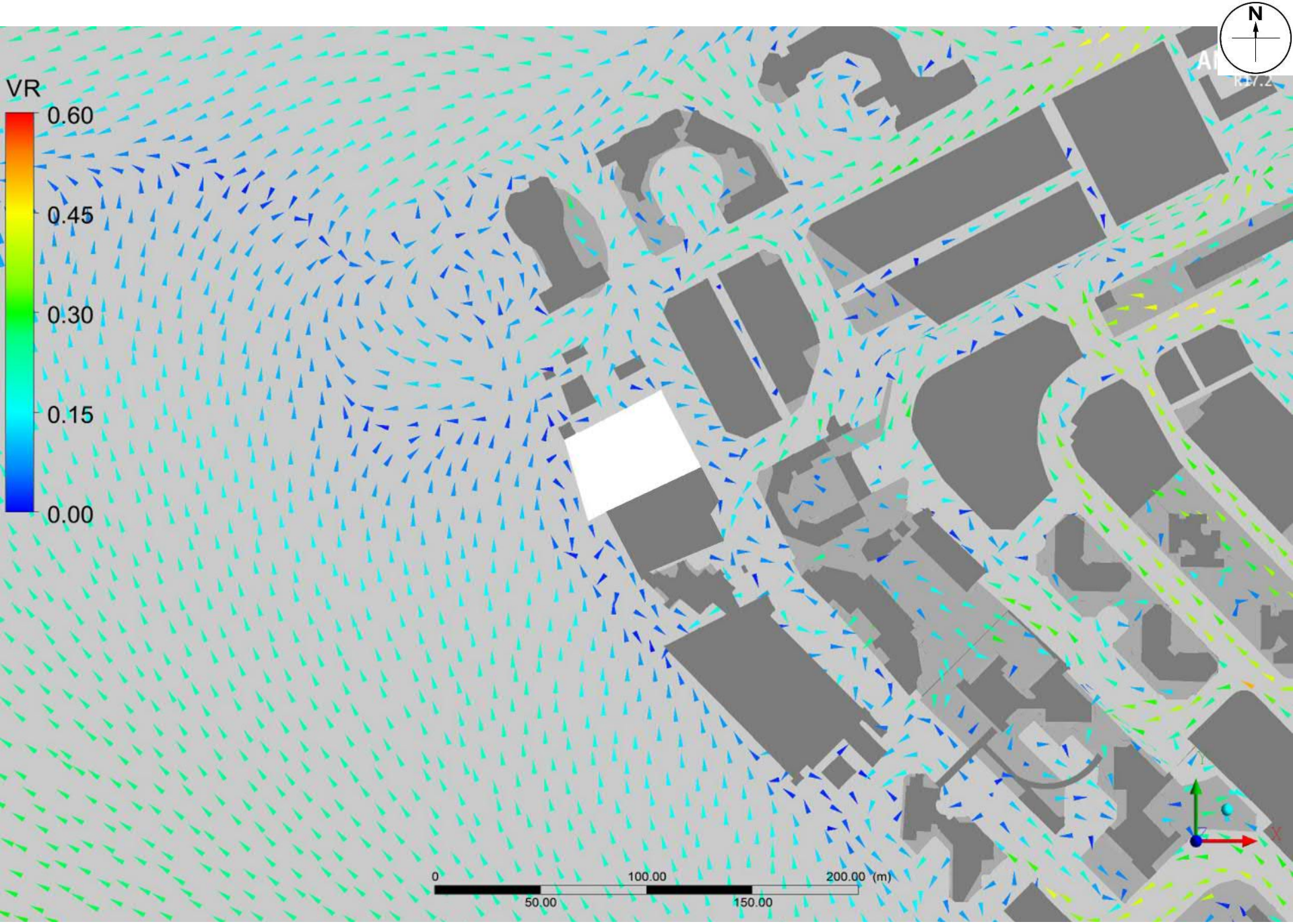
Baseline Scheme - Vector plot at pedestrian level under NNE Wind



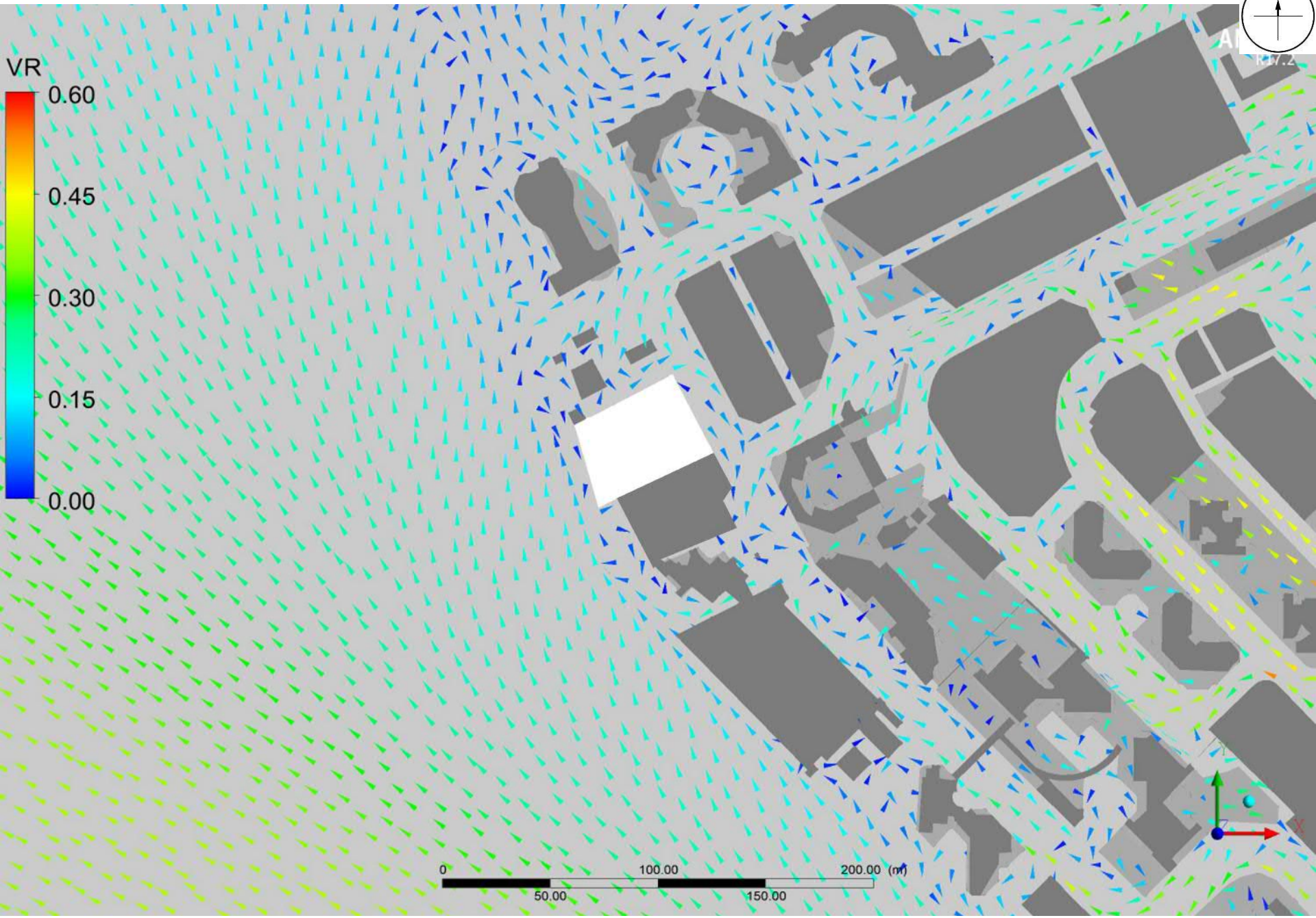
Baseline Scheme - Vector plot at pedestrian level under NE Wind



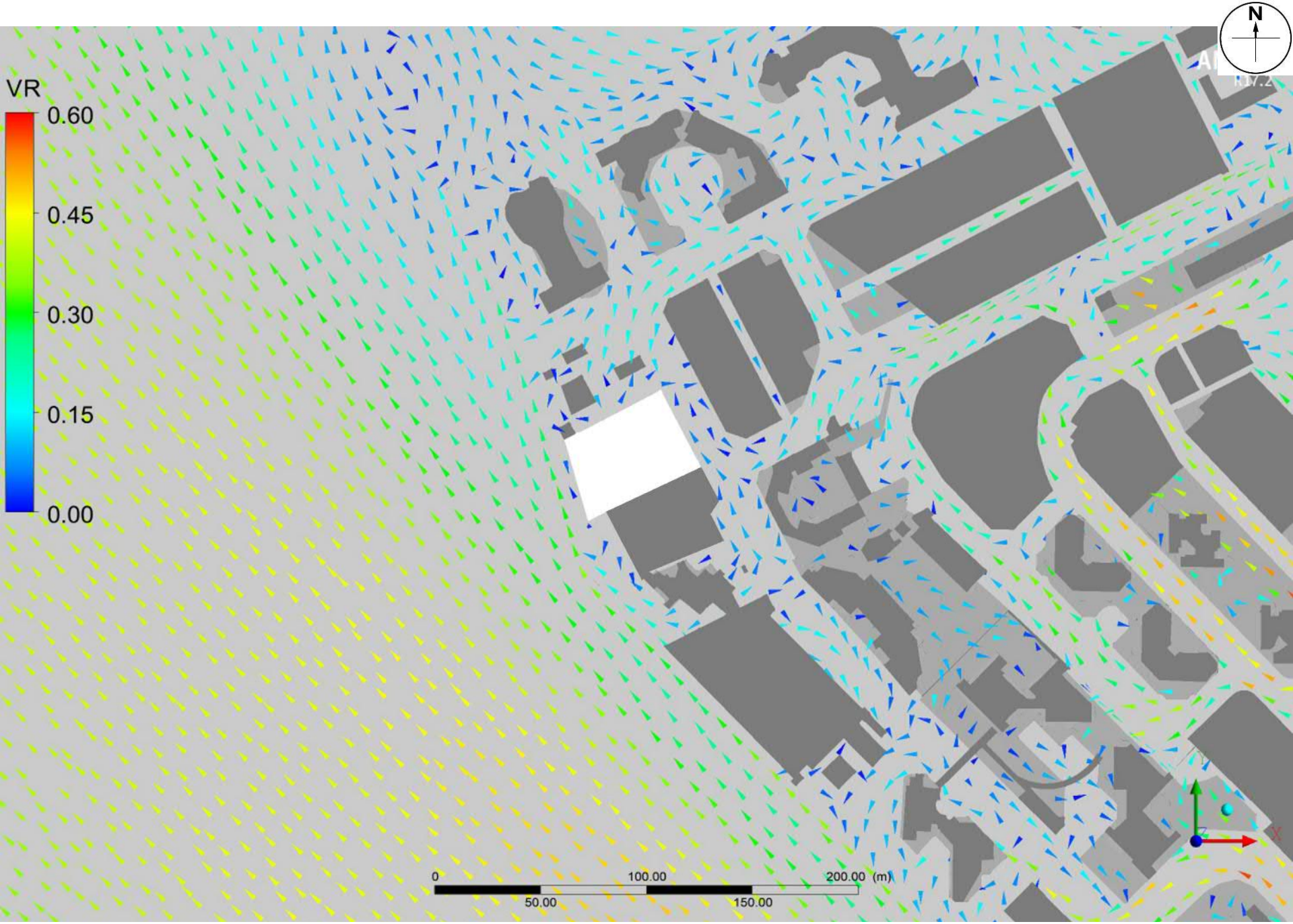
Baseline Scheme - Vector plot at pedestrian level under ENE Wind



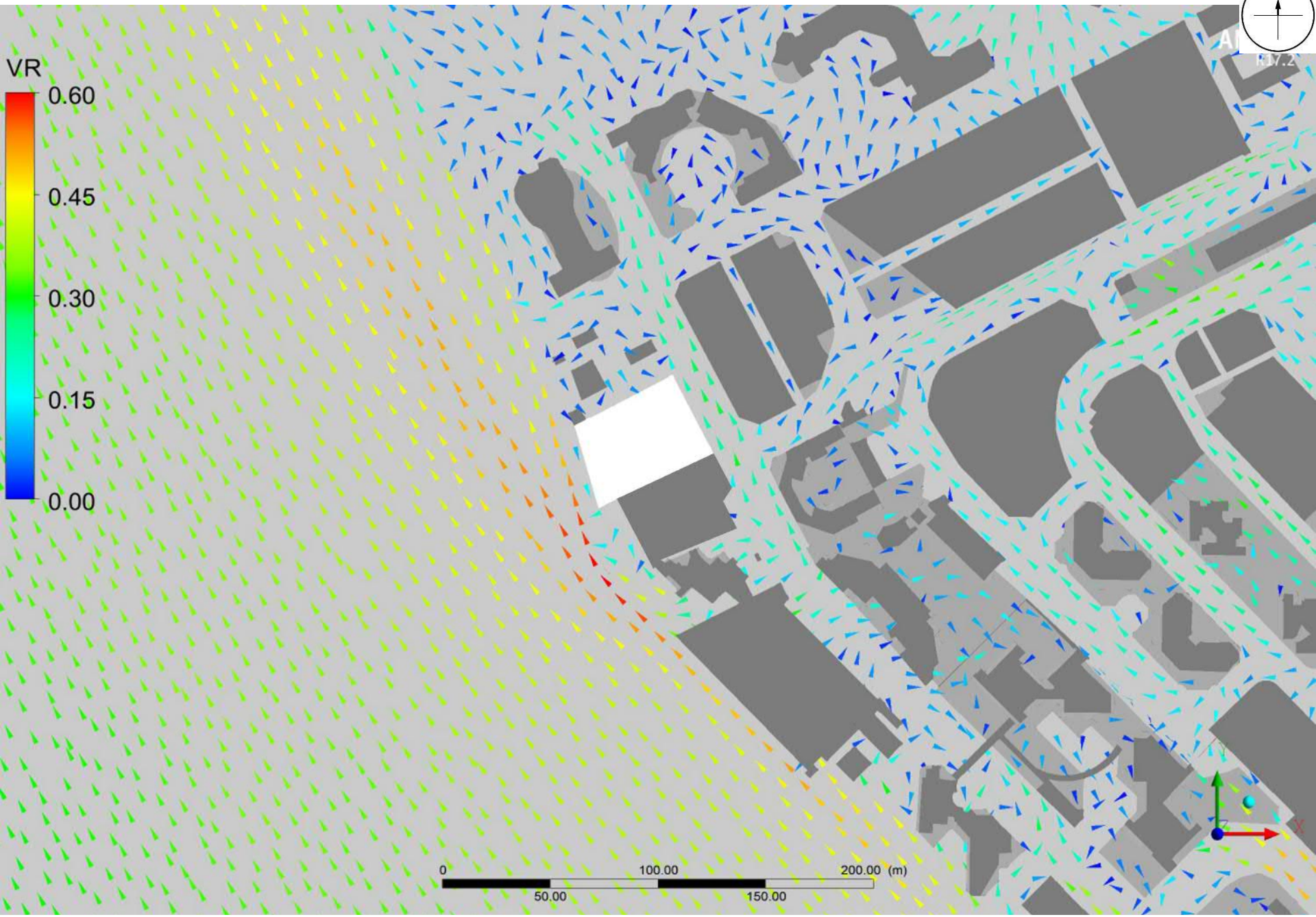
Baseline Scheme - Vector plot at pedestrian level under E Wind



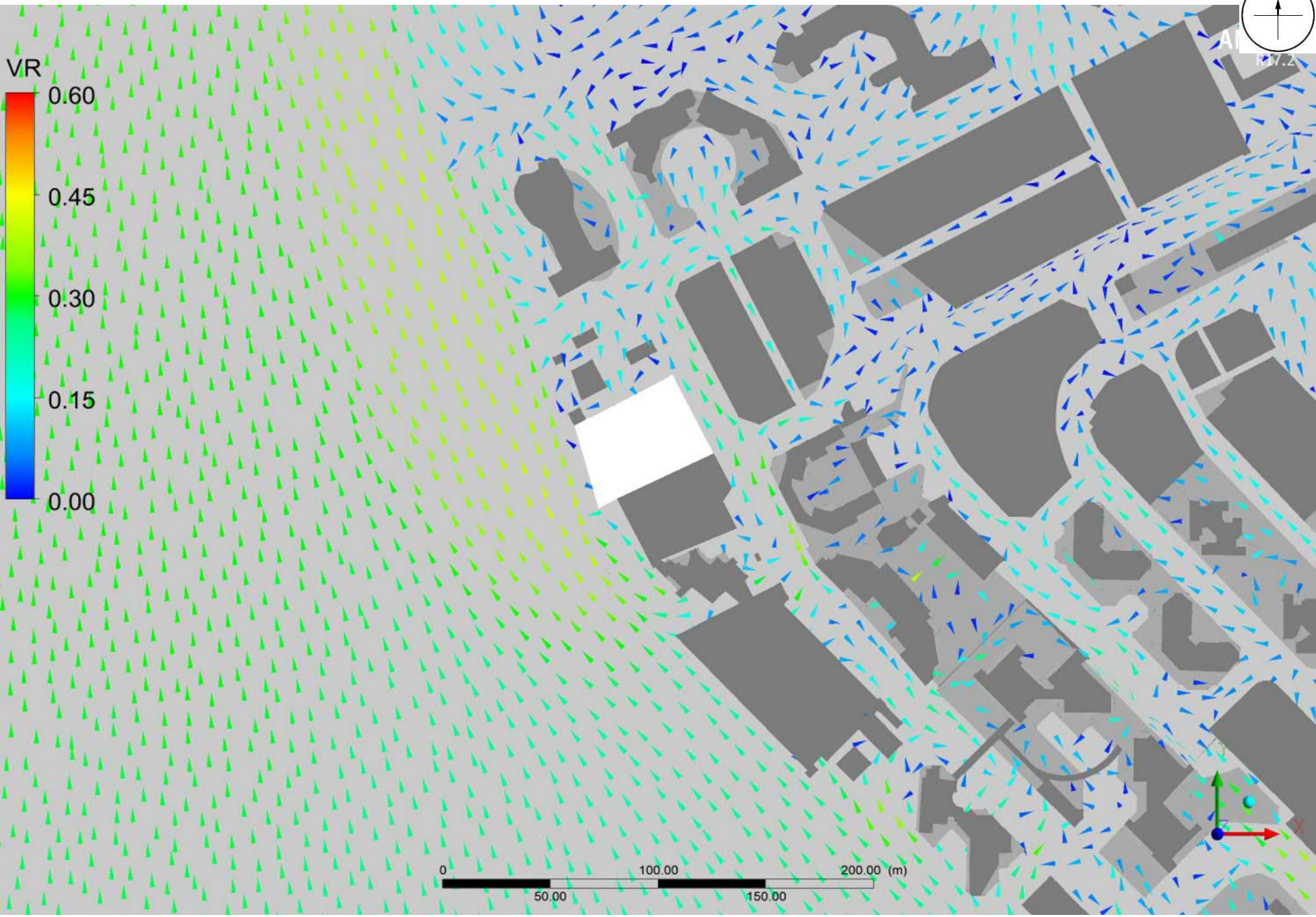
Baseline Scheme - Vector plot at pedestrian level under ESE Wind



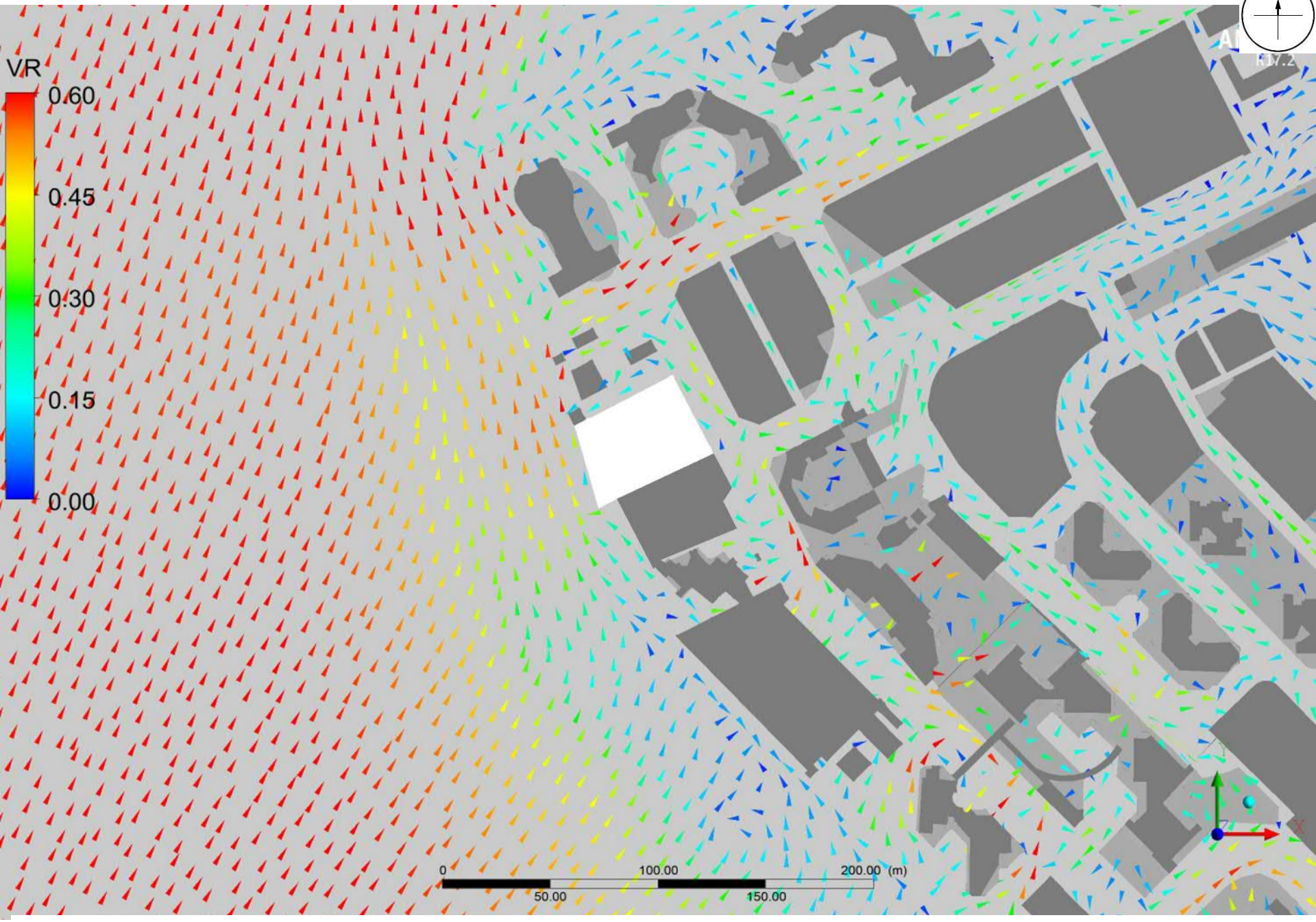
Baseline Scheme - Vector plot at pedestrian level under SE Wind



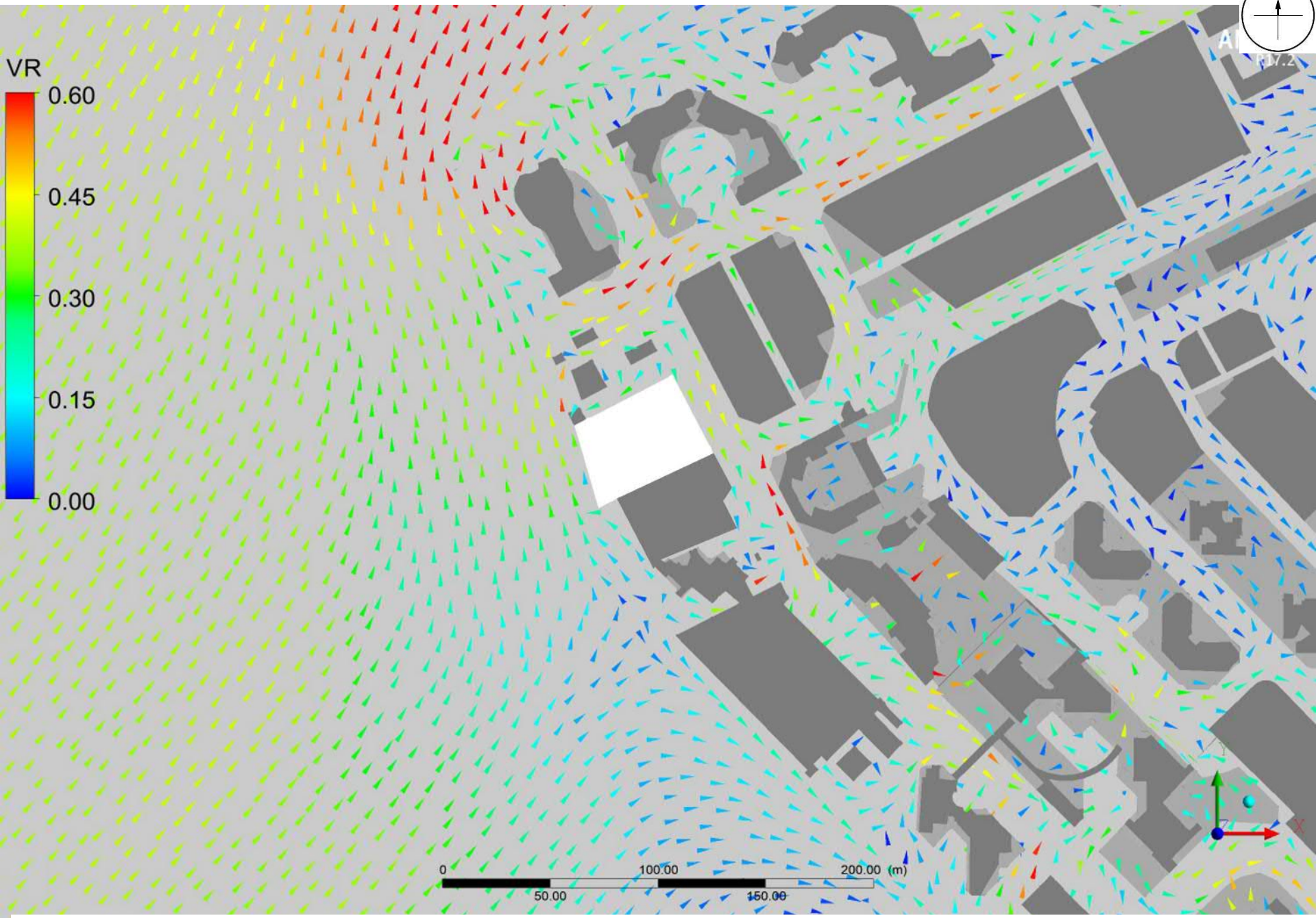
Baseline Scheme - Vector plot at pedestrian level under SSE Wind



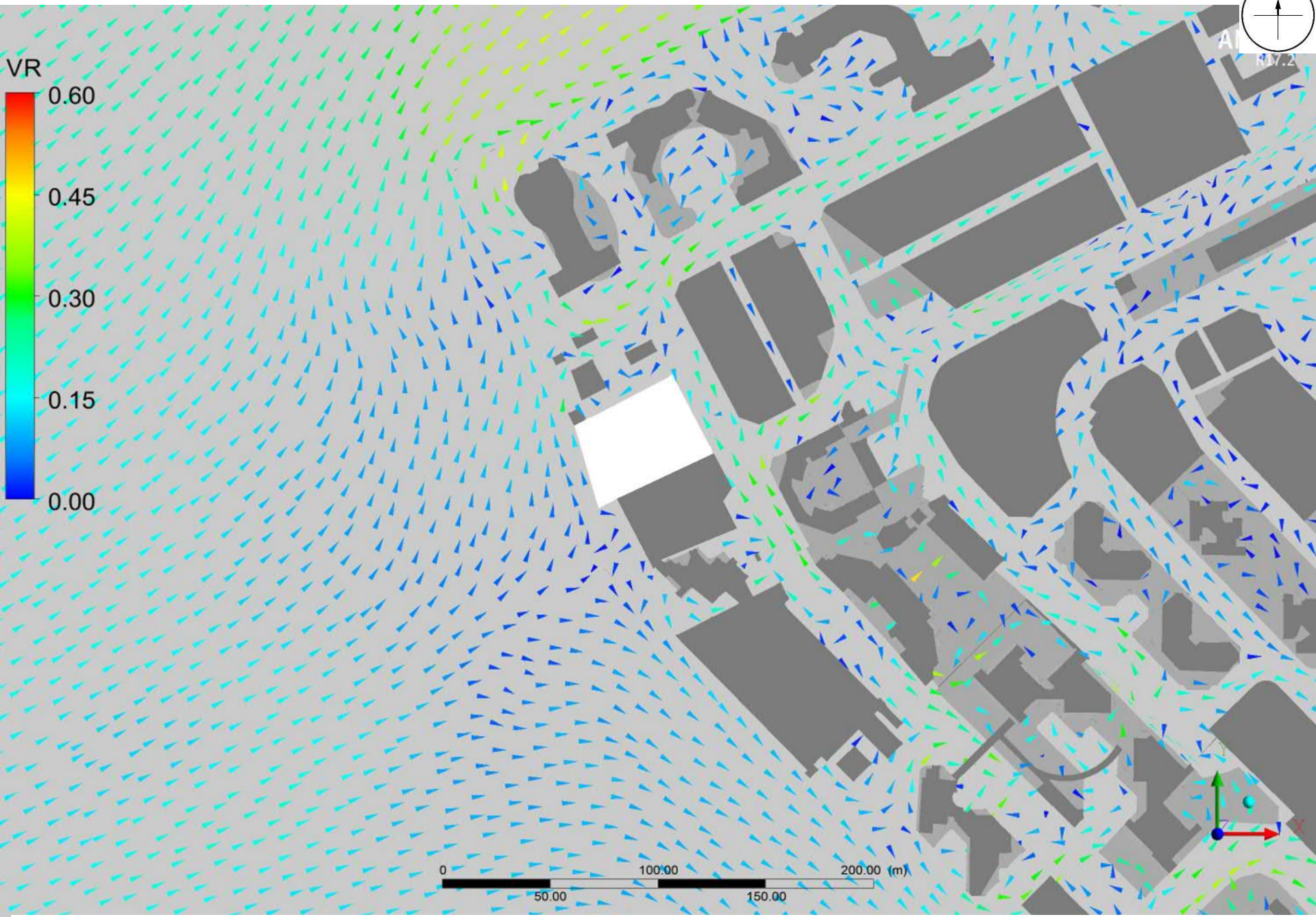
Baseline Scheme - Vector plot at pedestrian level under S Wind



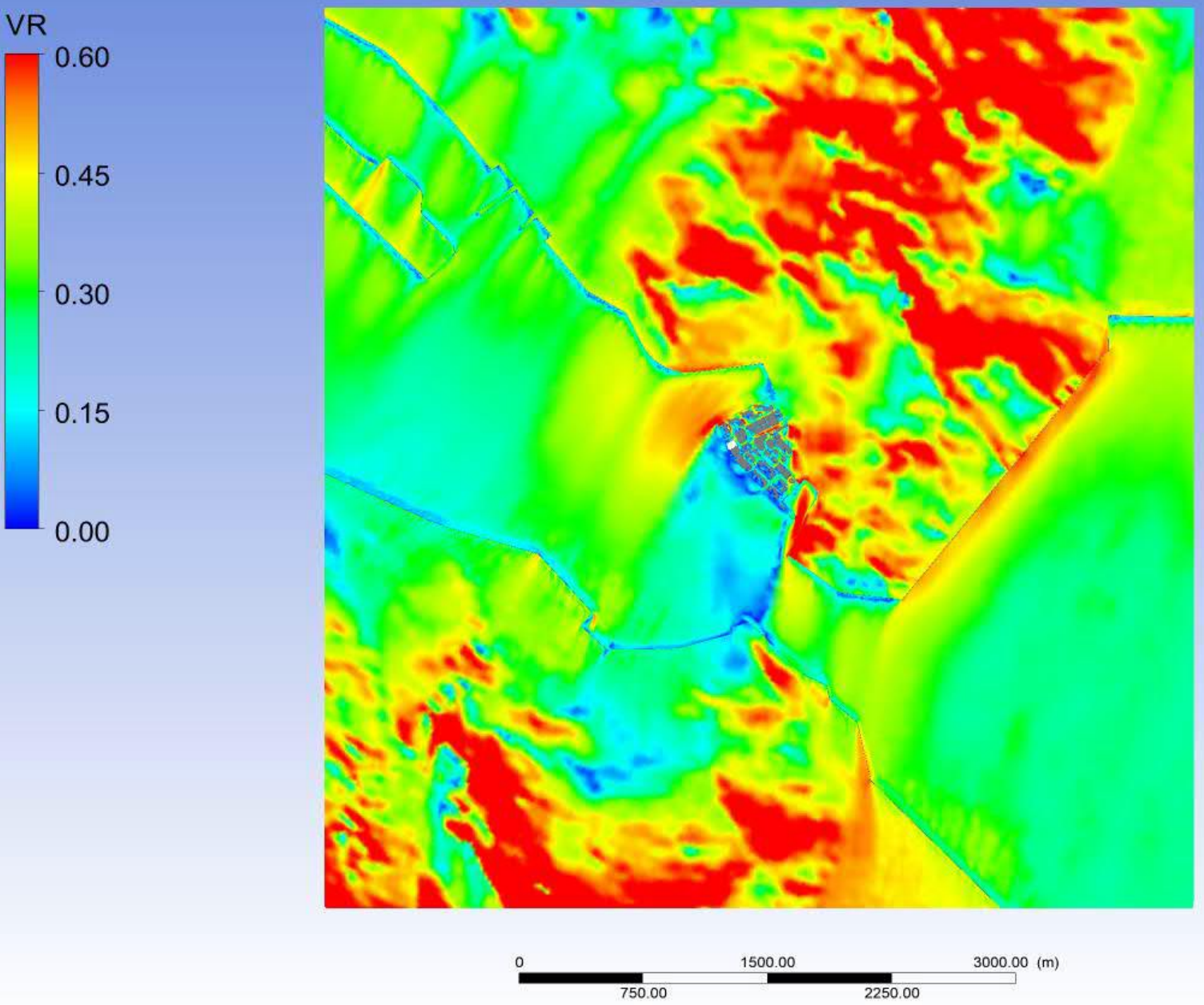
Baseline Scheme - Vector plot at pedestrian level under SSW Wind



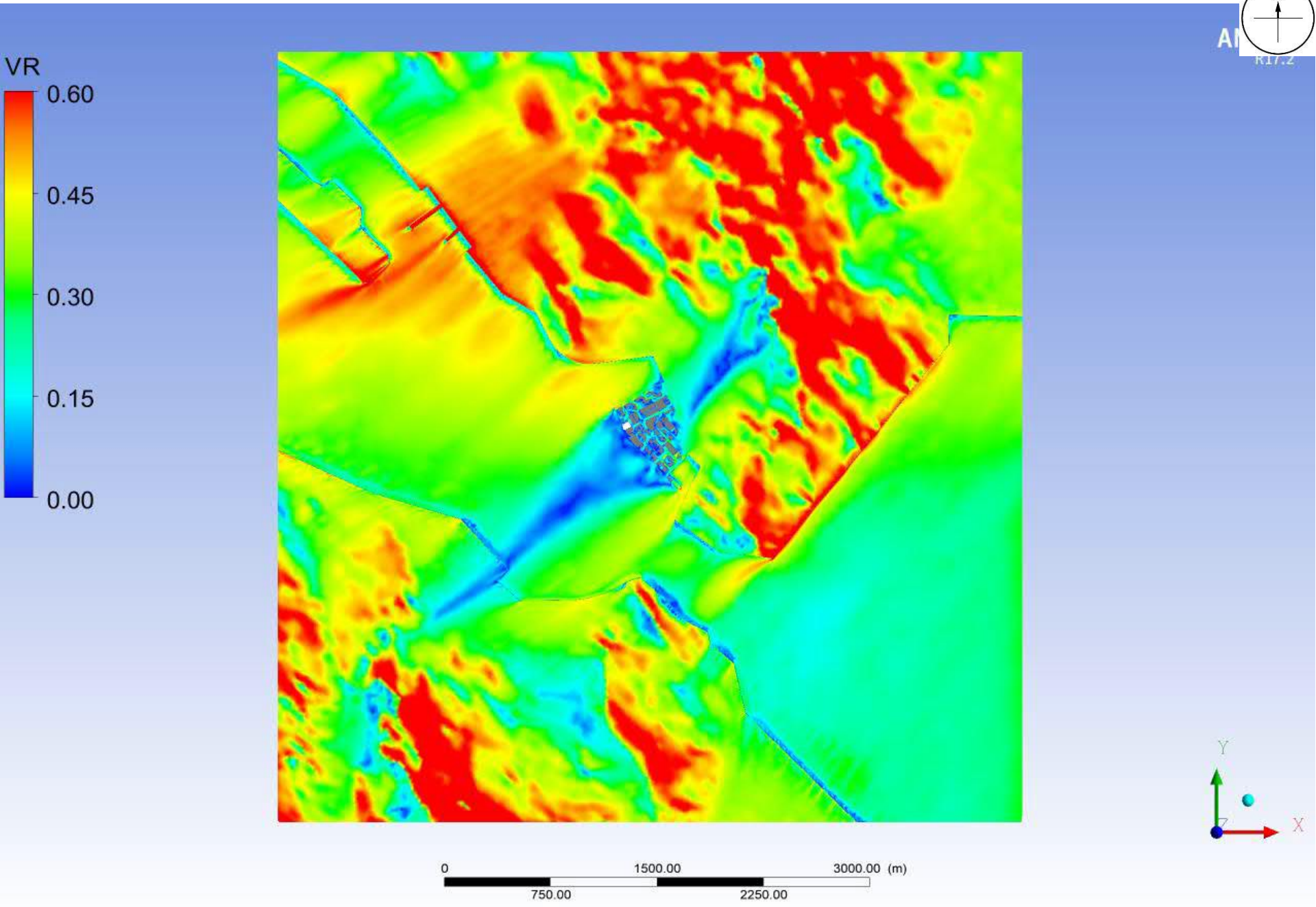
Baseline Scheme - Vector plot at pedestrian level under SW Wind



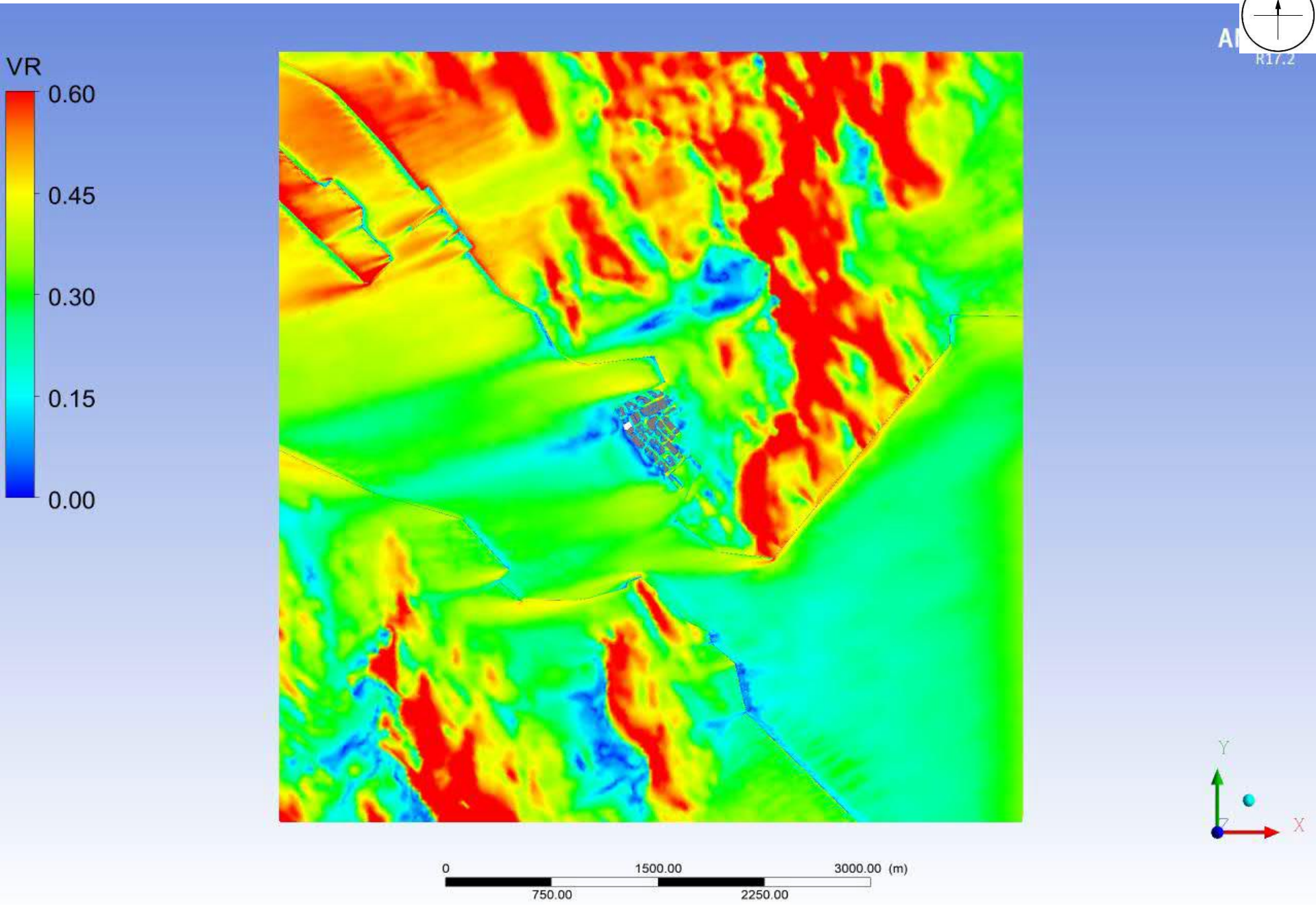
Baseline Scheme - Vector plot at pedestrian level under WSW Wind



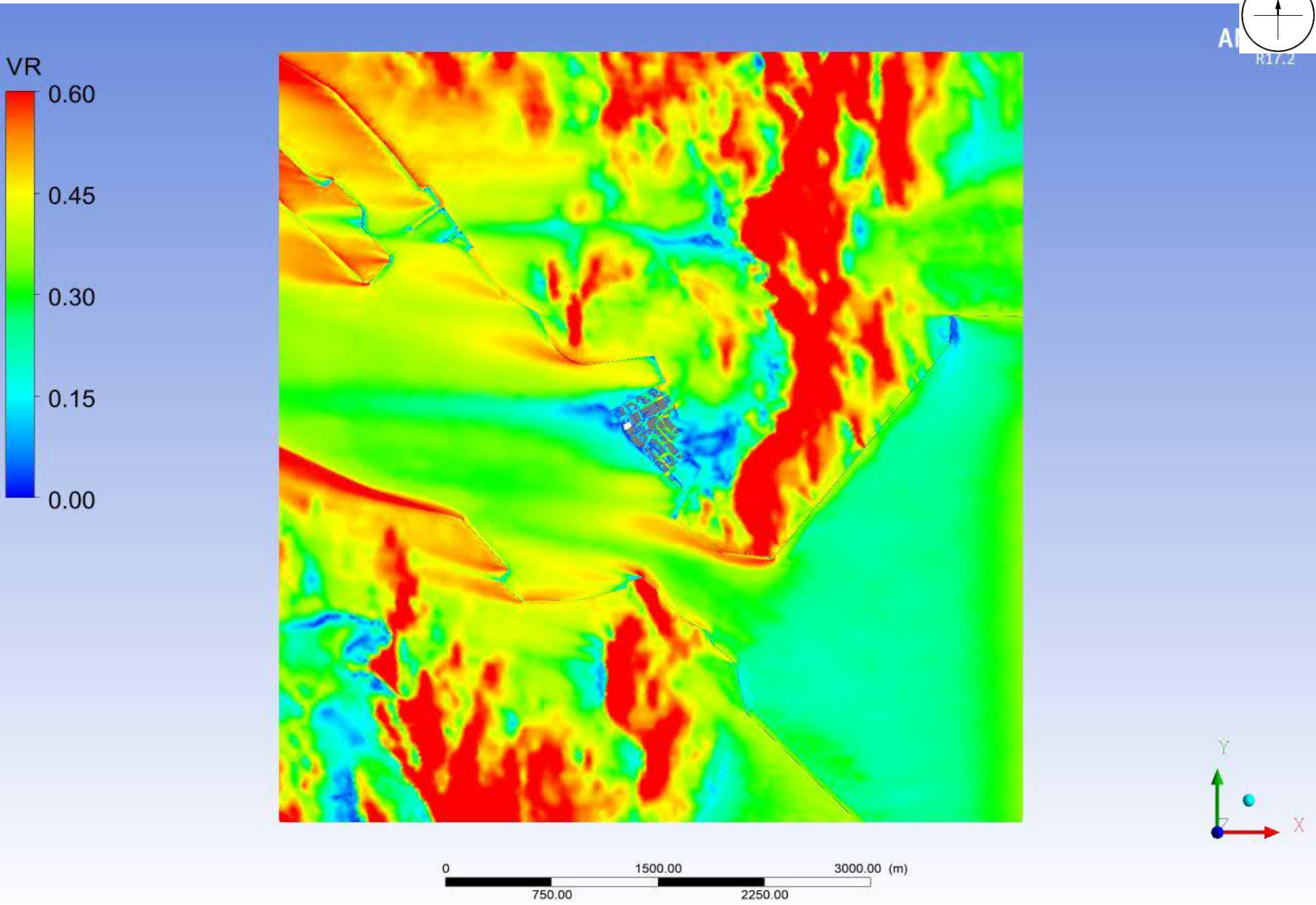
Baseline Scheme - Domain Contour plot at pedestrian level under NNE Wind



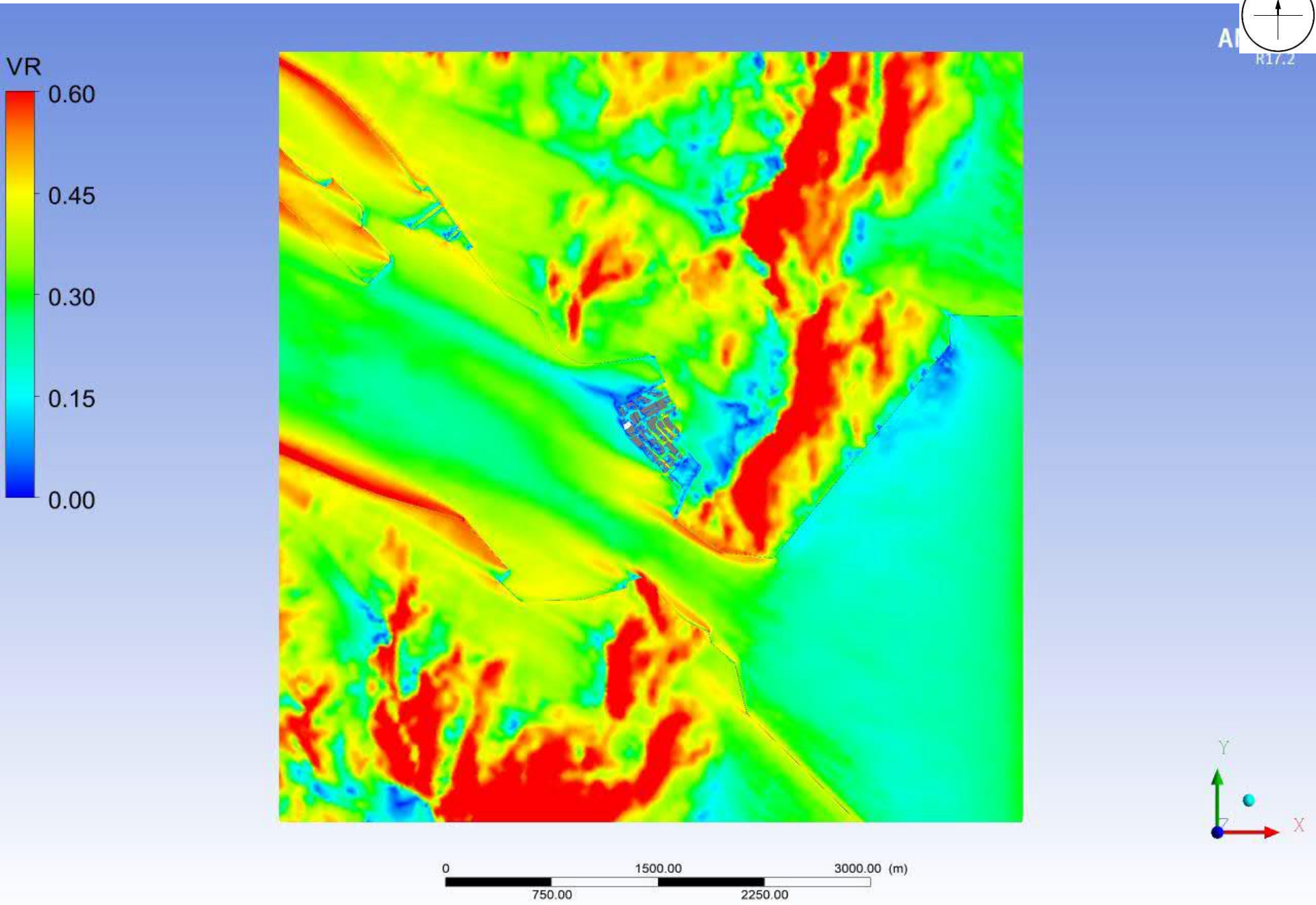
Baseline Scheme - Domain Contour plot at pedestrian level under NE Wind



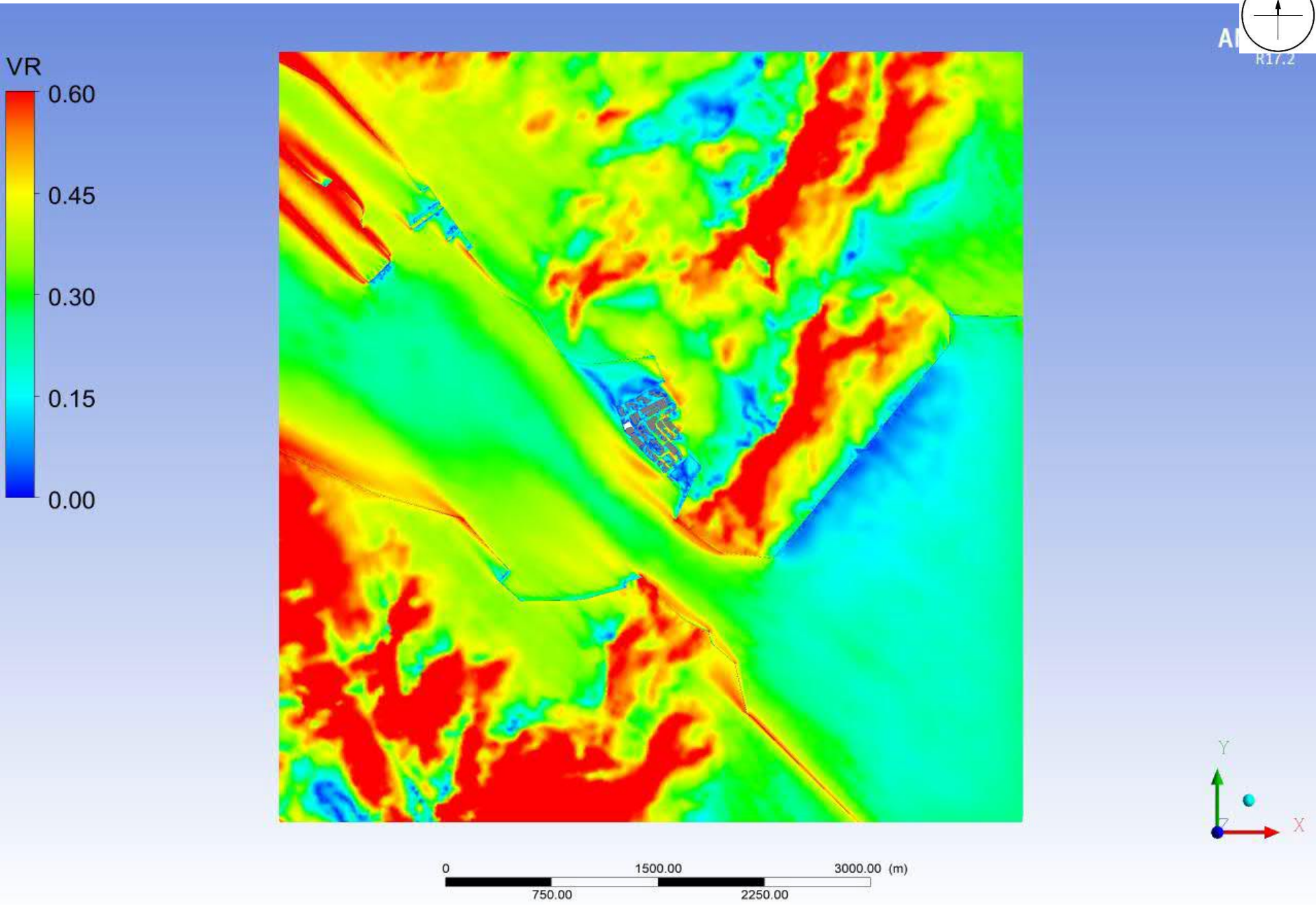
Baseline Scheme - Domain Contour plot at pedestrian level under ENE Wind



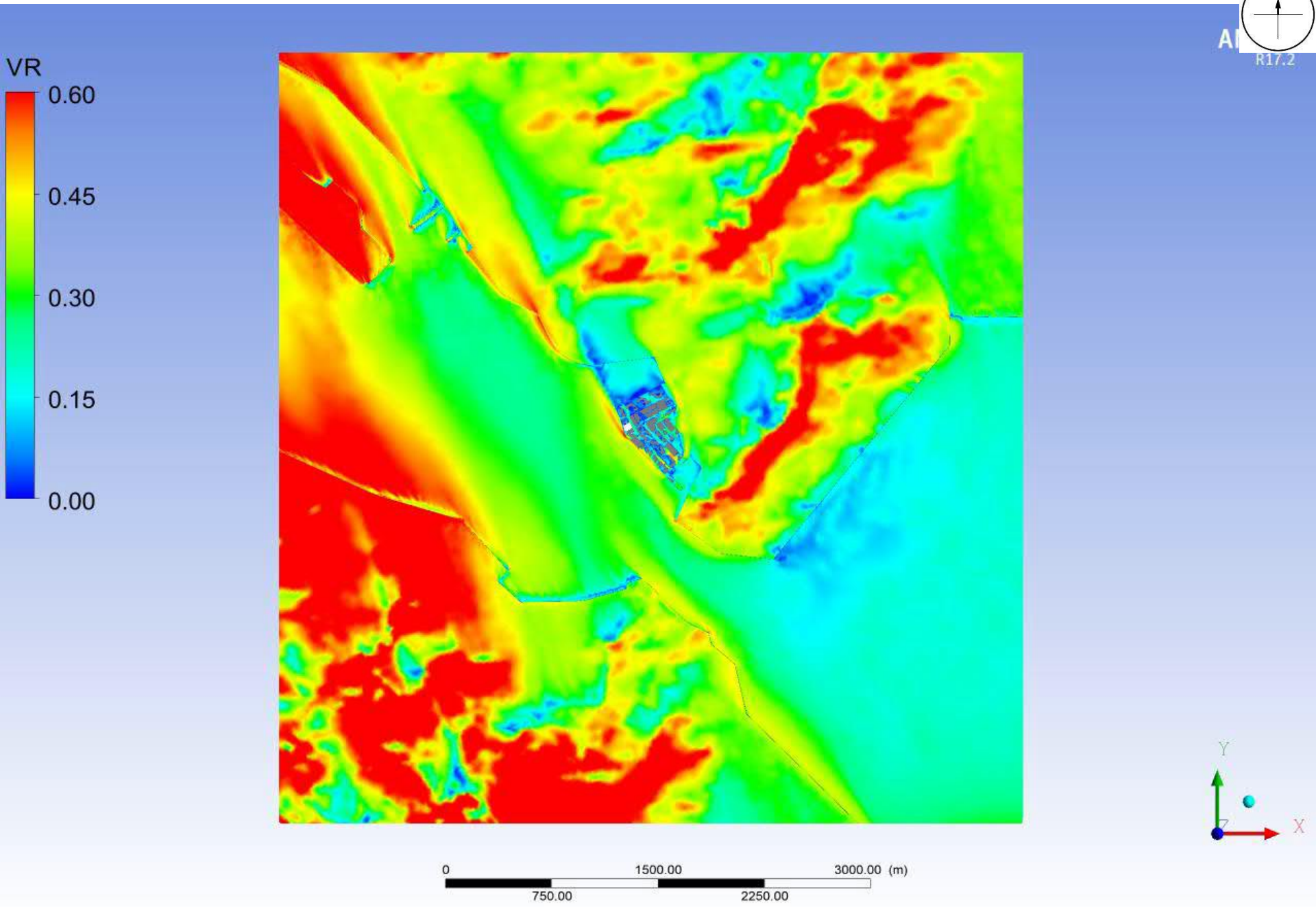
Baseline Scheme - Domain Contour plot at pedestrian level under E Wind



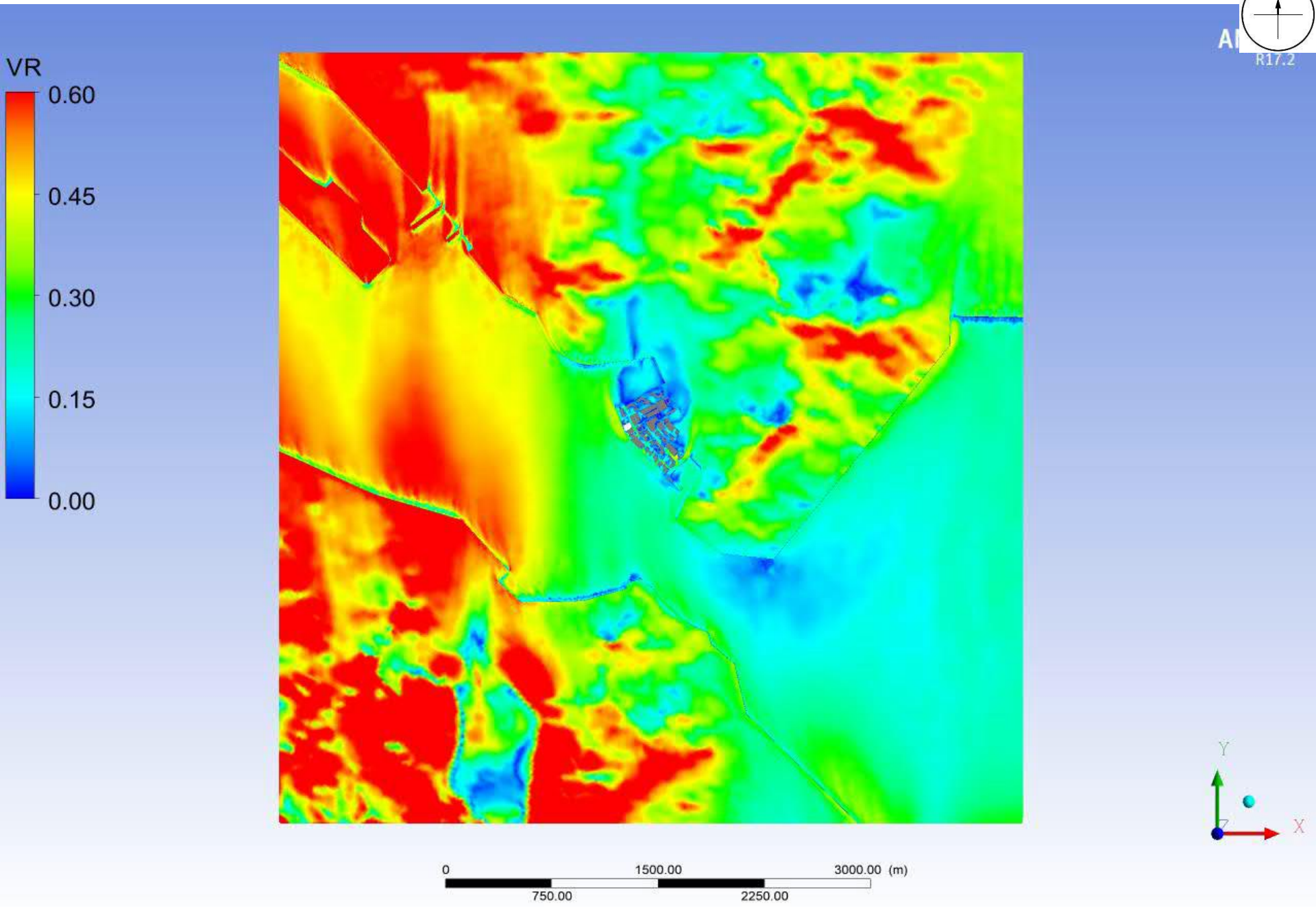
Baseline Scheme - Domain Contour plot at pedestrian level under ESE Wind



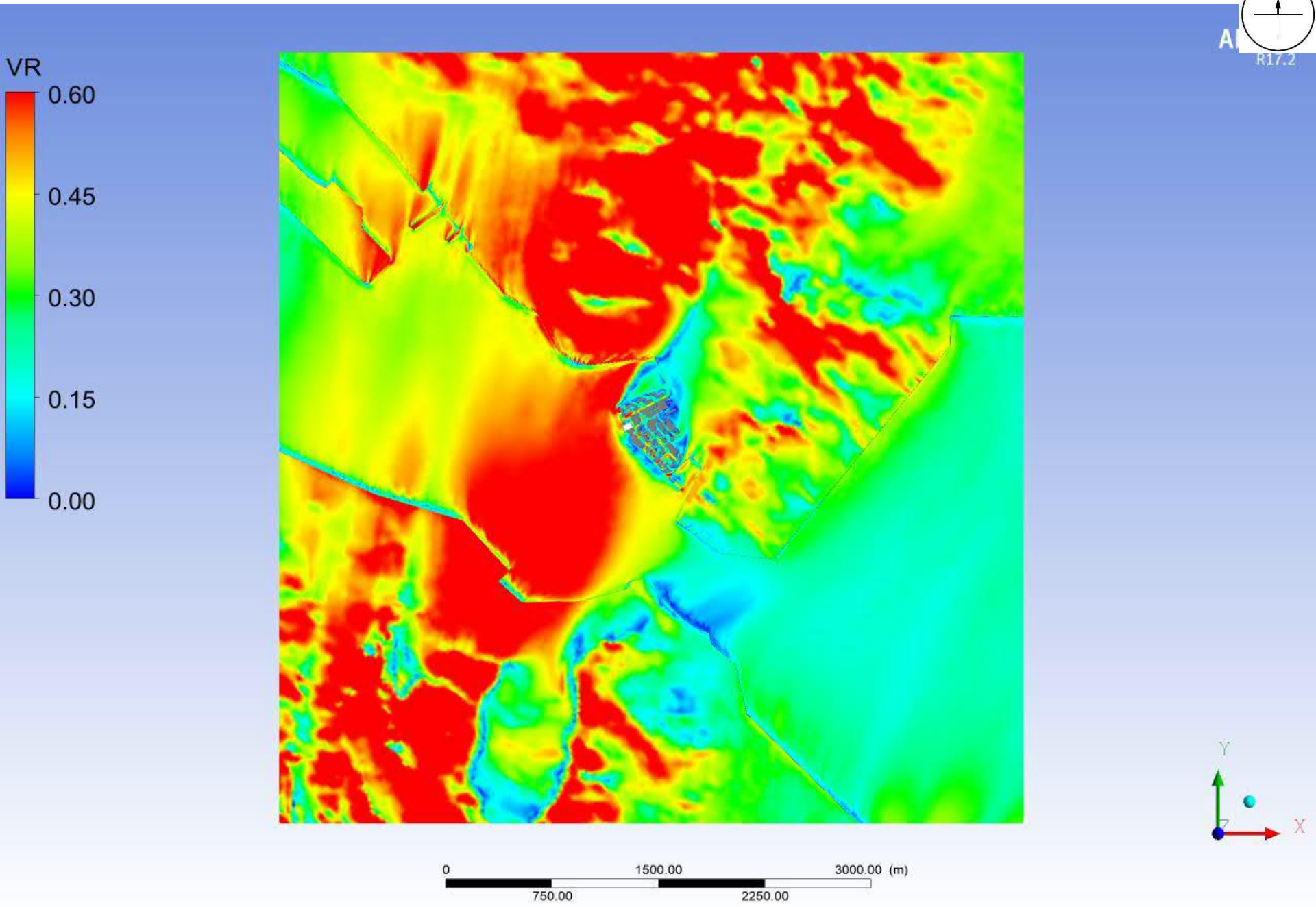
Baseline Scheme - Domain Contour plot at pedestrian level under SE Wind



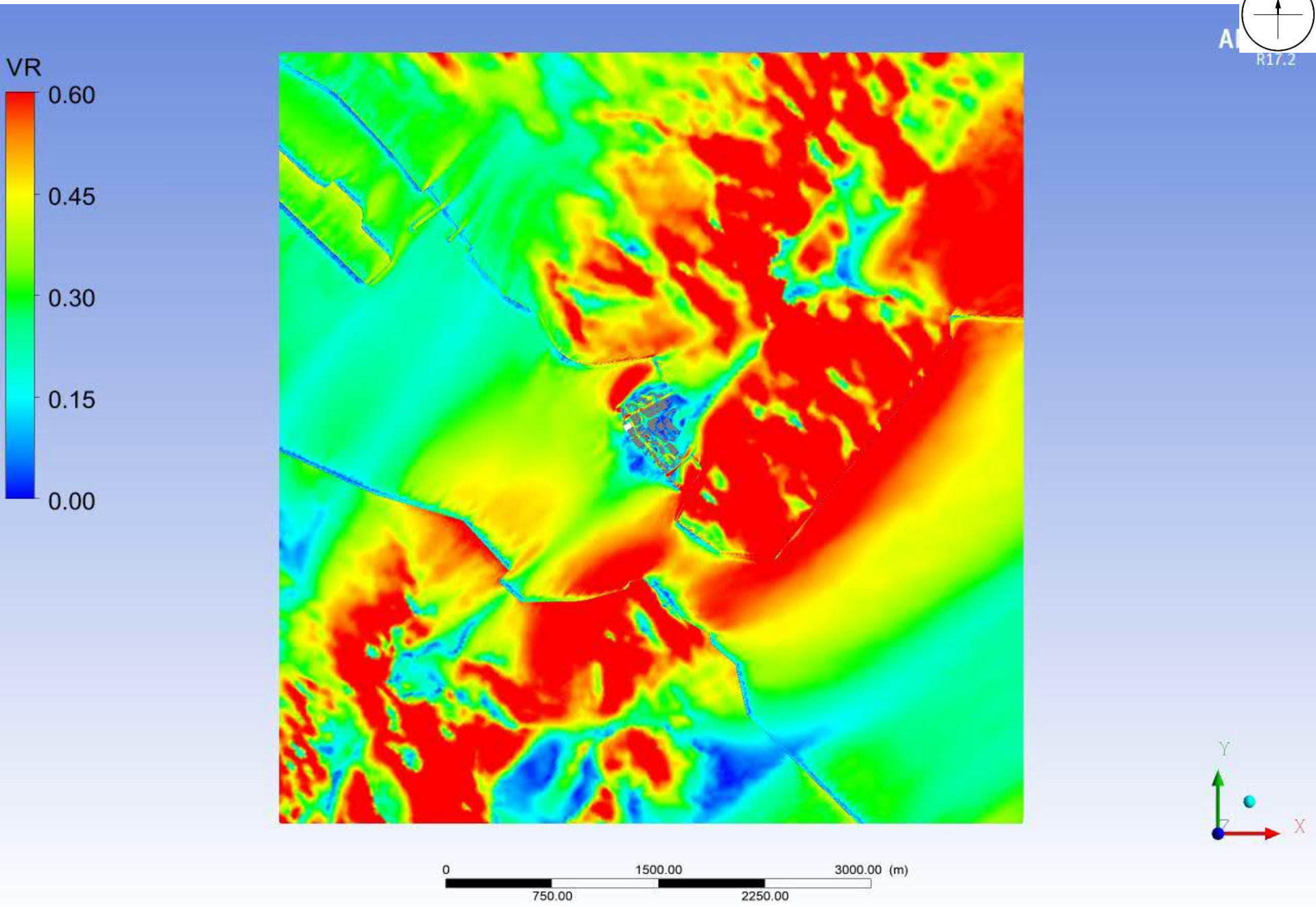
Baseline Scheme - Domain Contour plot at pedestrian level under SSE Wind



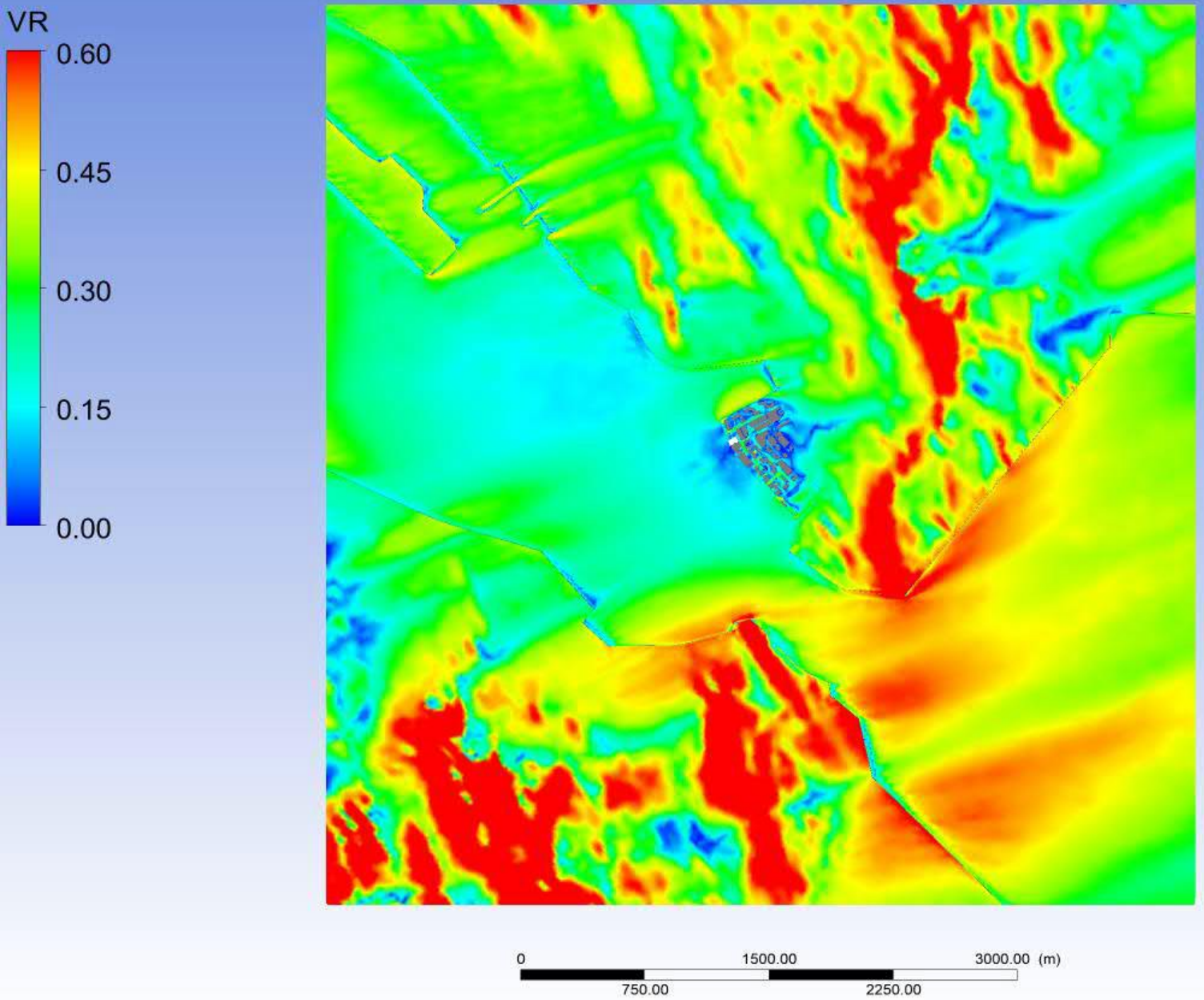
Baseline Scheme - Domain Contour plot at pedestrian level under S Wind



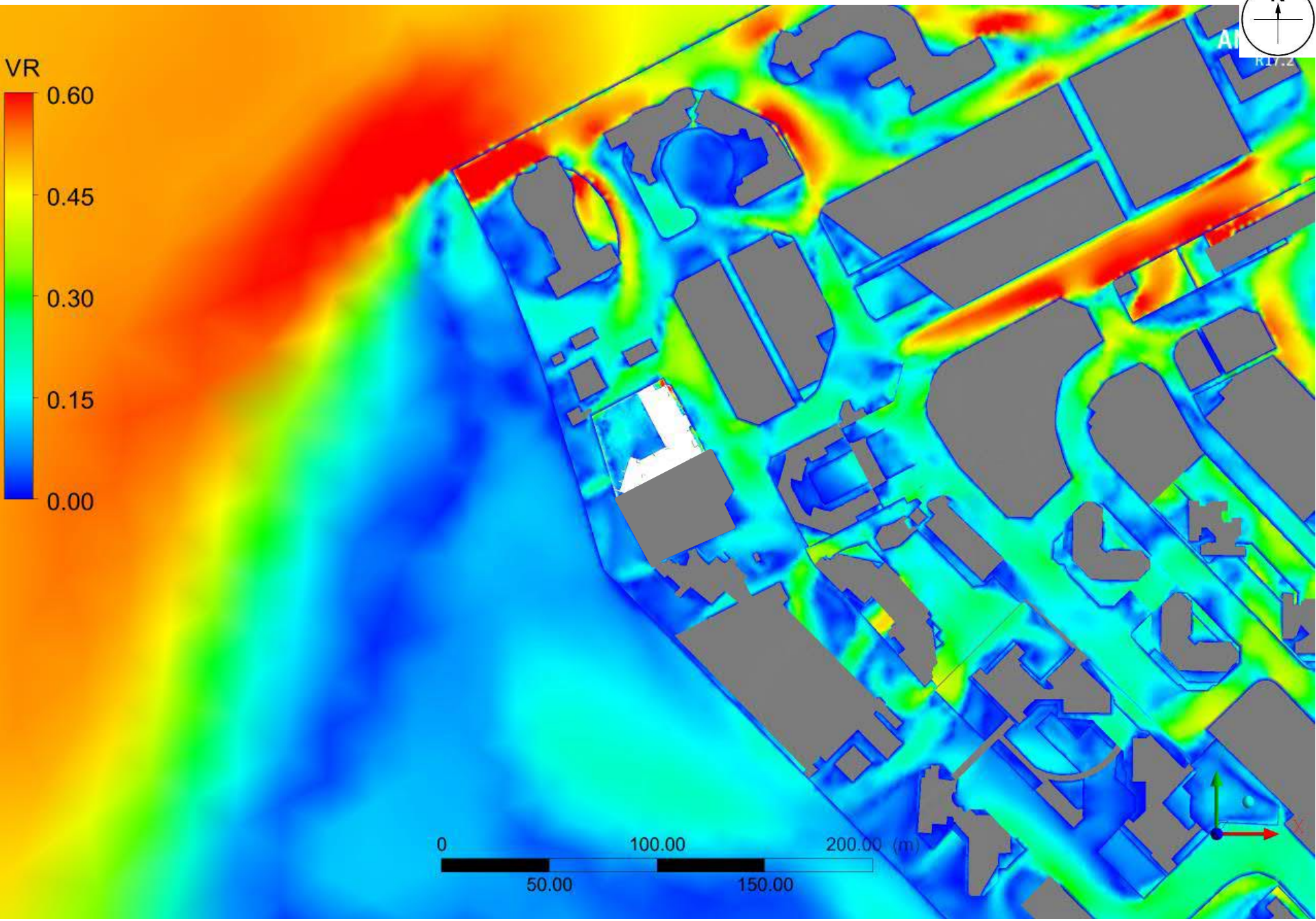
Baseline Scheme - Domain Contour plot at pedestrian level under SSW Wind



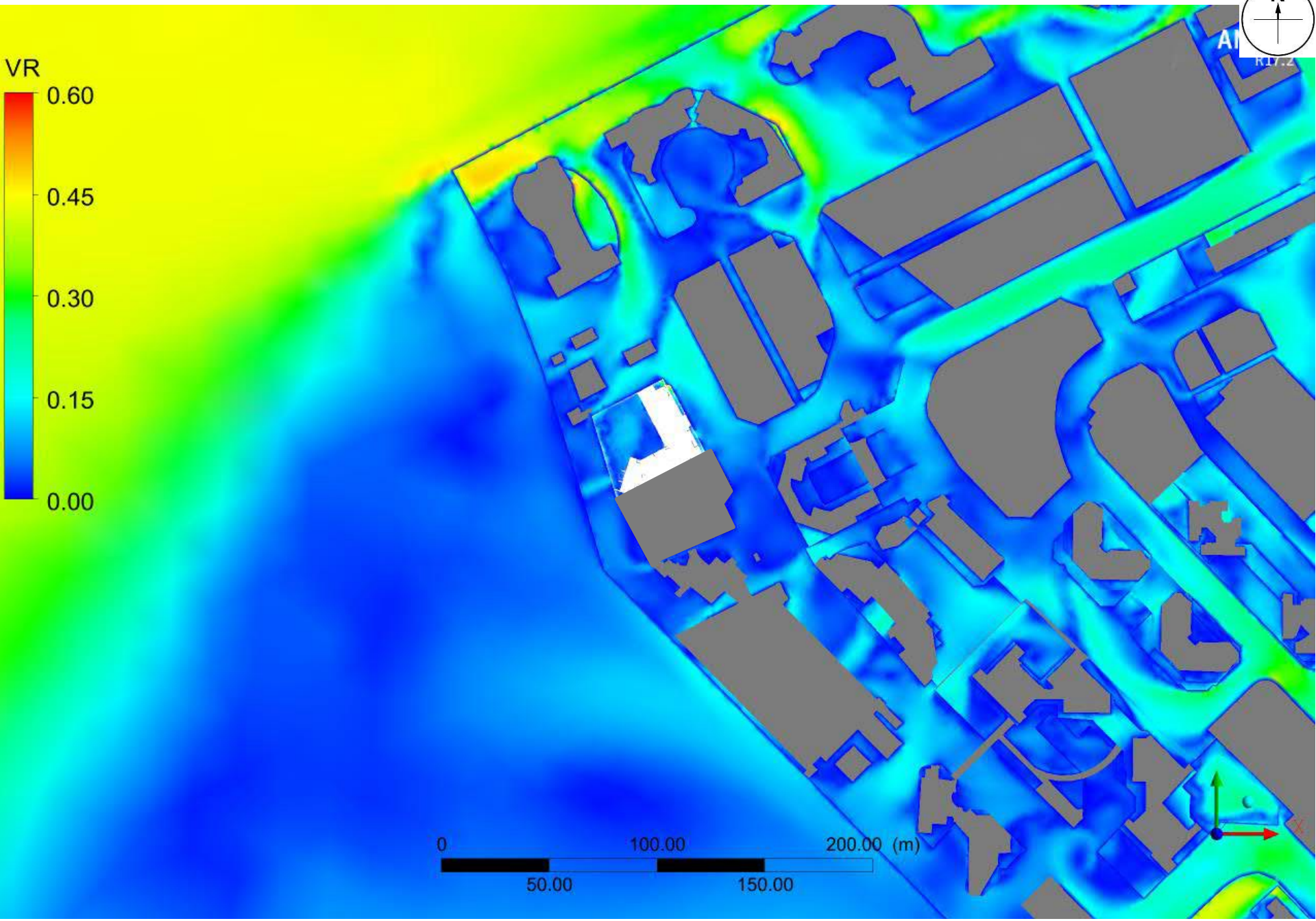
Baseline Scheme - Domain Contour plot at pedestrian level under SW Wind



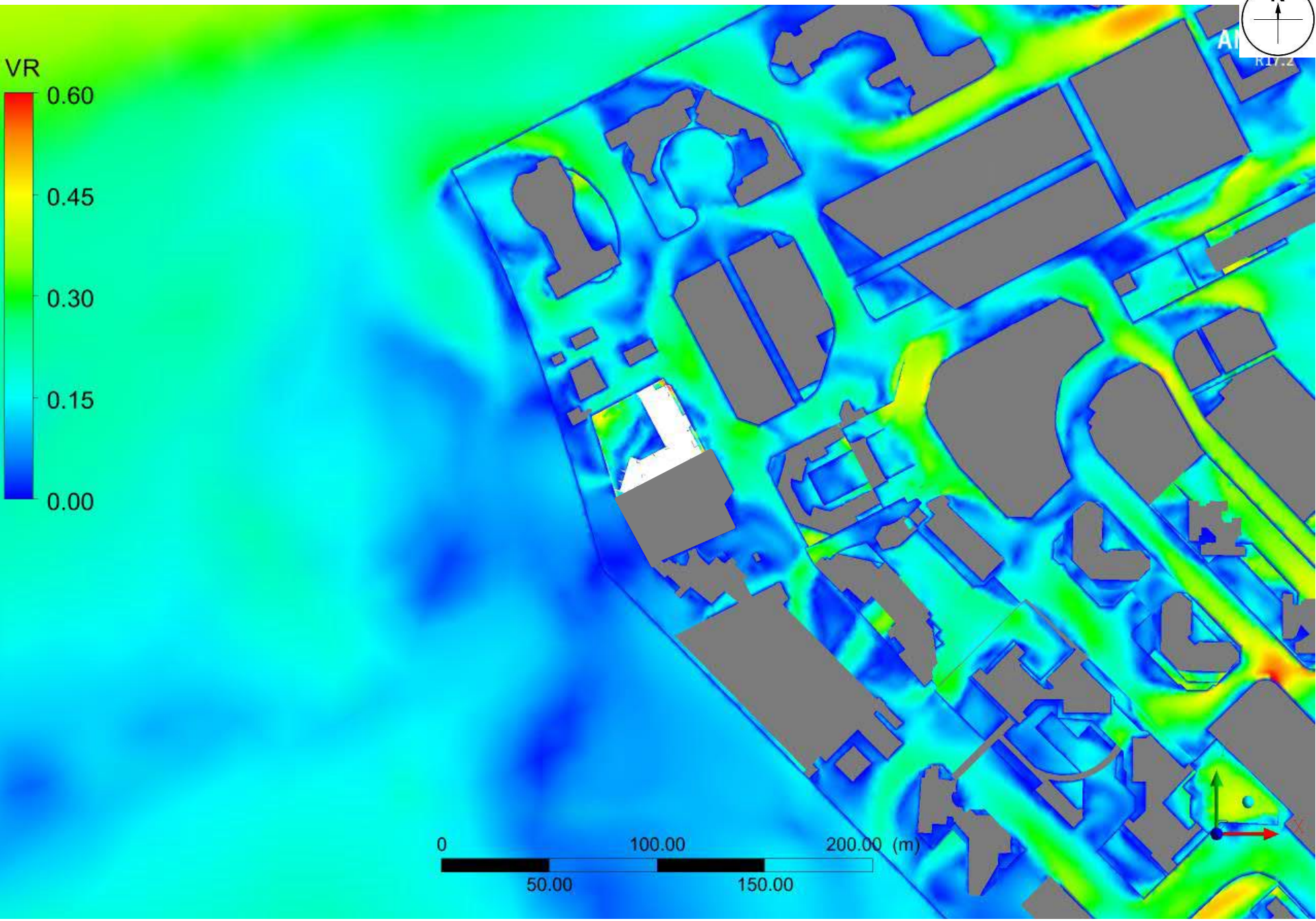
Baseline Scheme - Domain Contour plot at pedestrian level under WSW Wind



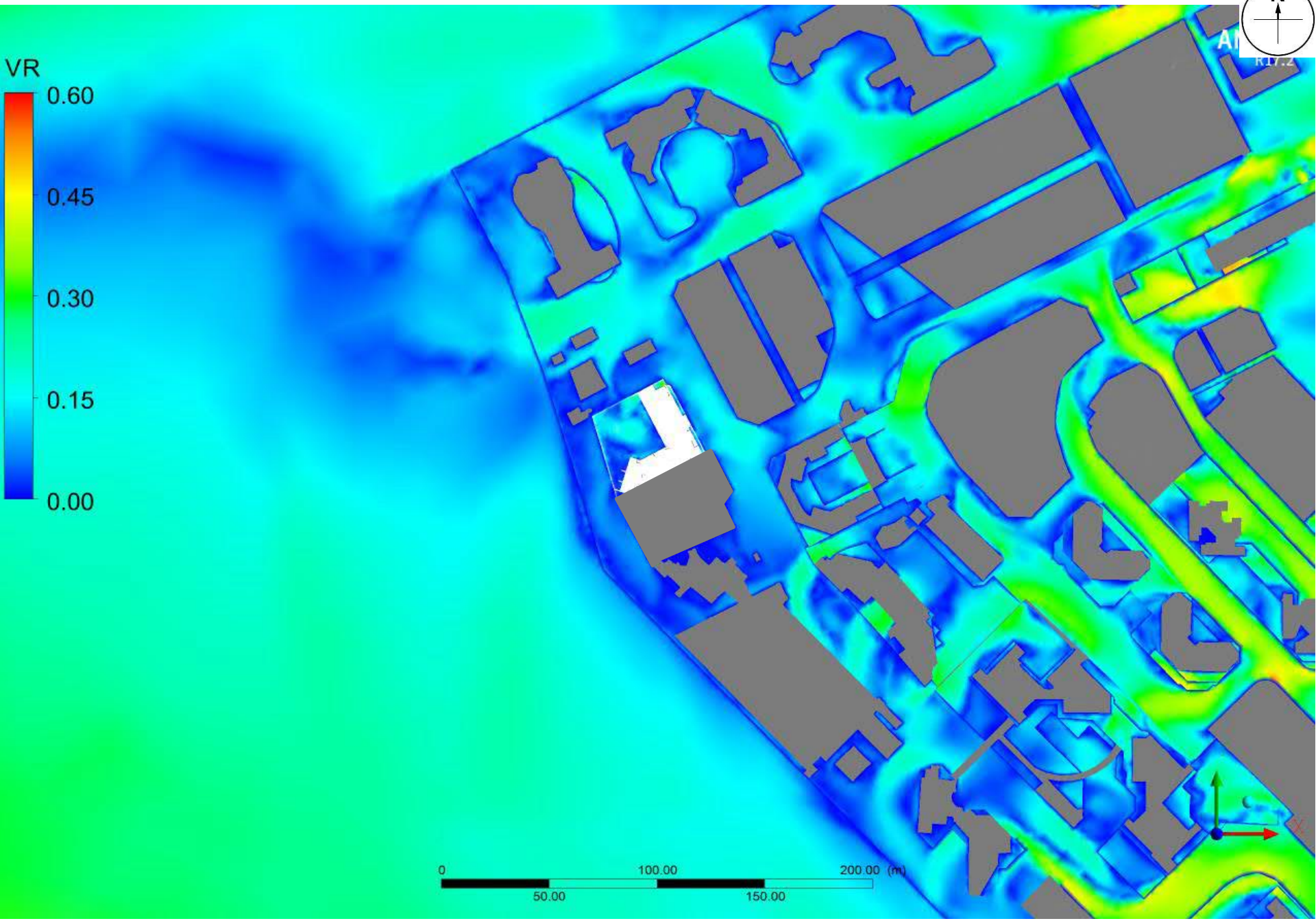
Proposed Scheme - Contour plot at pedestrian level under NNE Wind



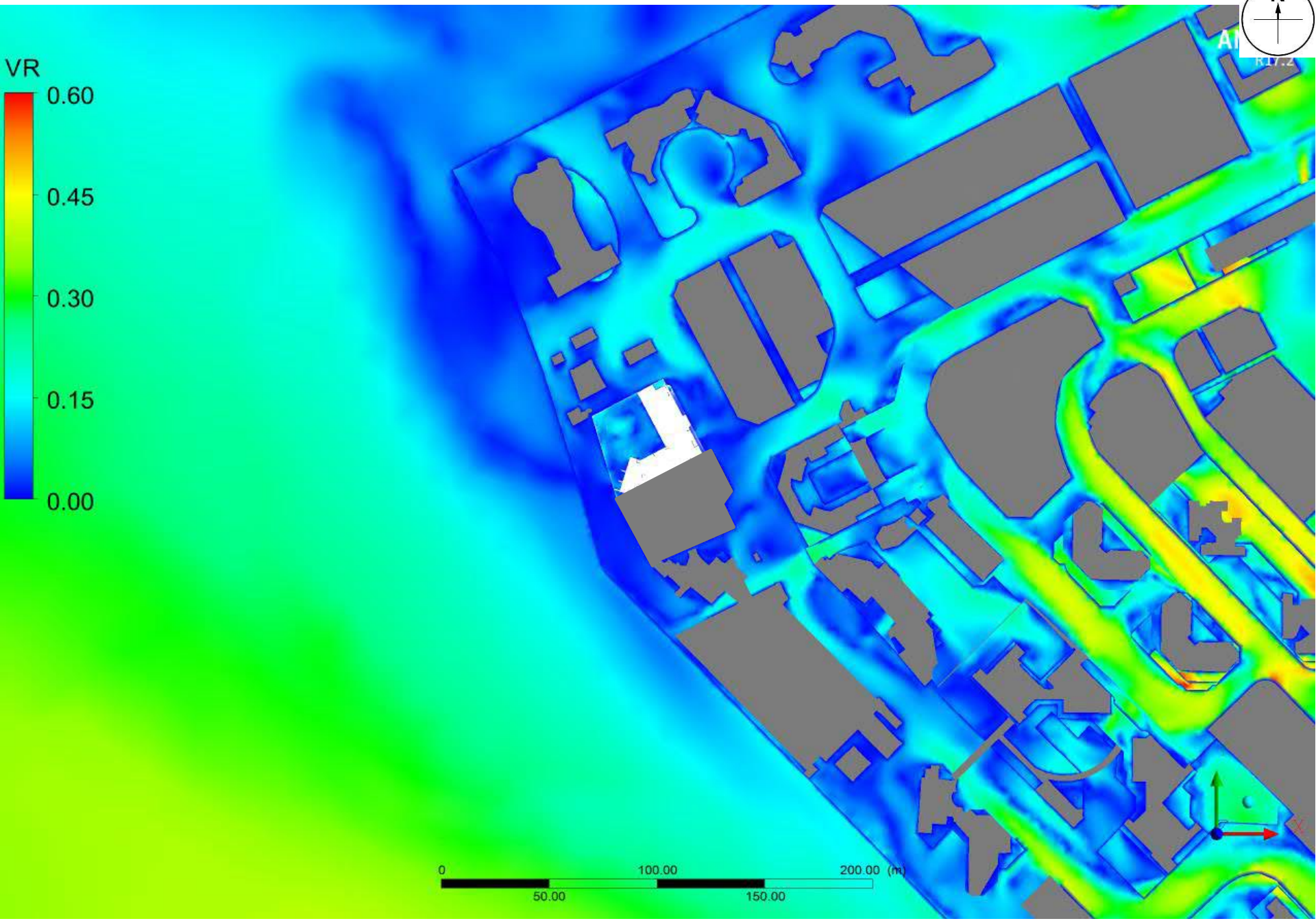
Proposed Scheme - Contour plot at pedestrian level under NE Wind



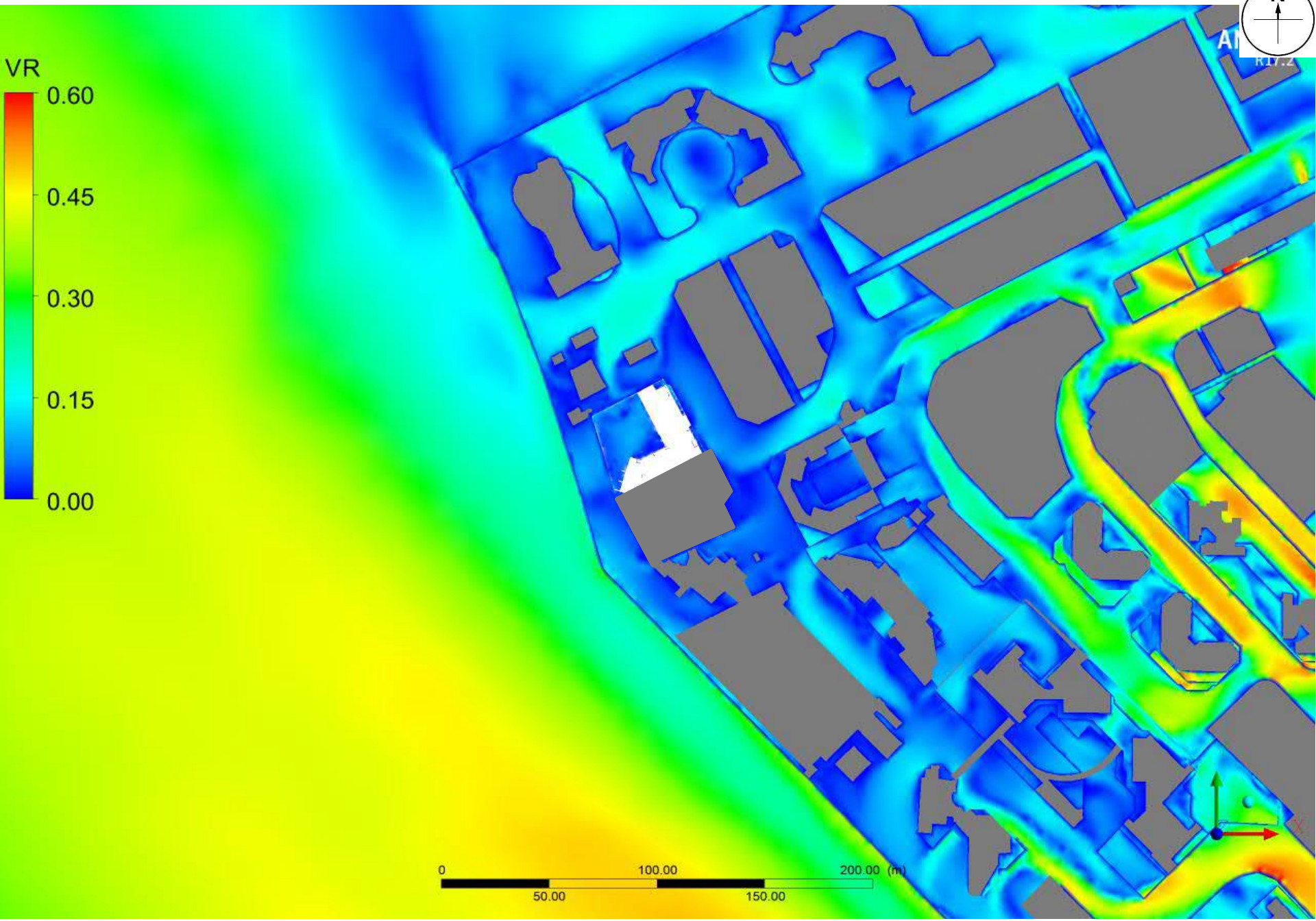
Proposed Scheme - Contour plot at pedestrian level under ENE Wind



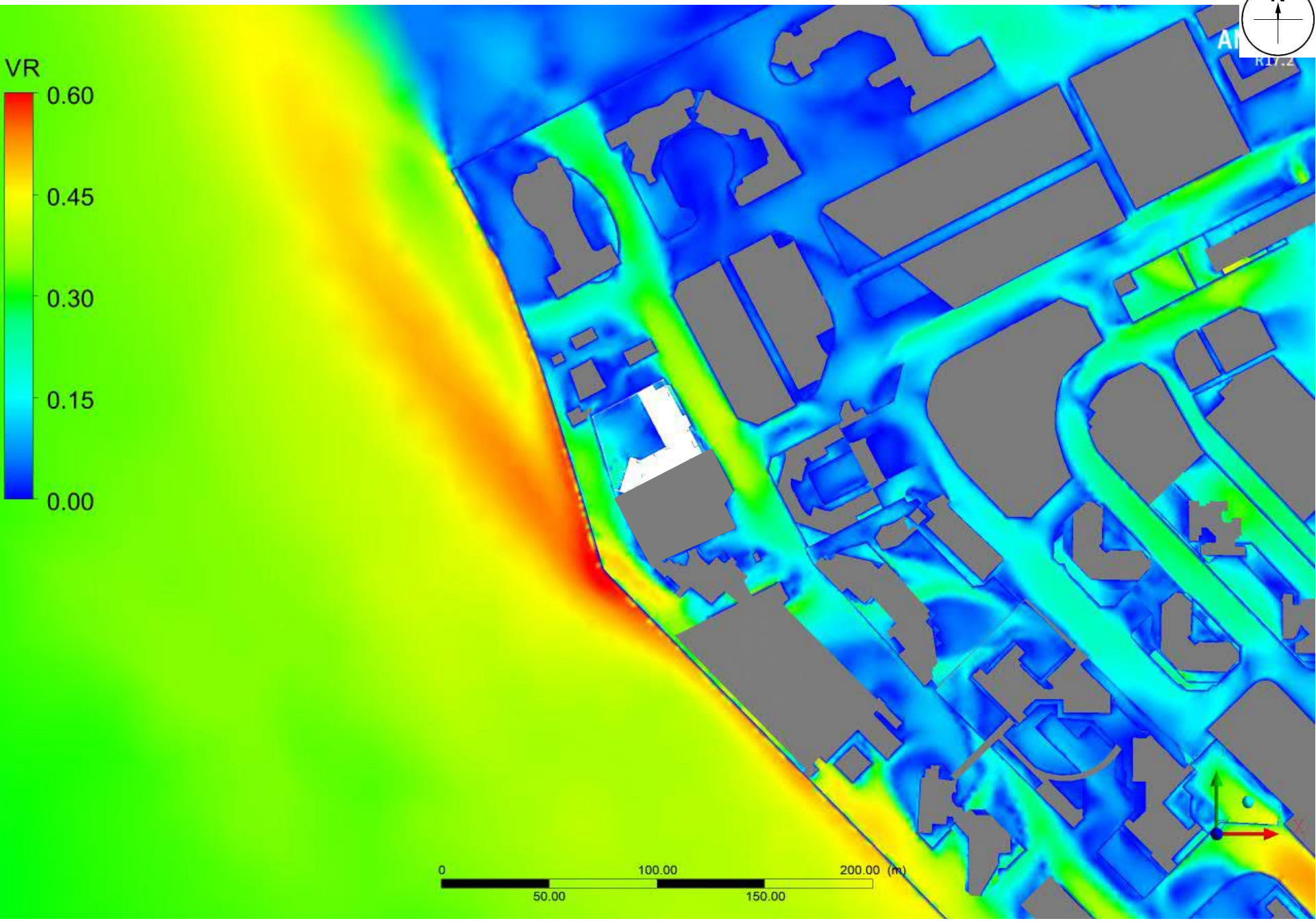
Proposed Scheme - Contour plot at pedestrian level under E Wind



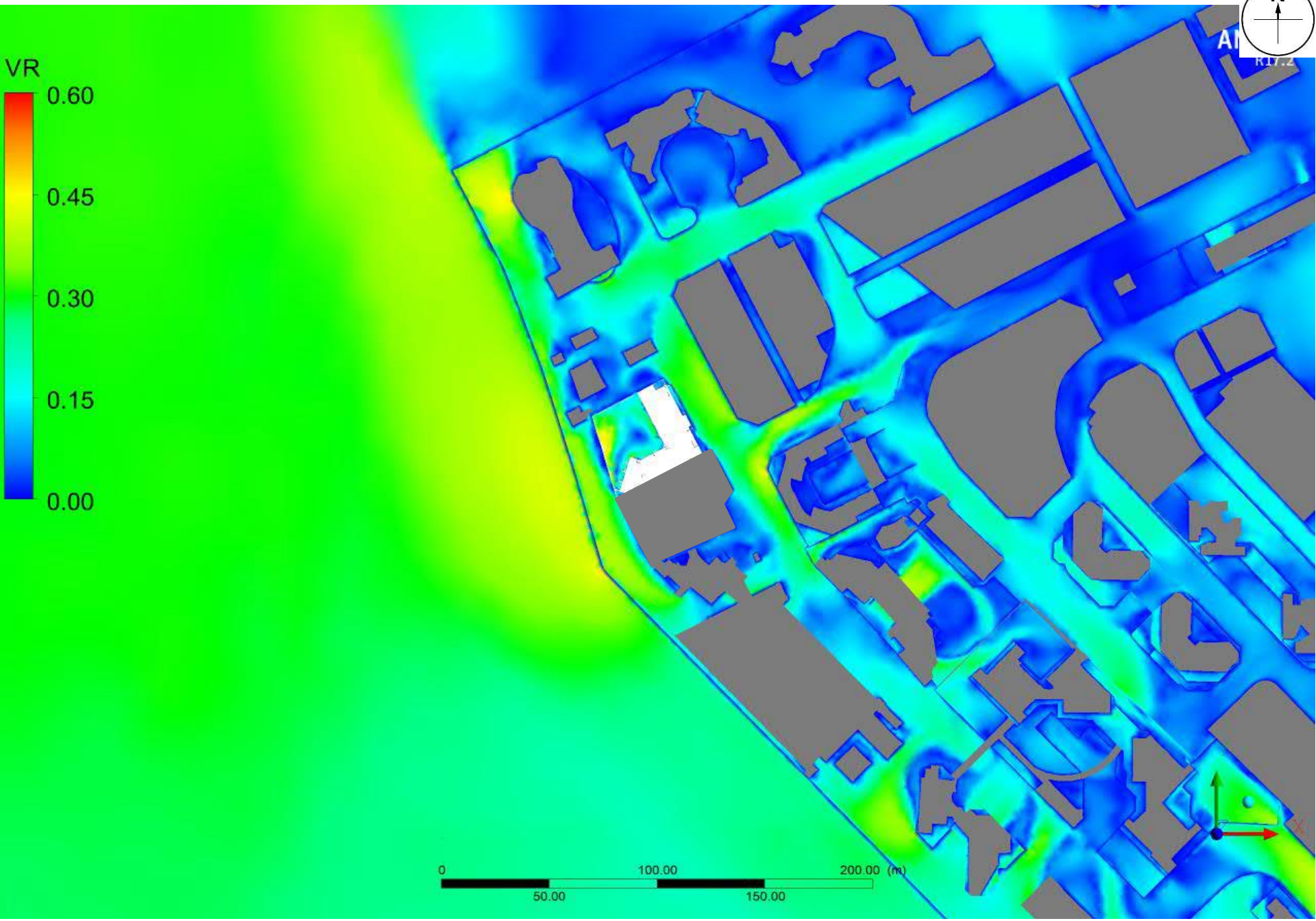
Proposed Scheme - Contour plot at pedestrian level under ESE Wind



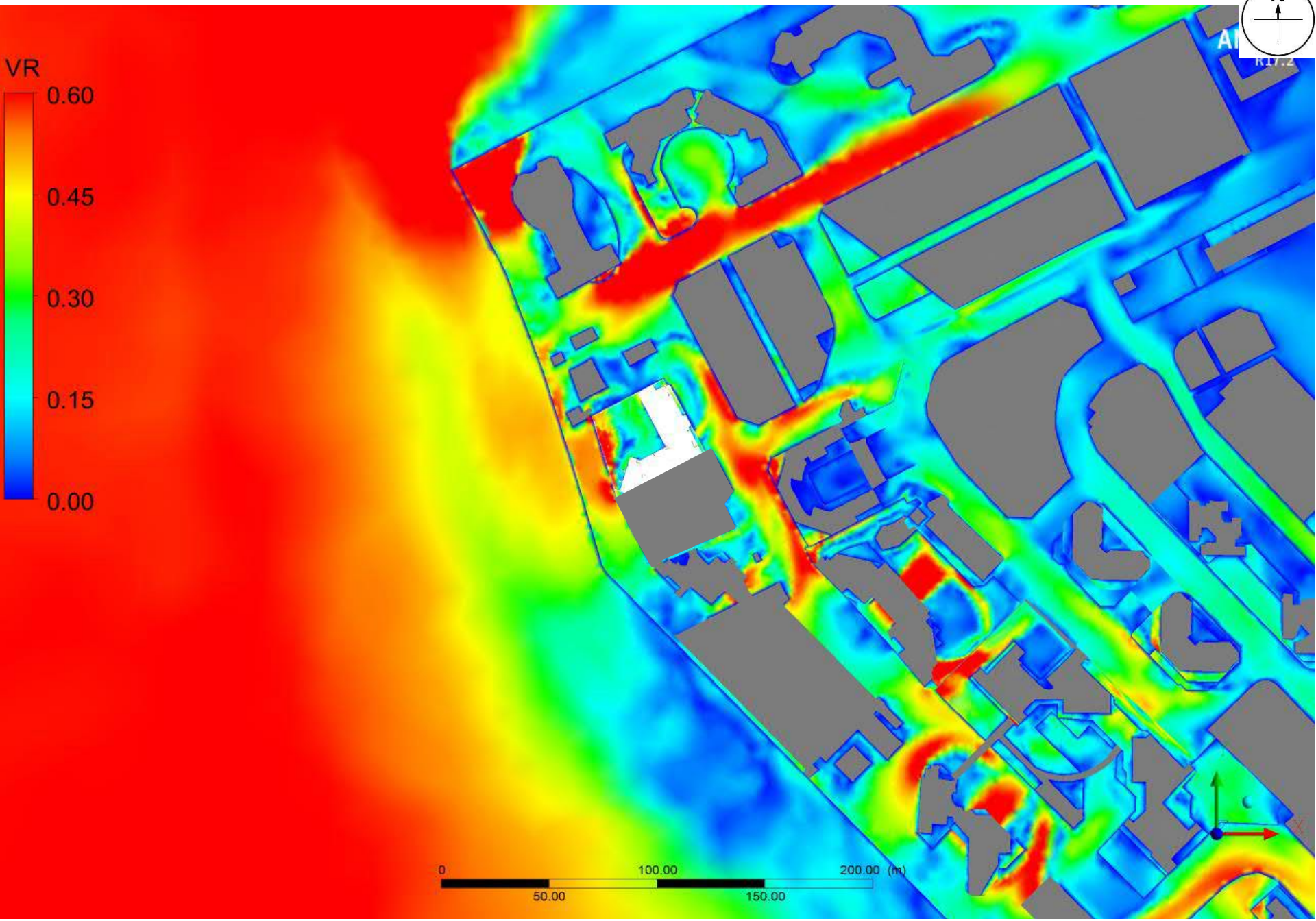
Proposed Scheme - Contour plot at pedestrian level under SE Wind



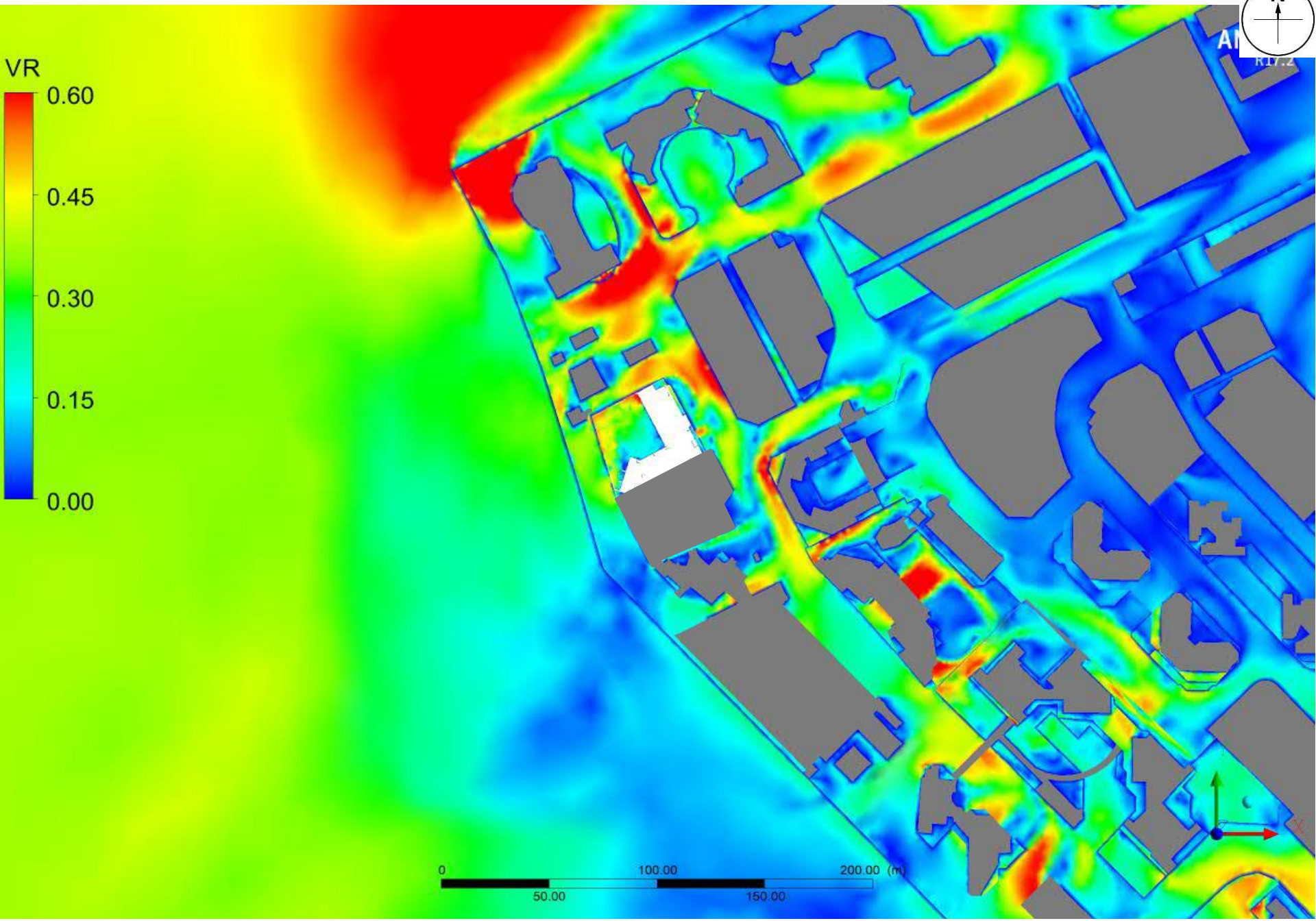
Proposed Scheme - Contour plot at pedestrian level under SSE Wind



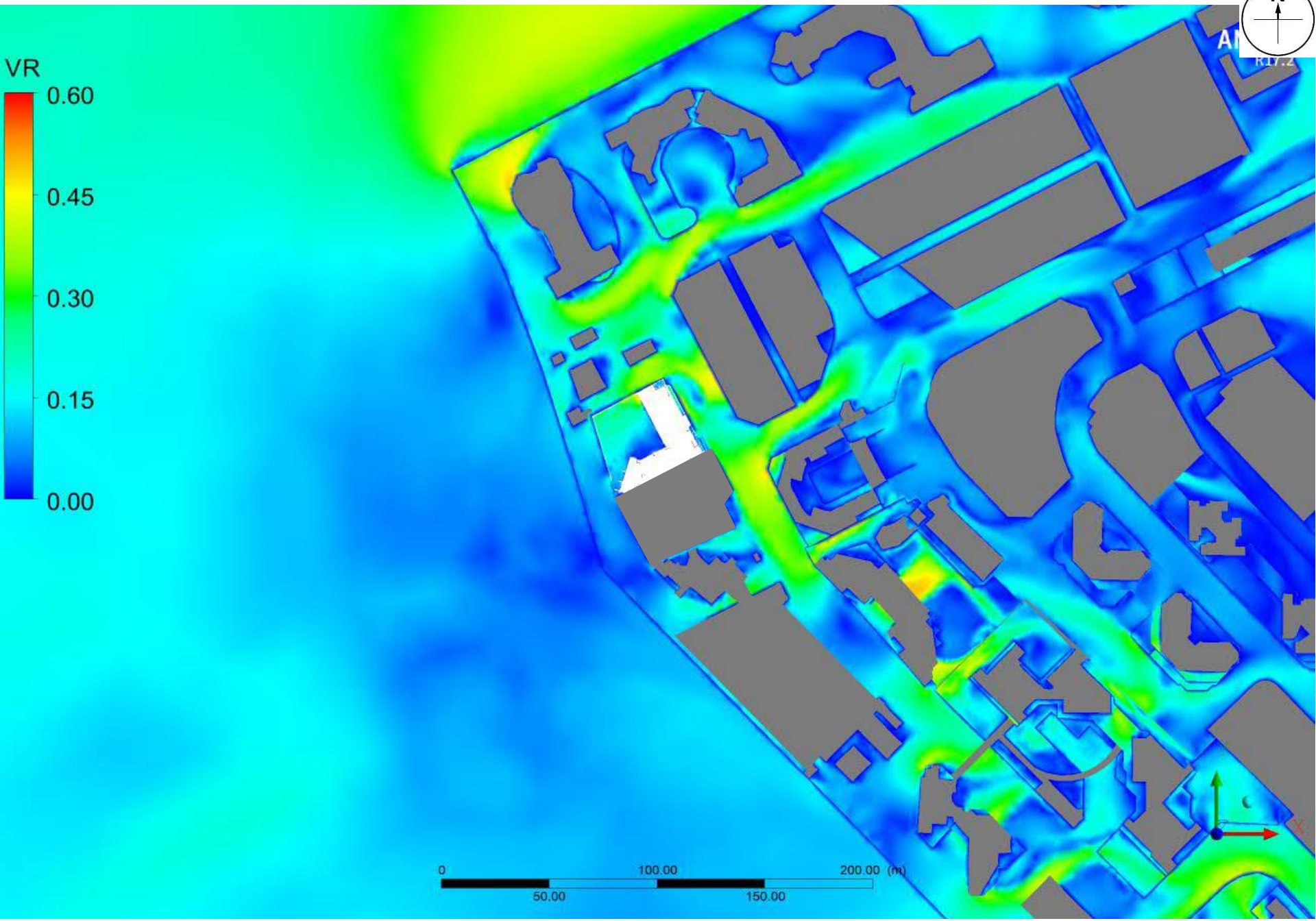
Proposed Scheme - Contour plot at pedestrian level under S Wind



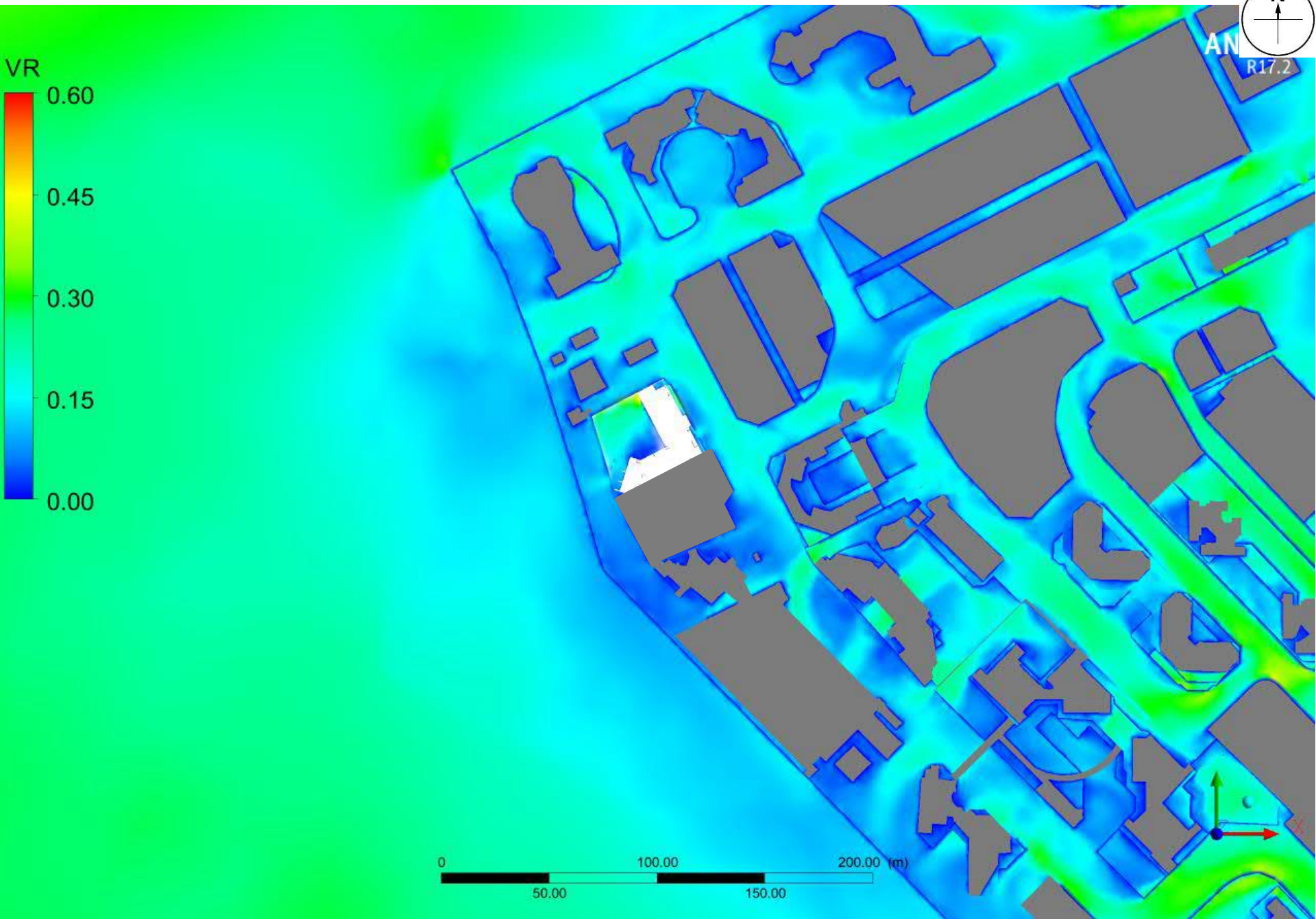
Proposed Scheme - Contour plot at pedestrian level under SSW Wind



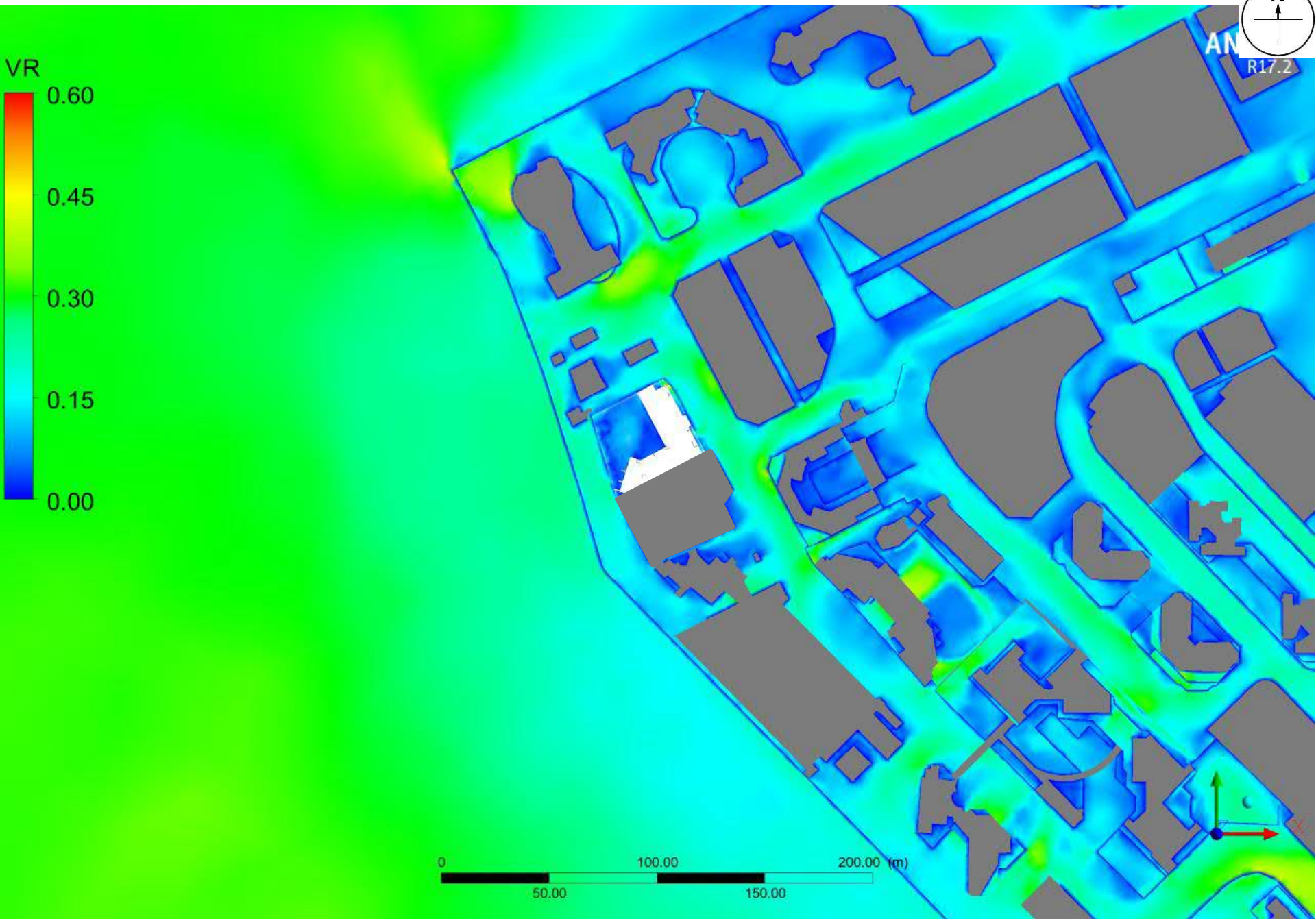
Proposed Scheme - Contour plot at pedestrian level under SW Wind



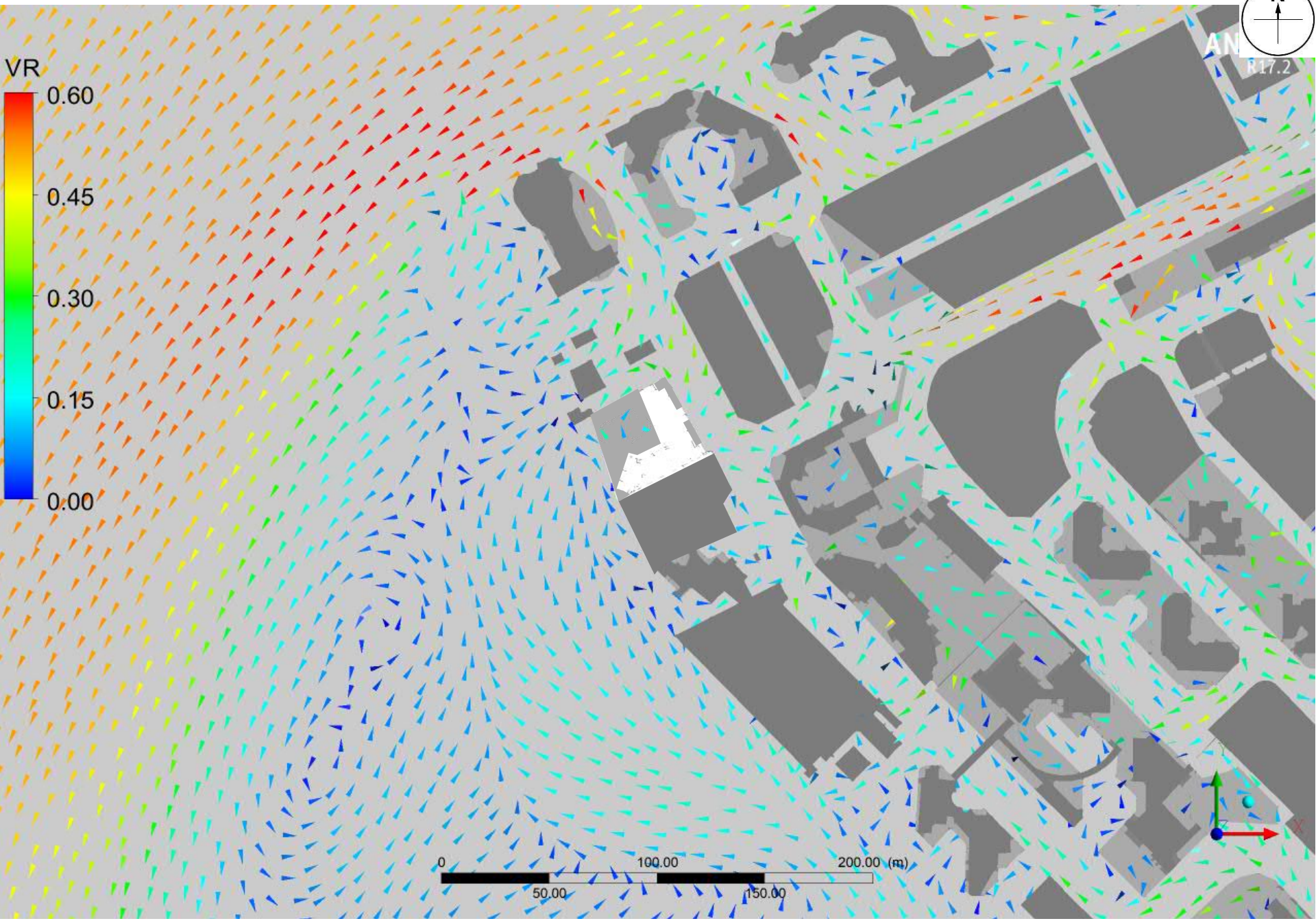
Proposed Scheme - Contour plot at pedestrian level under WSW Wind



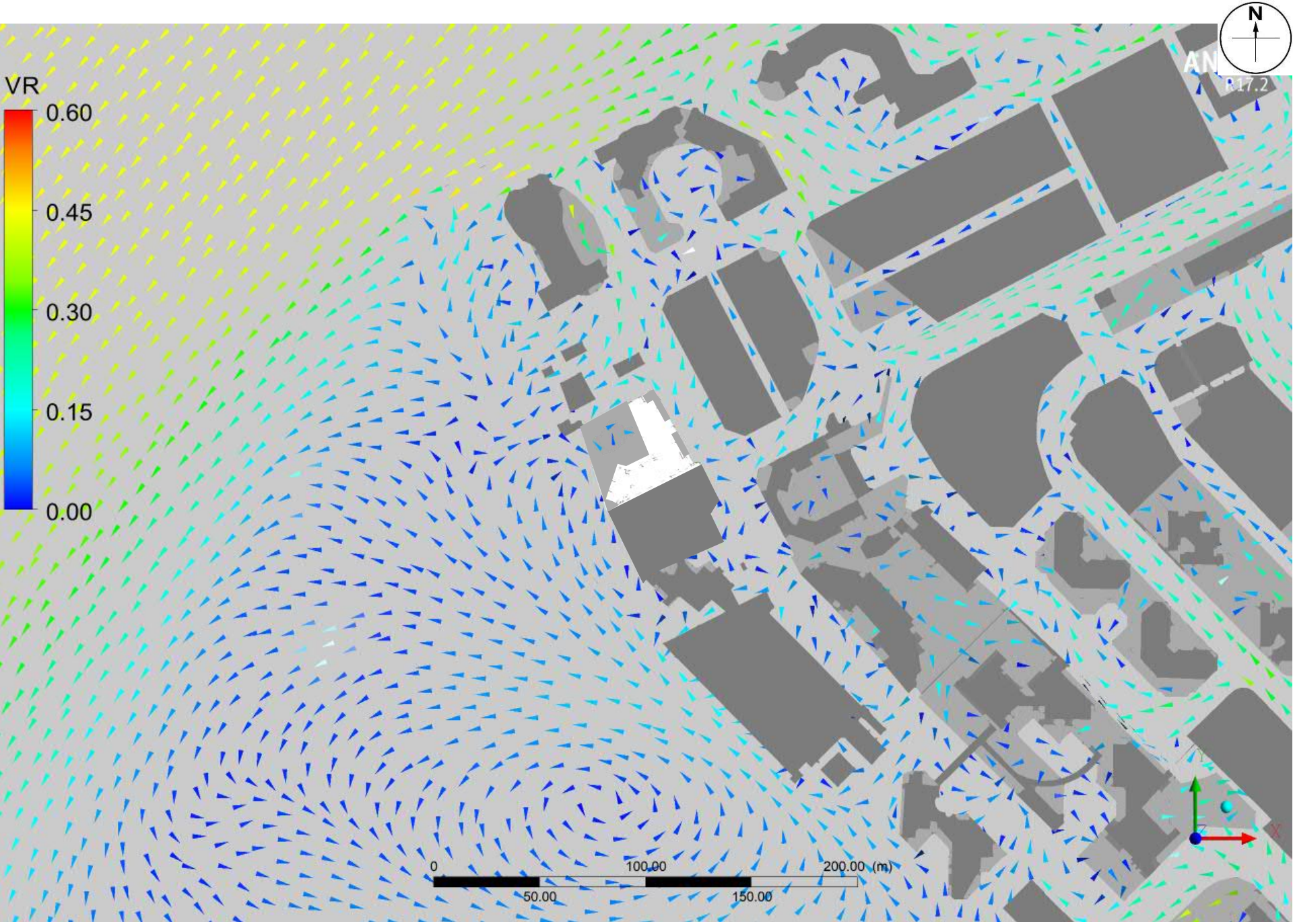
Proposed Scheme – Annual weighted wind speed colour at pedestrian level



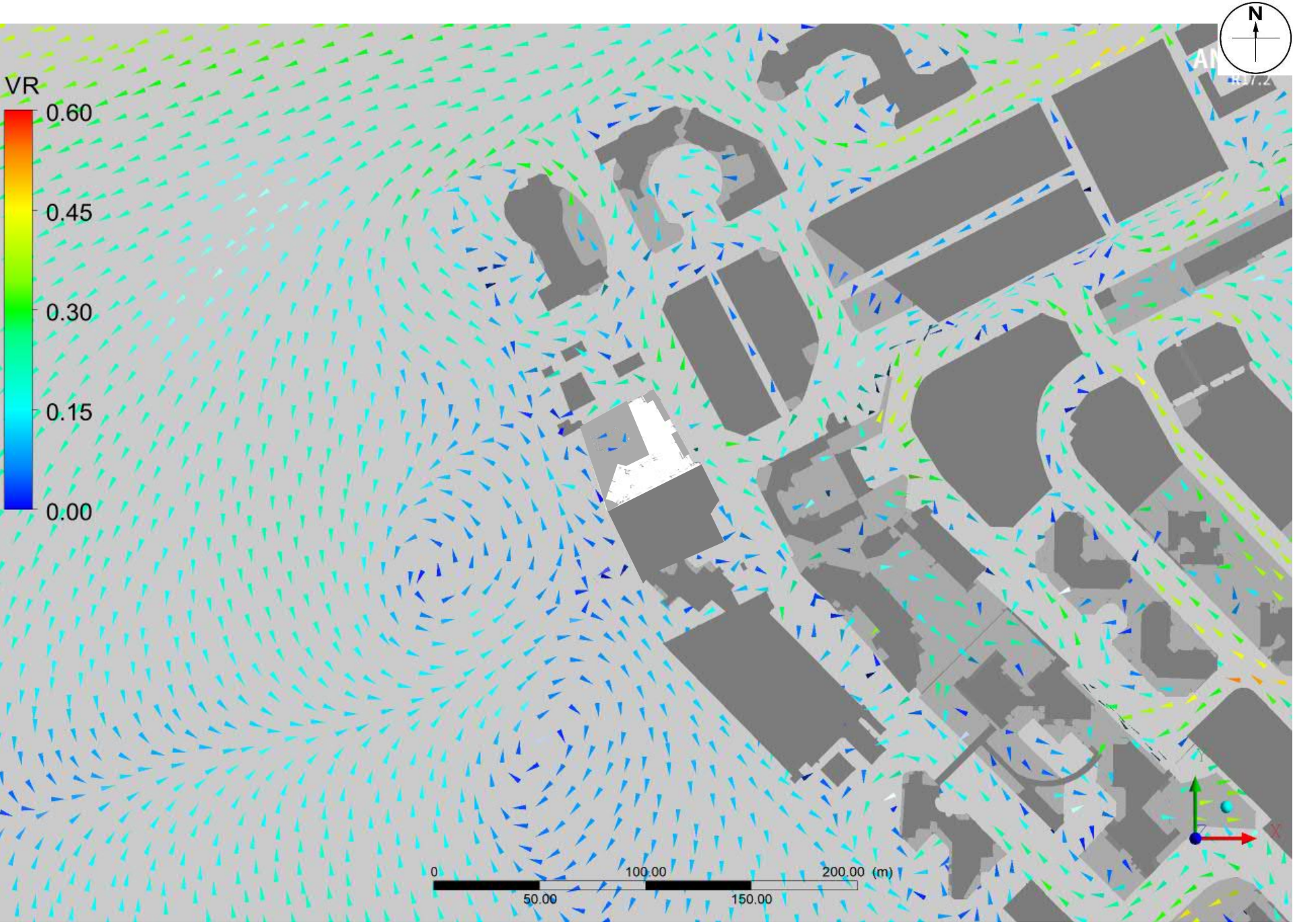
Proposed Scheme – Summer weighted wind speed colour at pedestrian level



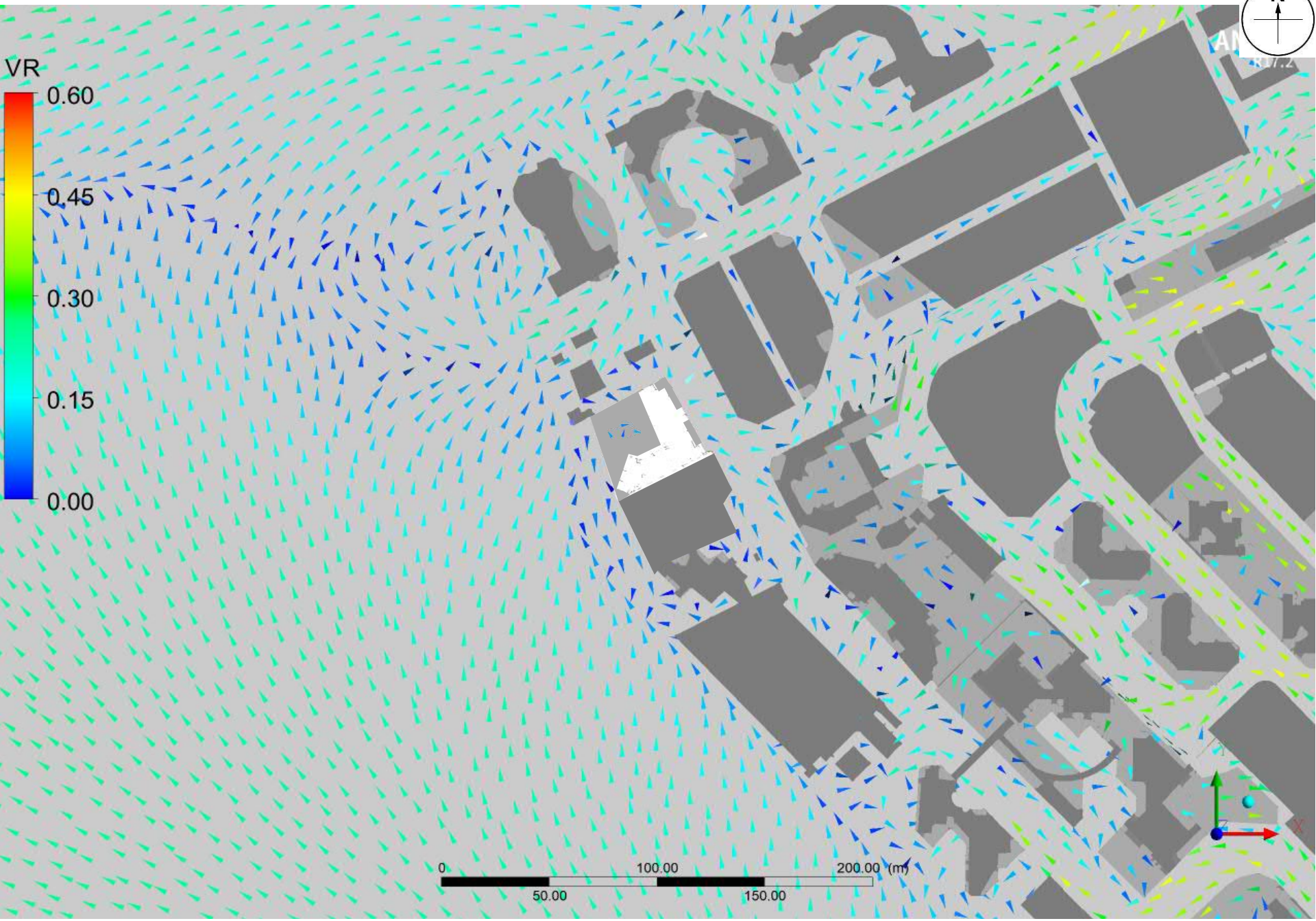
Proposed Scheme – Vector plot at pedestrian level under NNE Wind



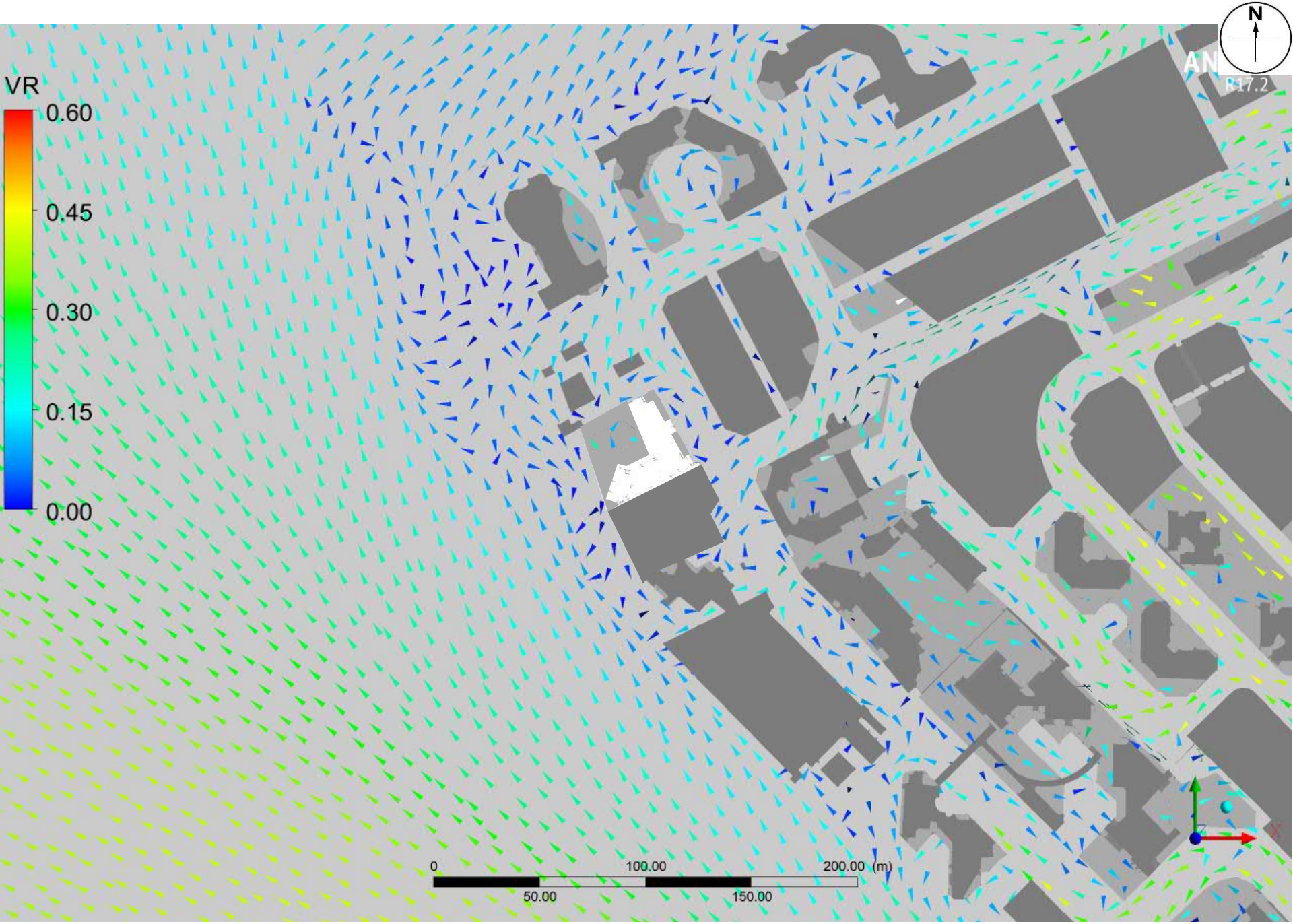
Proposed Scheme – Vector plot at pedestrian level under NE Wind



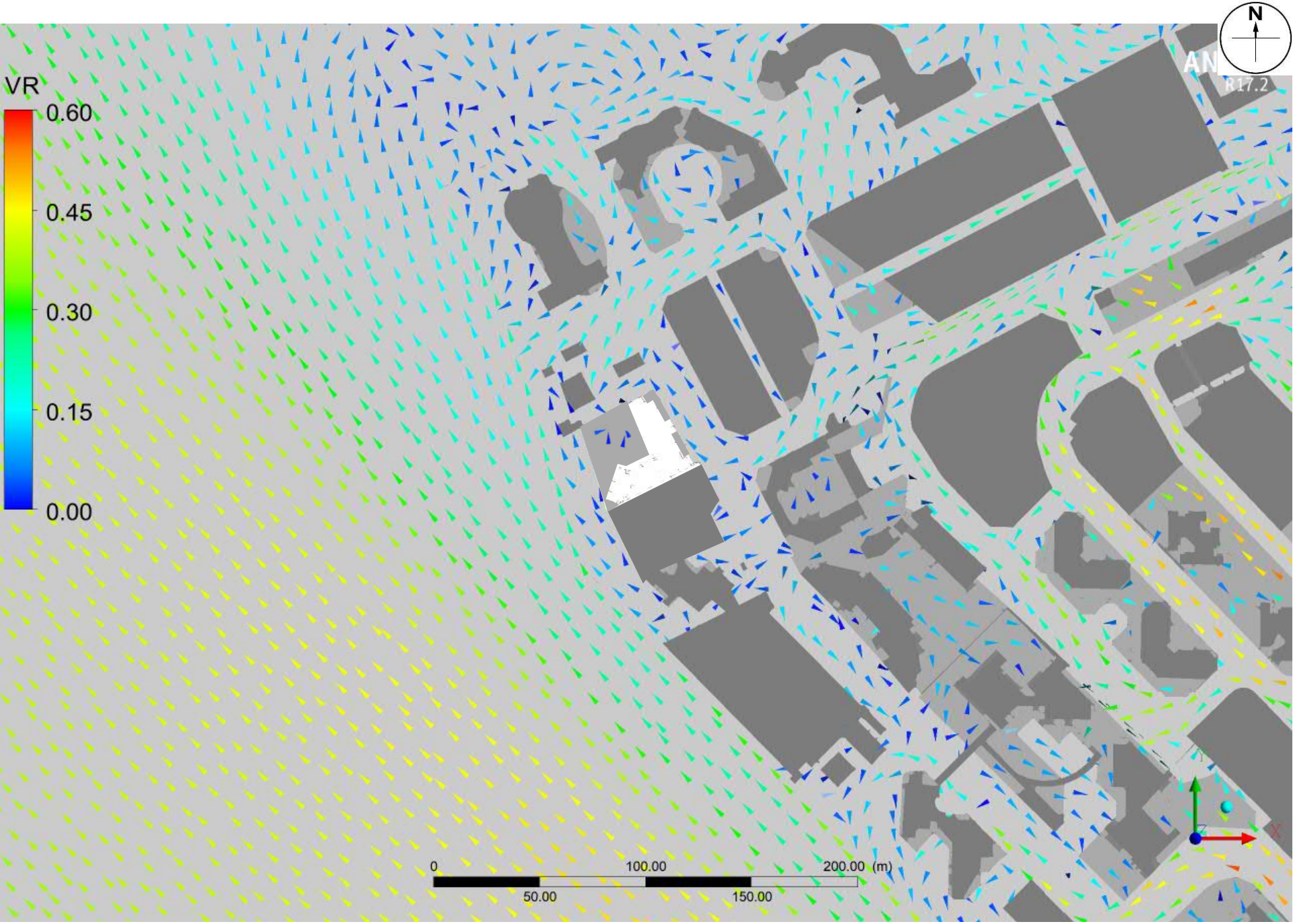
Proposed Scheme – Vector plot at pedestrian level under ENE Wind



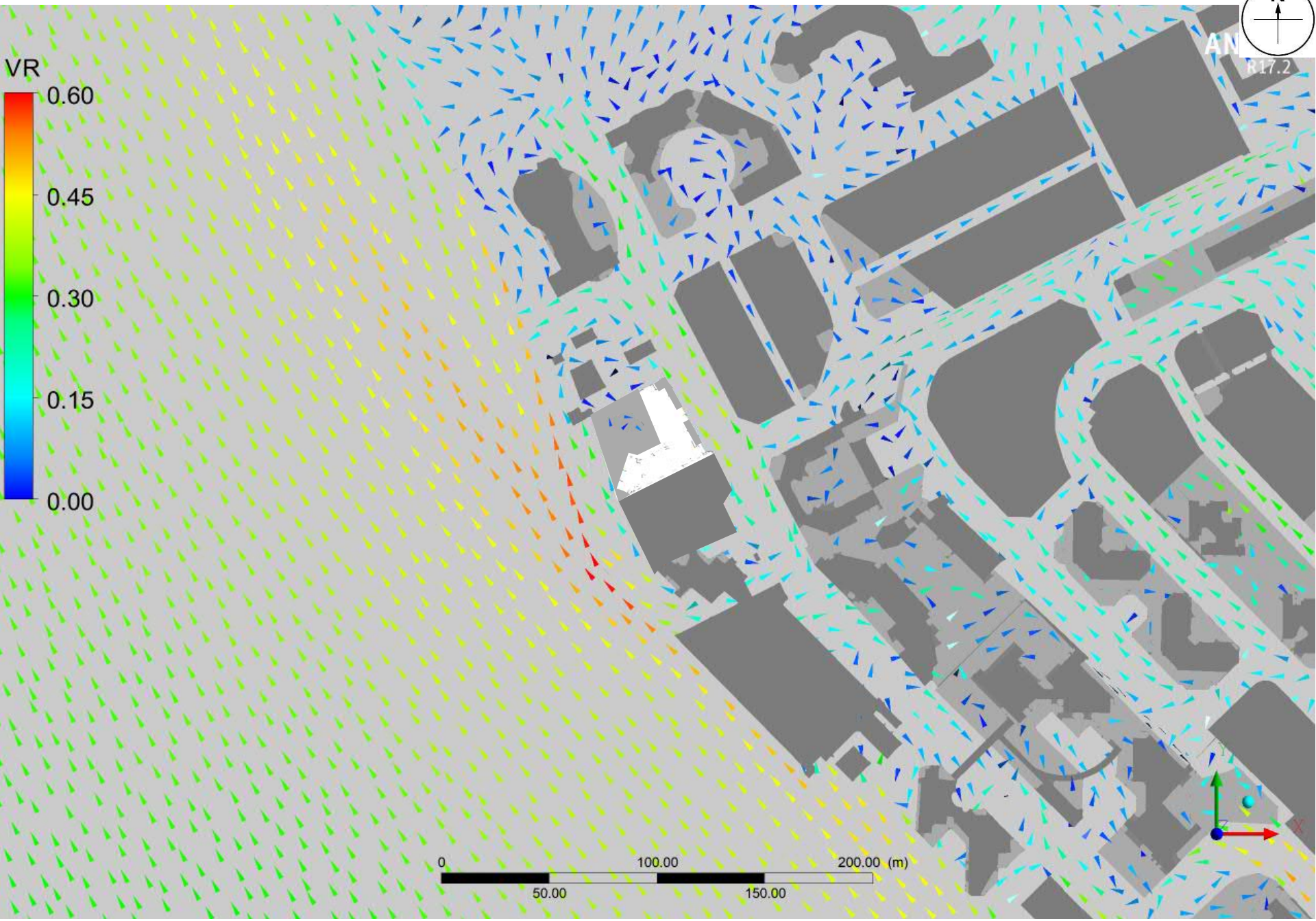
Proposed Scheme – Vector plot at pedestrian level under E Wind



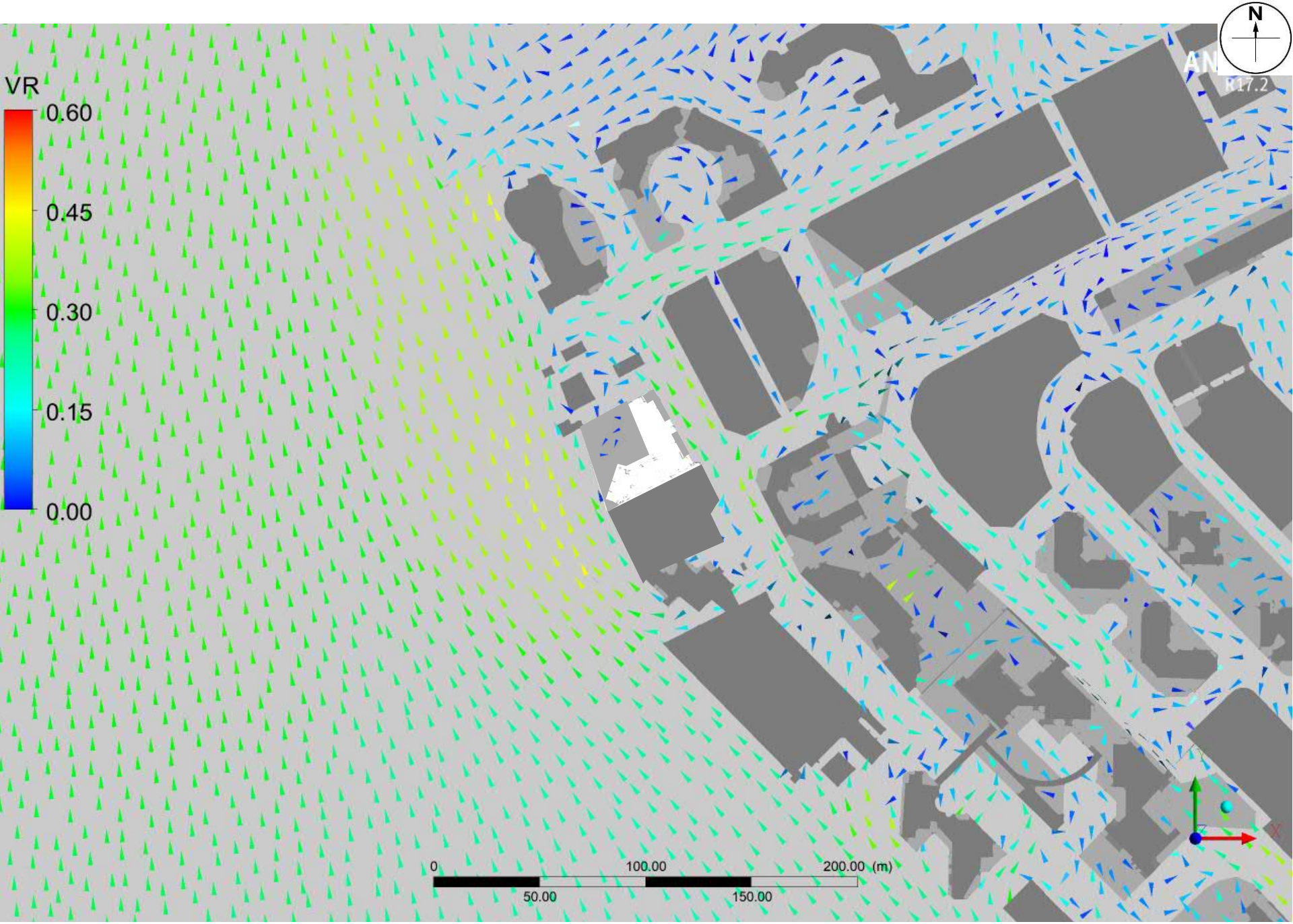
Proposed Scheme – Vector plot at pedestrian level under ESE Wind



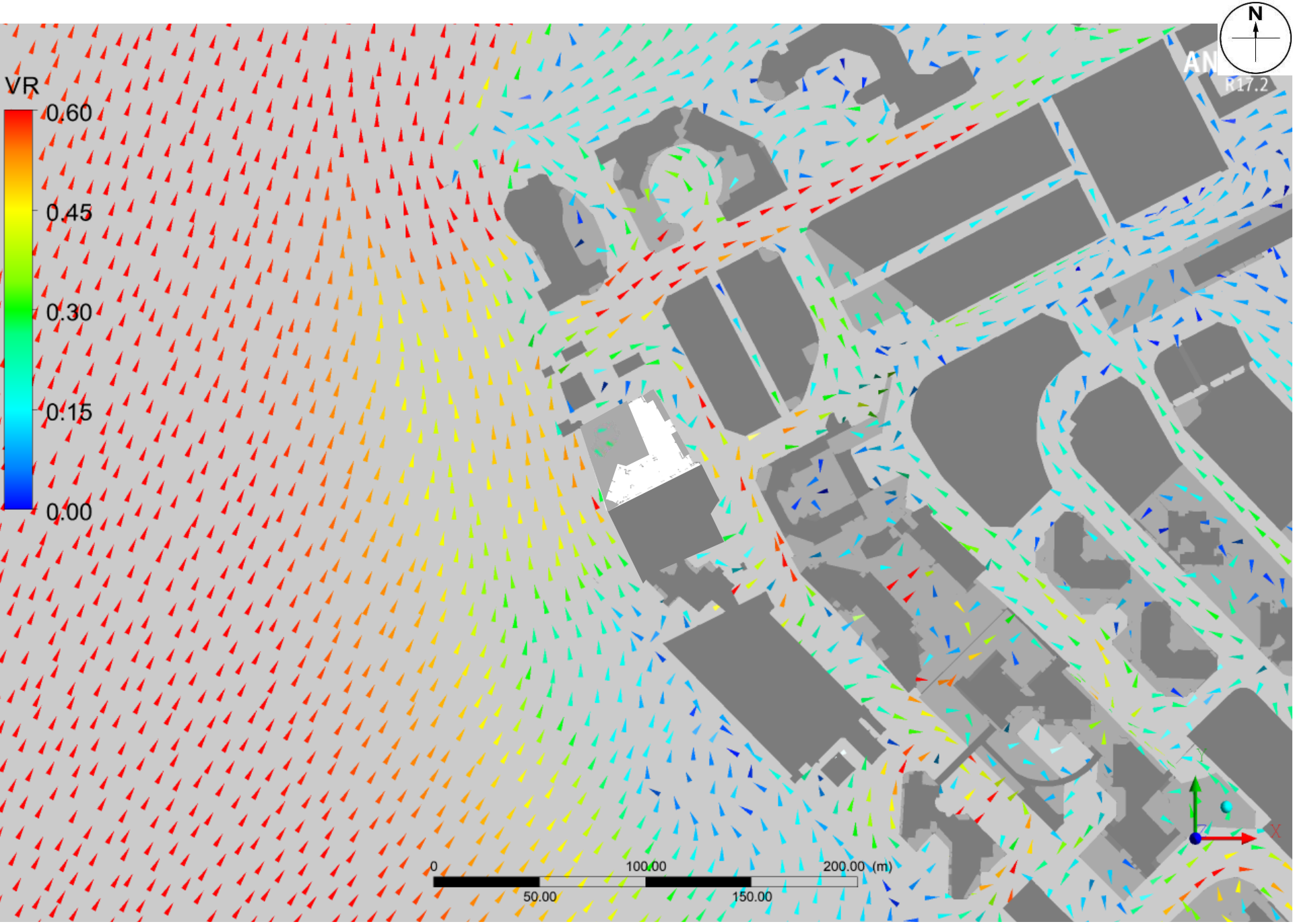
Proposed Scheme – Vector plot at pedestrian level under SE Wind



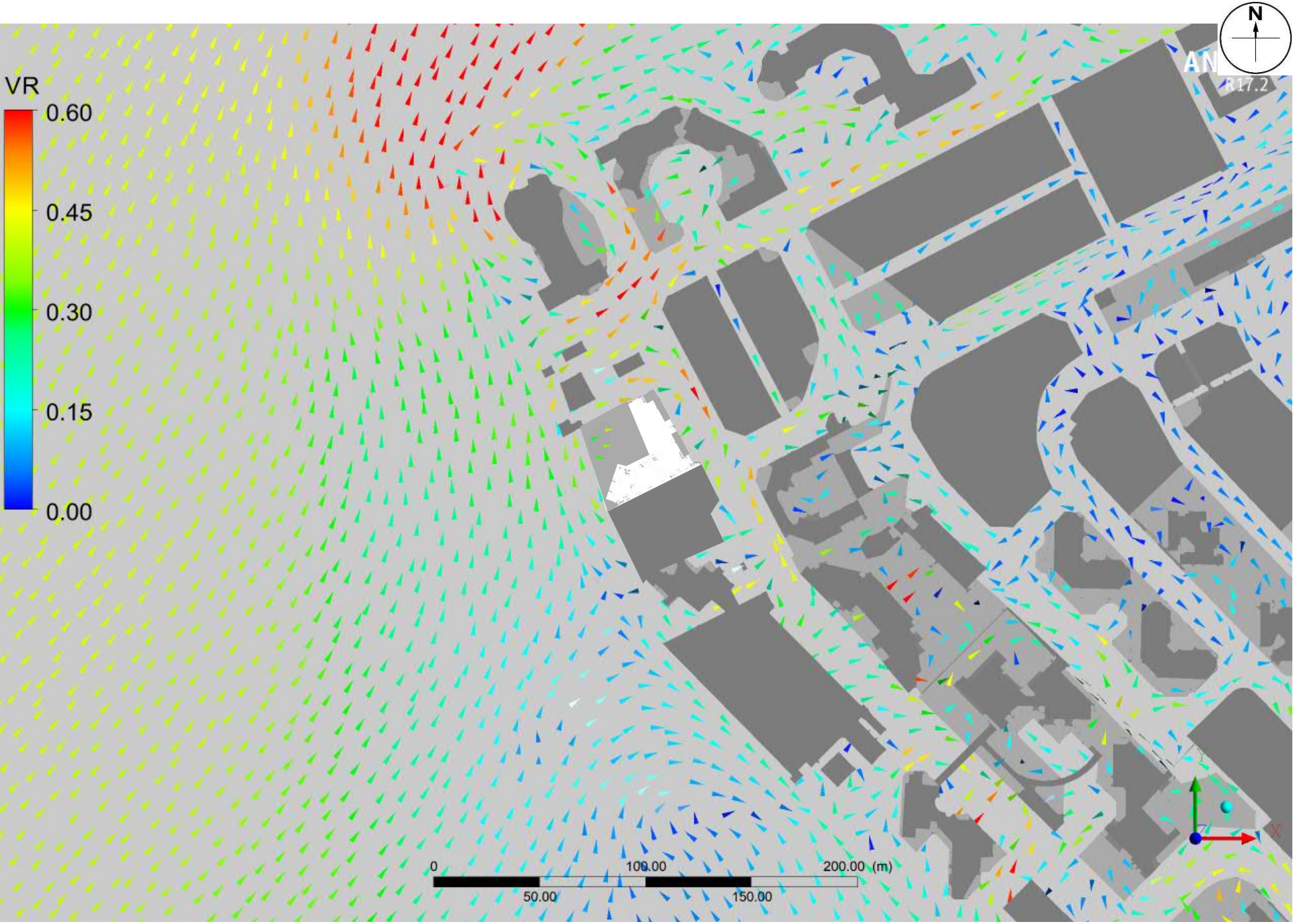
Proposed Scheme – Vector plot at pedestrian level under SSE Wind



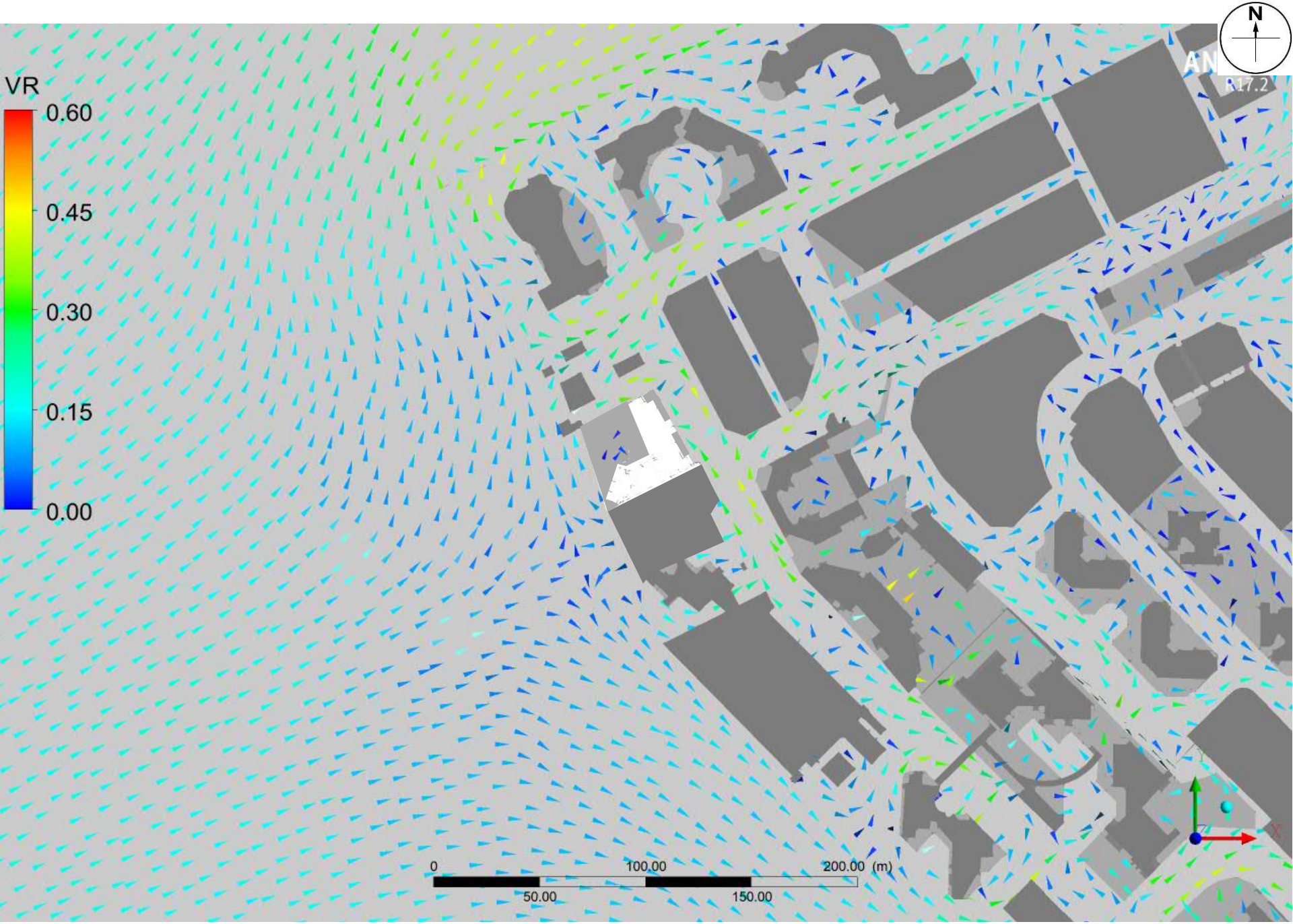
Proposed Scheme – Vector plot at pedestrian level under S Wind



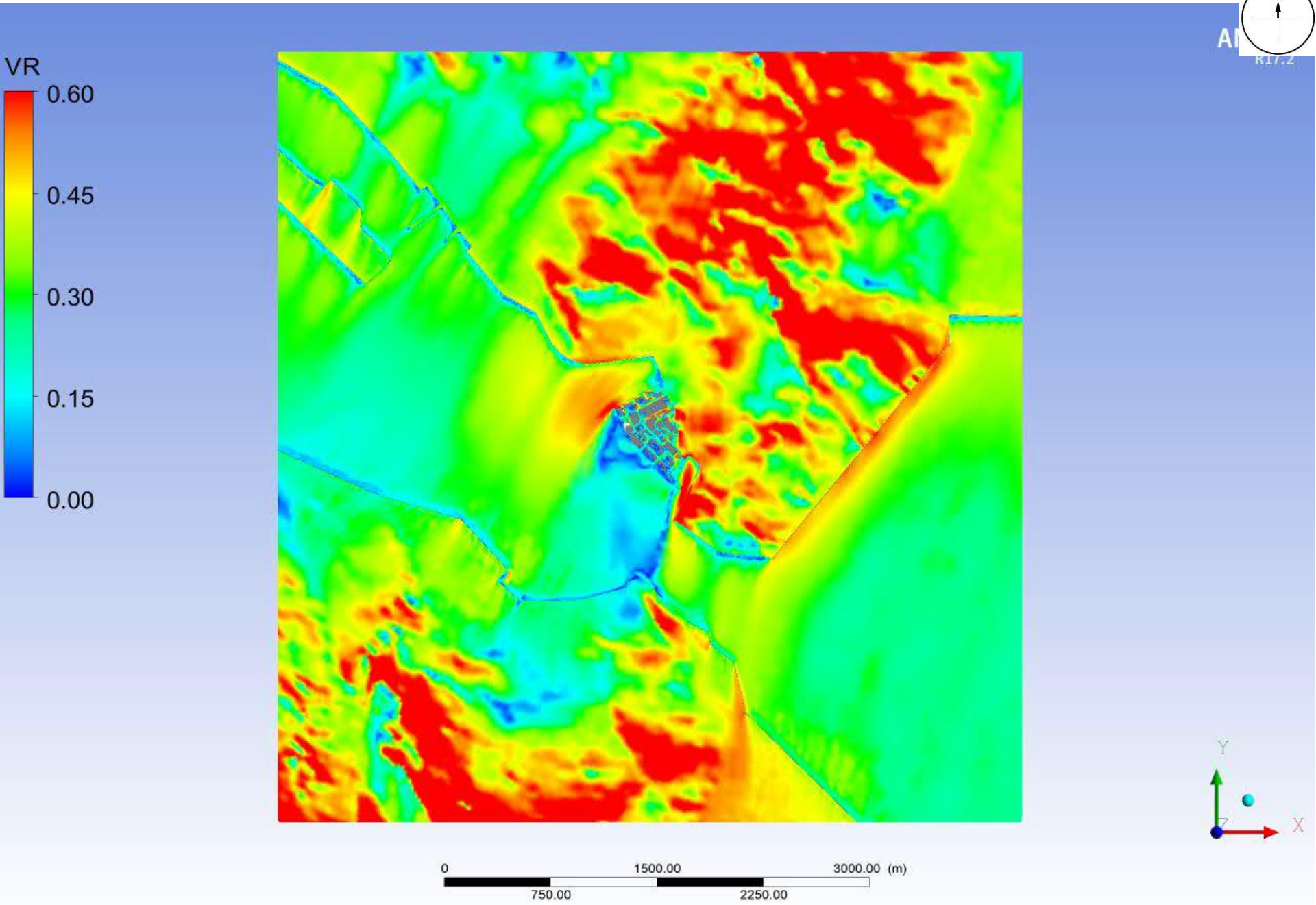
Proposed Scheme – Vector plot at pedestrian level under SSW Wind



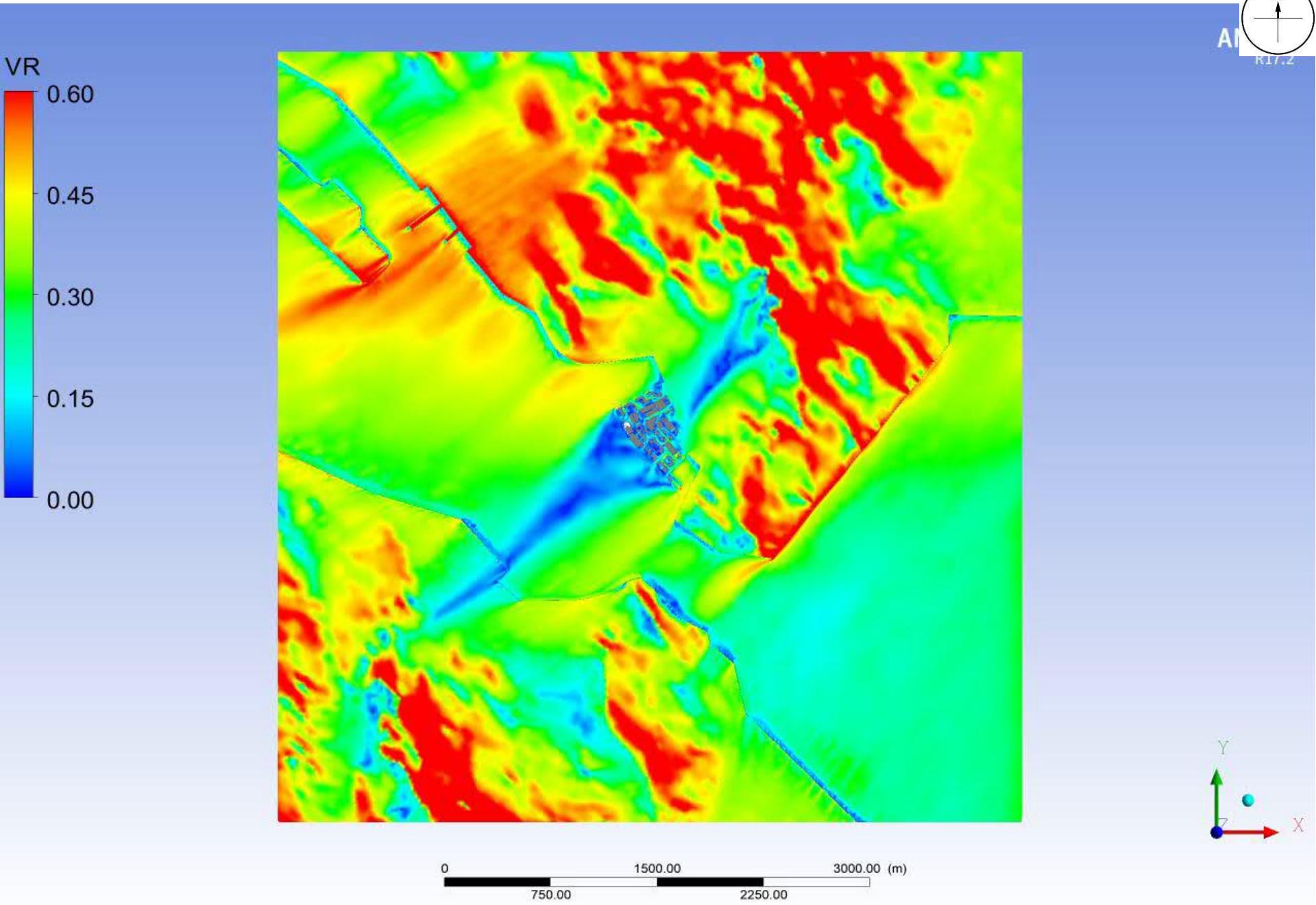
Proposed Scheme – Vector plot at pedestrian level under SW Wind



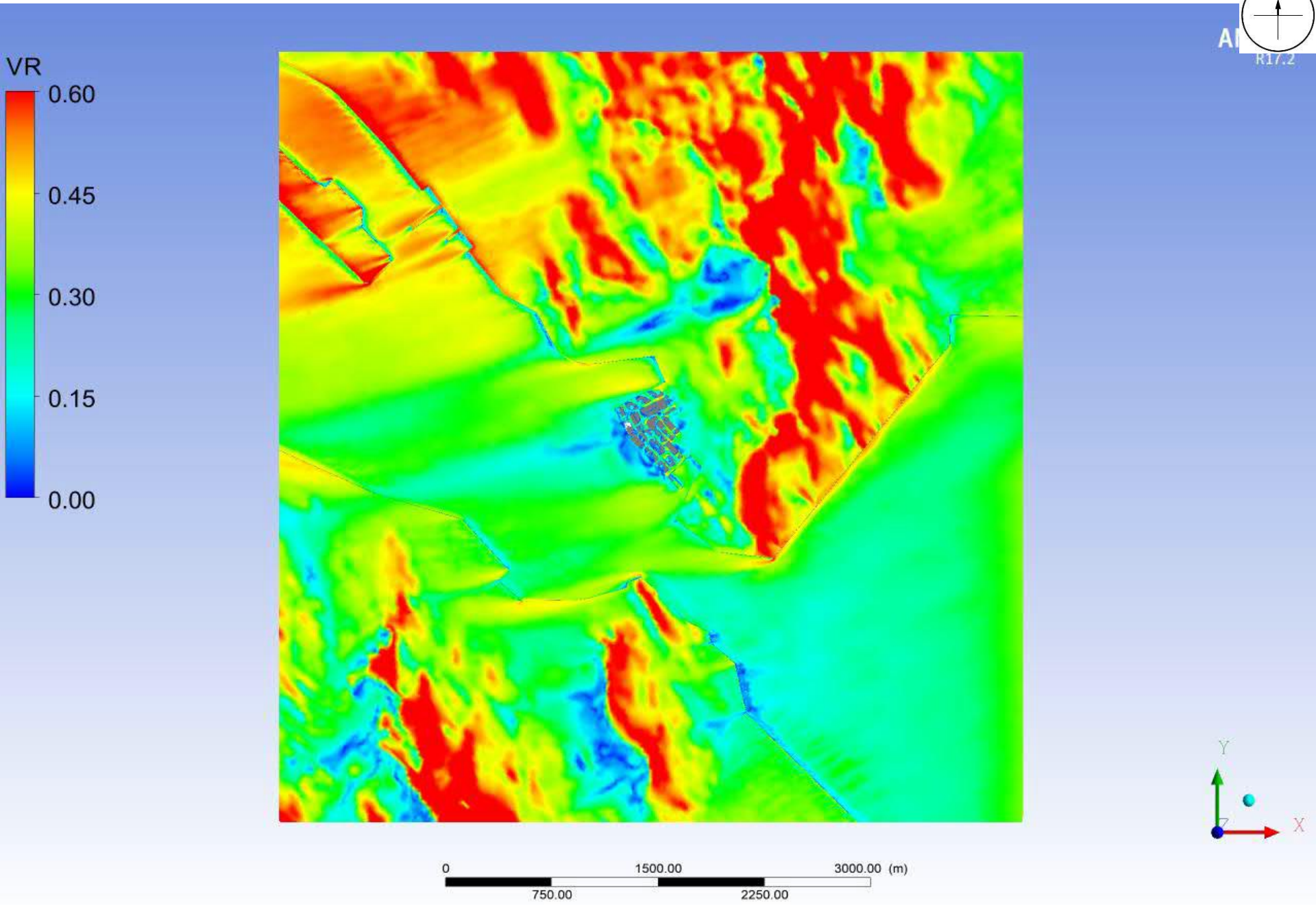
Proposed Scheme – Vector plot at pedestrian level under WSW Wind



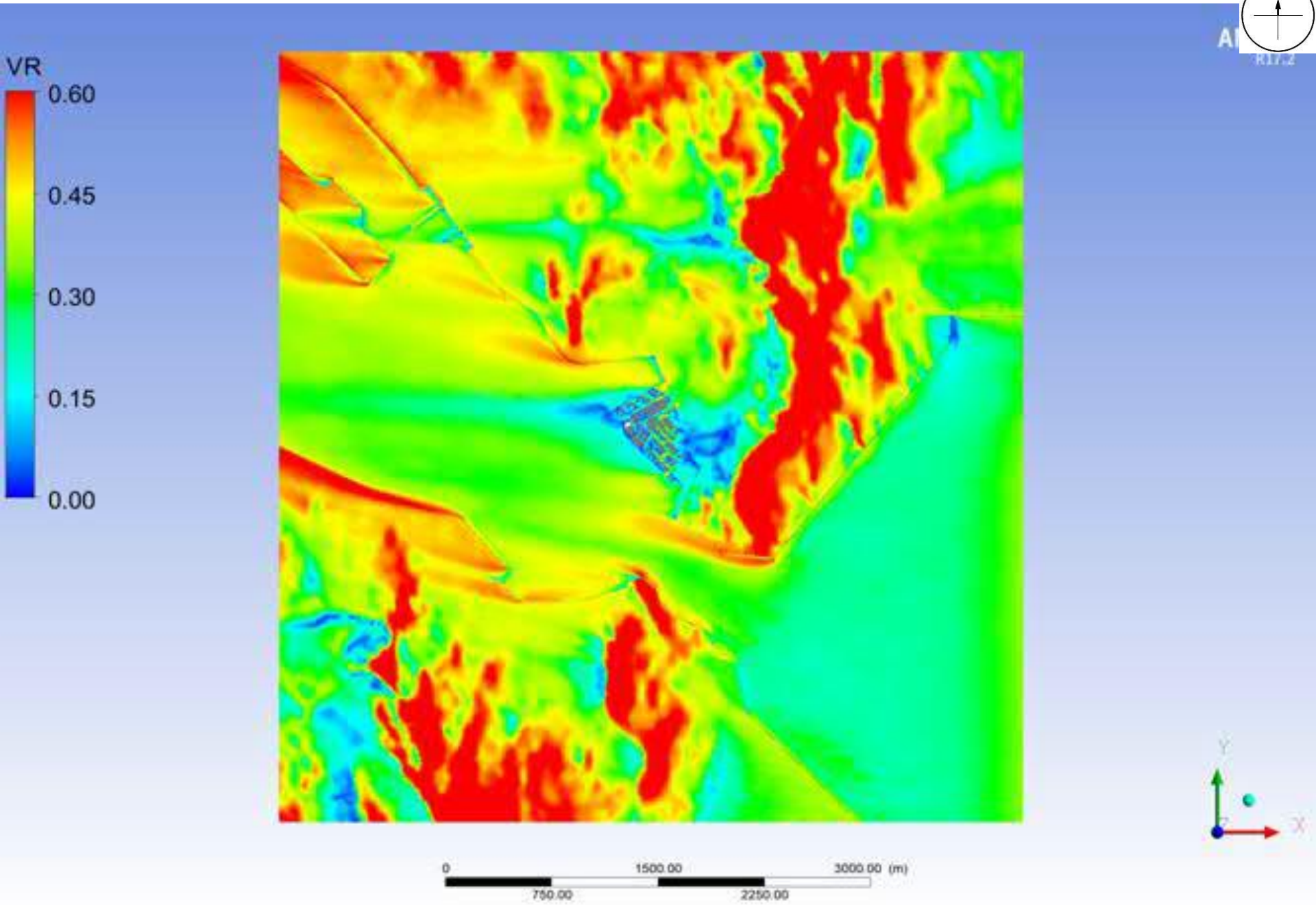
Proposed Scheme - Domain Contour plot at pedestrian level under NNE Wind



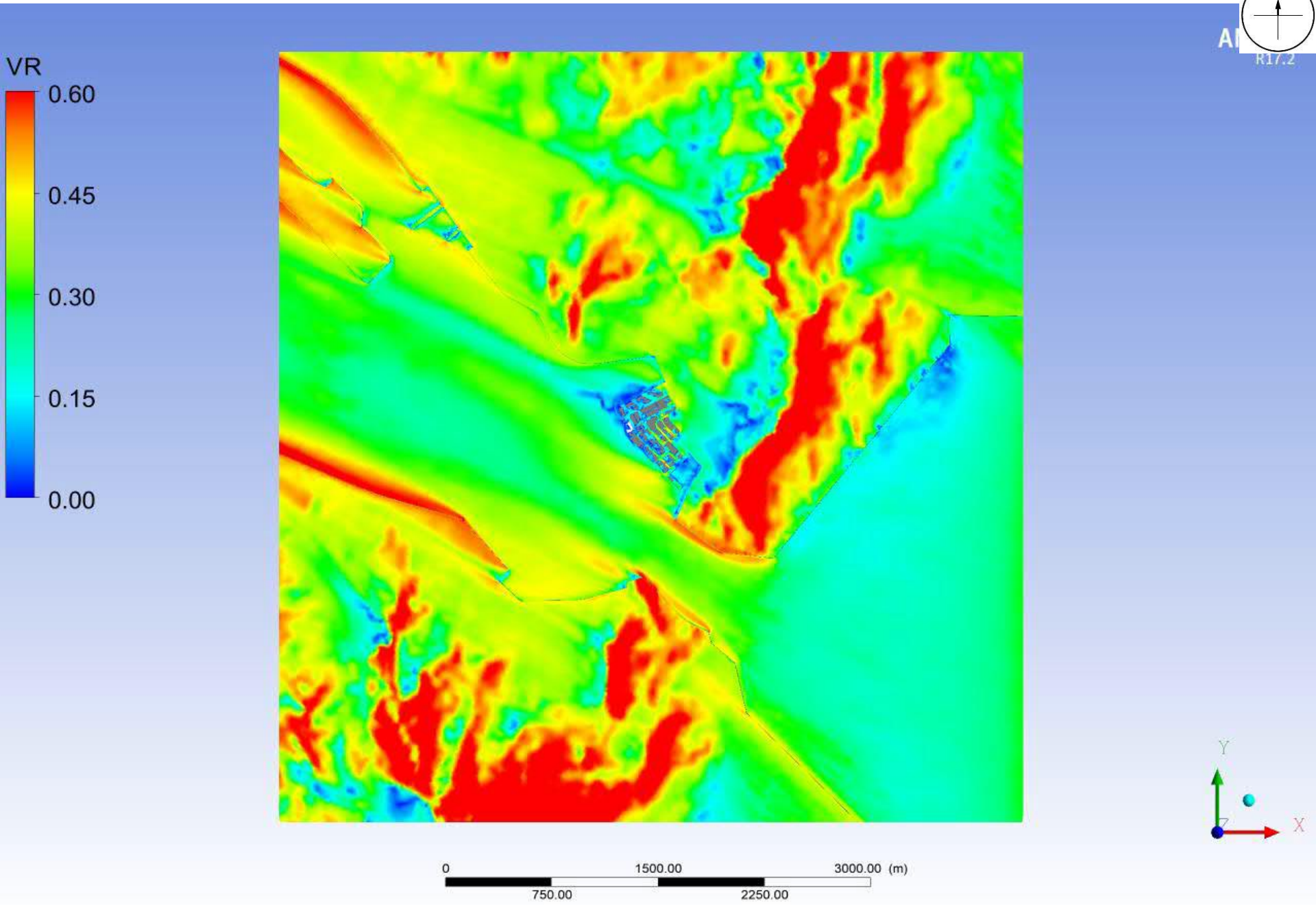
Proposed Scheme - Domain Contour plot at pedestrian level under NE Wind



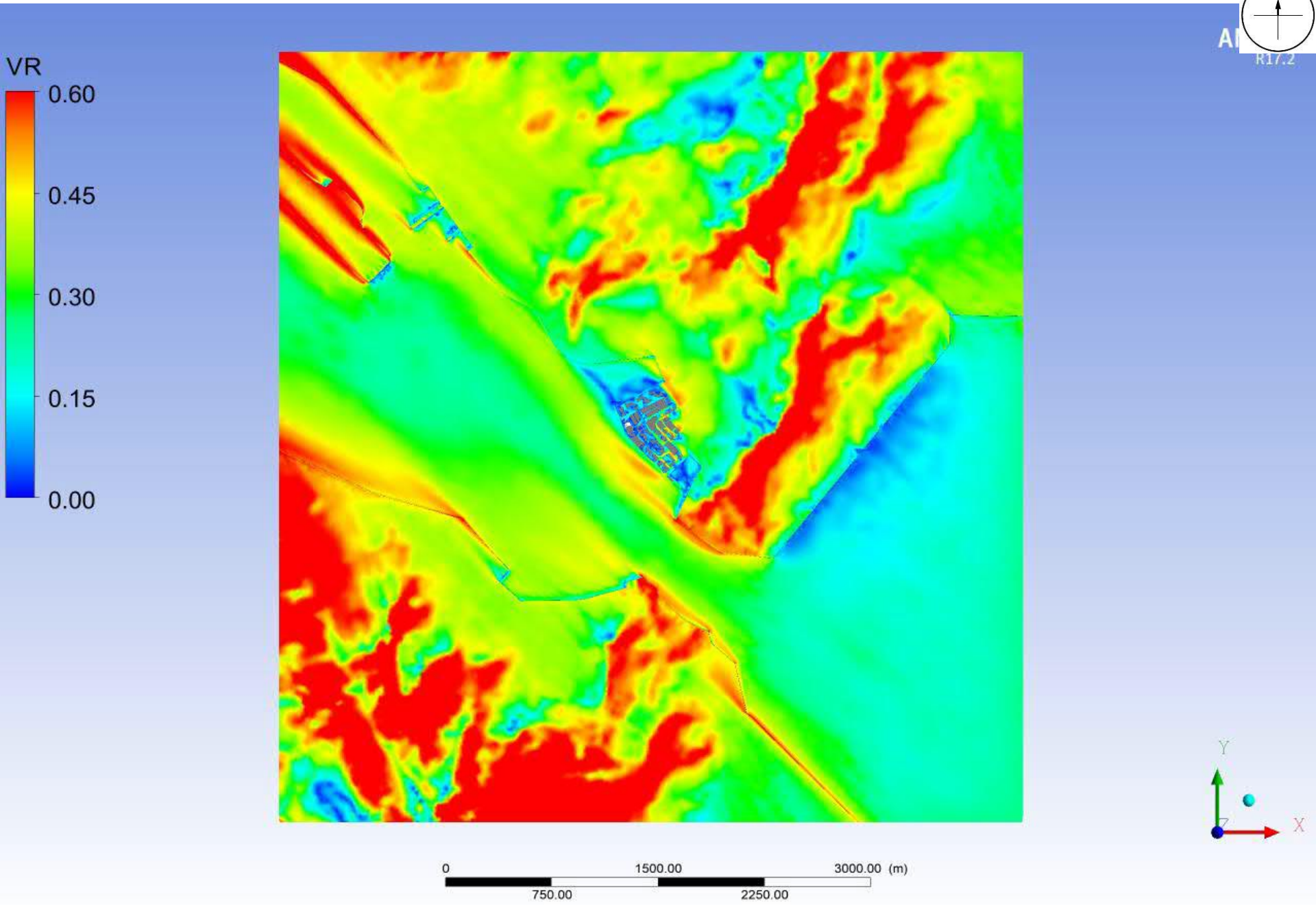
Proposed Scheme - Domain Contour plot at pedestrian level under ENE Wind



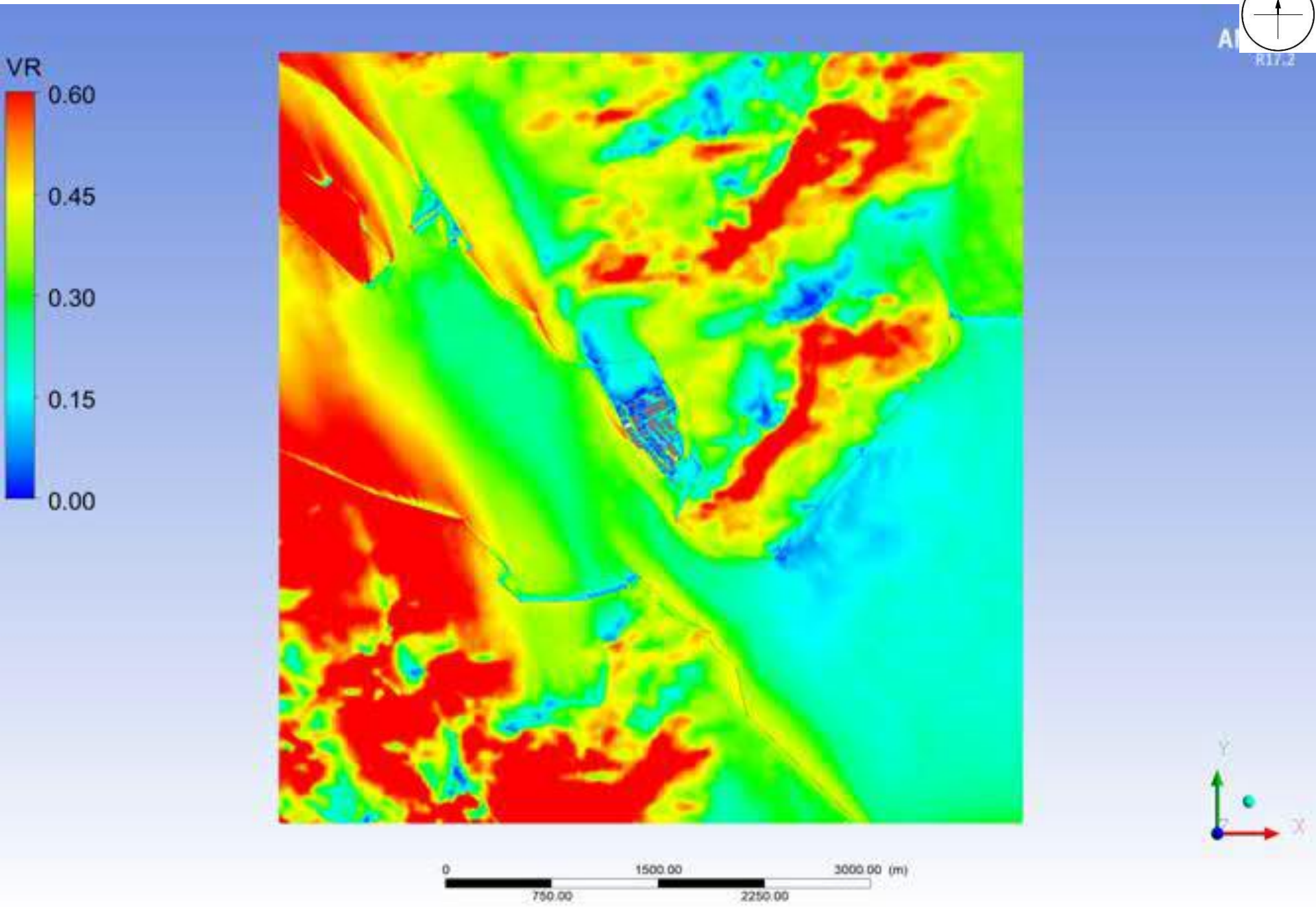
Proposed Scheme - Domain Contour plot at pedestrian level under E Wind



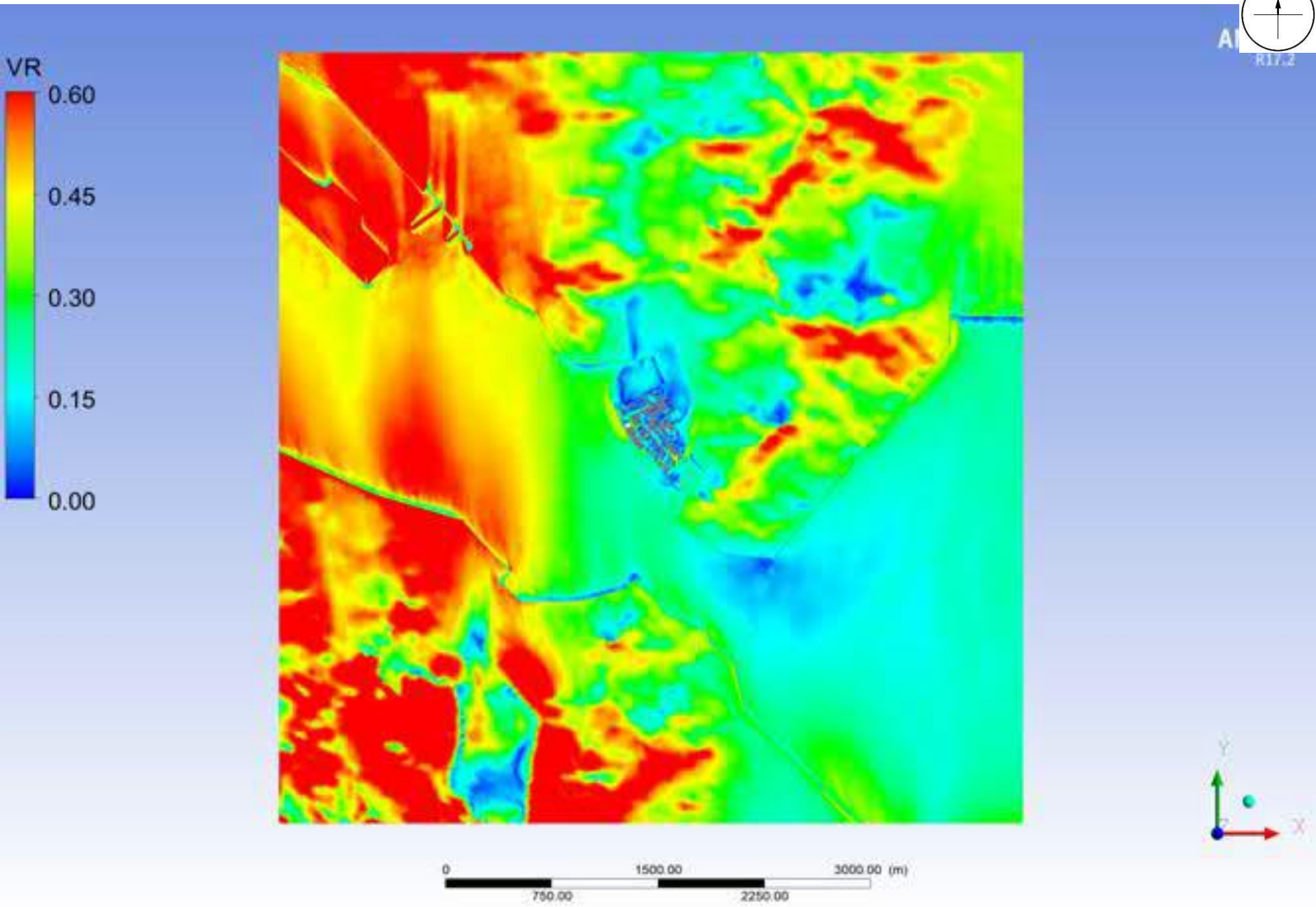
Proposed Scheme - Domain Contour plot at pedestrian level under ESE Wind



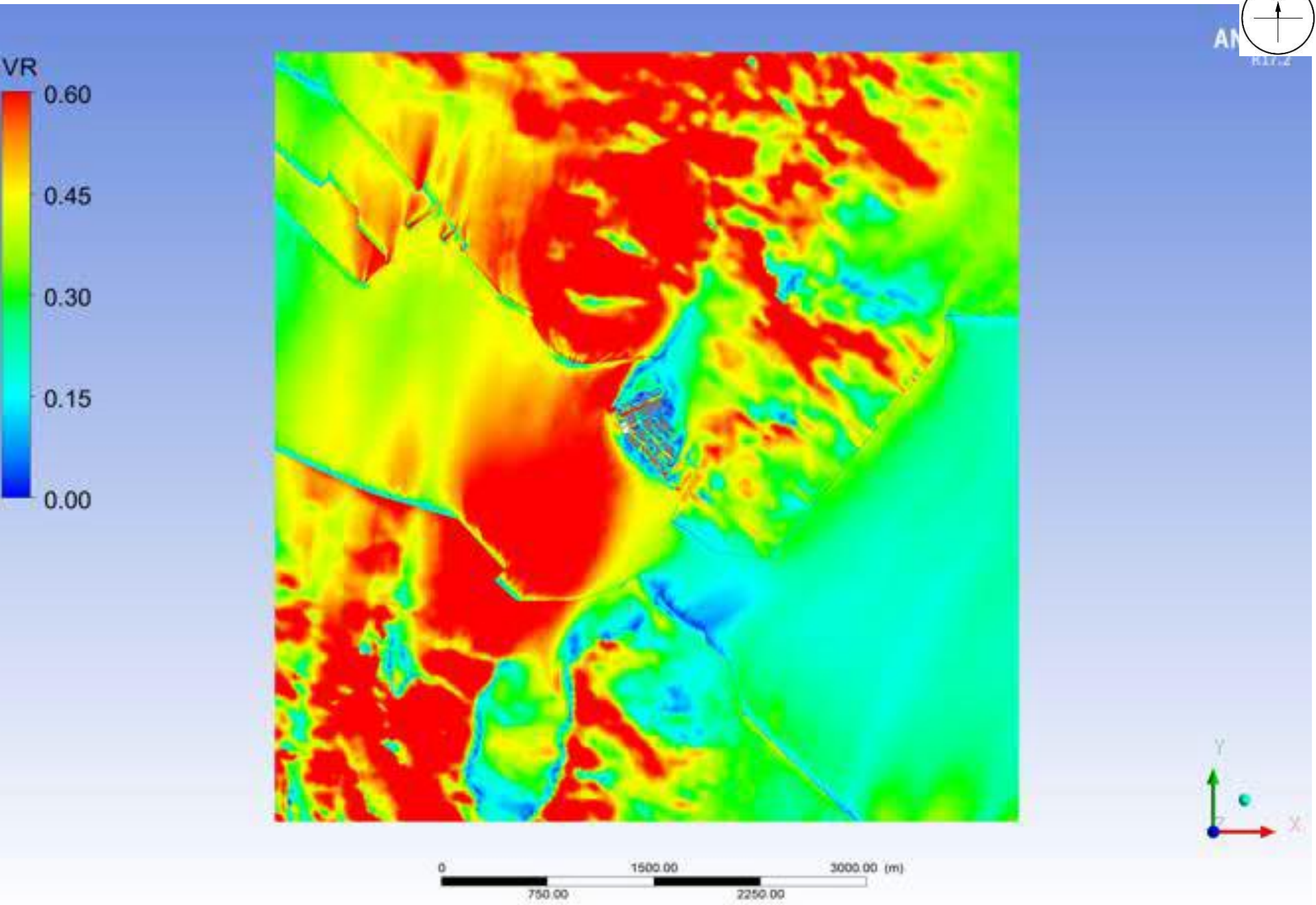
Proposed Scheme - Domain Contour plot at pedestrian level under SE Wind



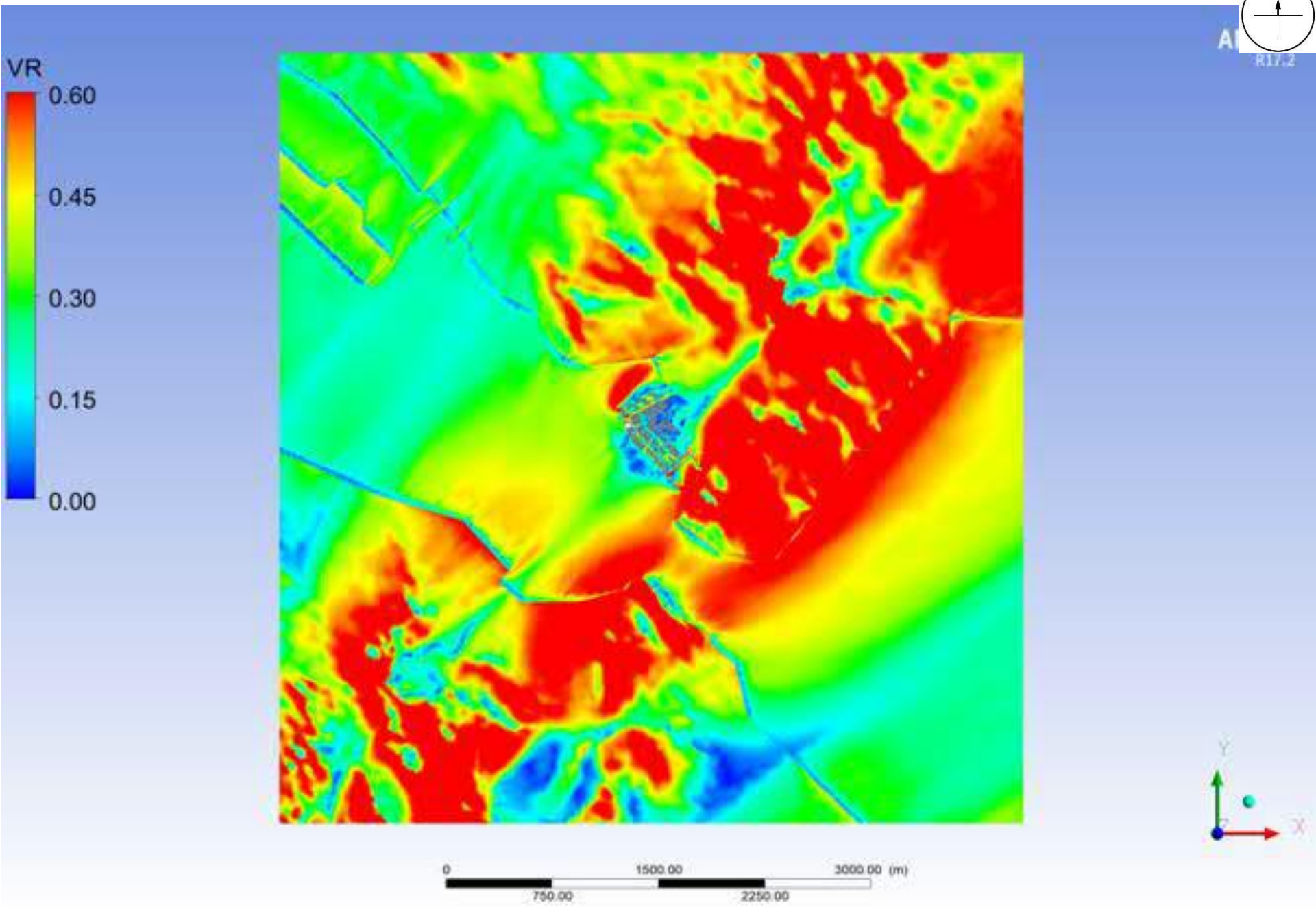
Proposed Scheme - Domain Contour plot at pedestrian level under SSE Wind



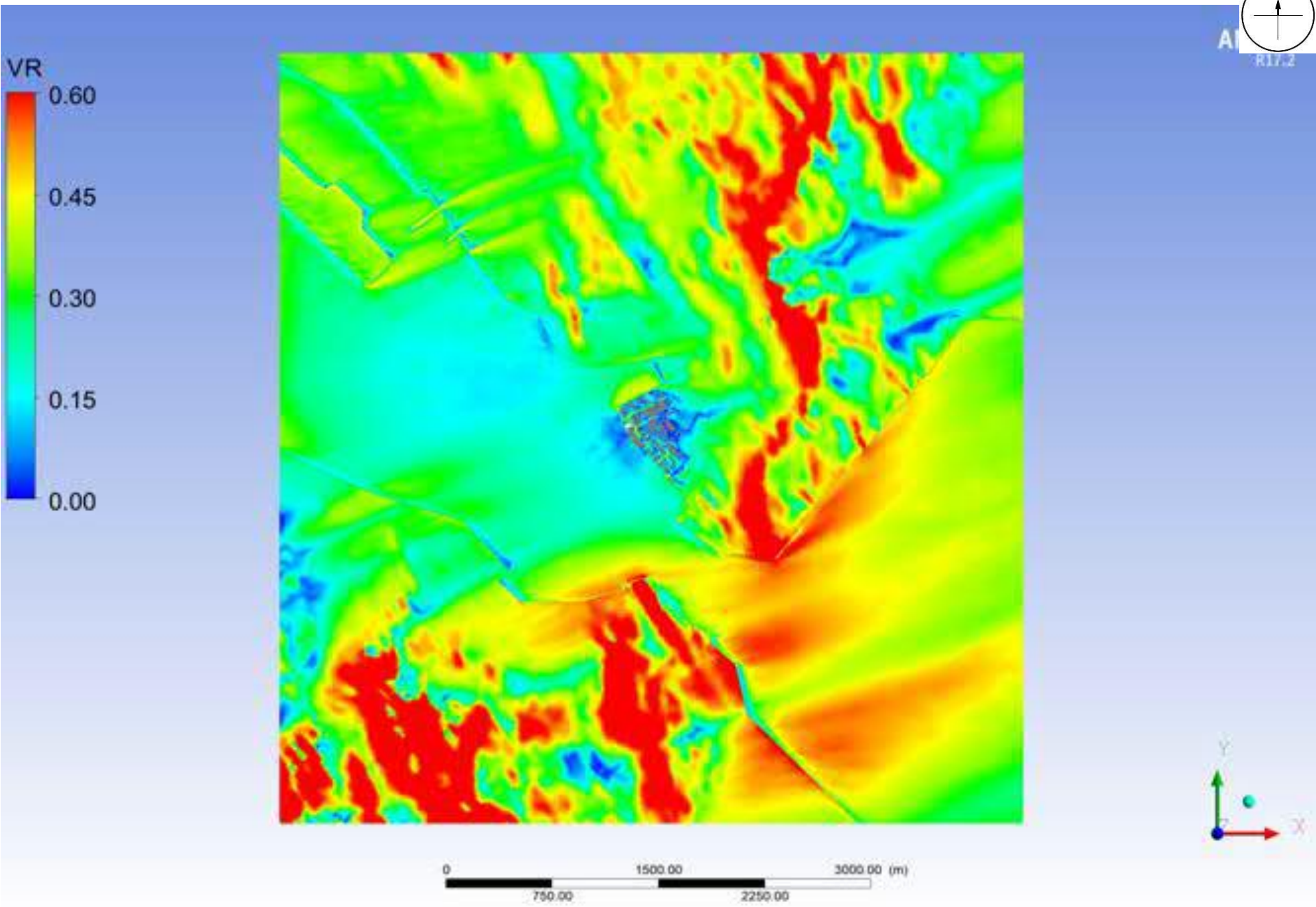
Proposed Scheme - Domain Contour plot at pedestrian level under S Wind



Proposed Scheme - Domain Contour plot at pedestrian level under SSW Wind



Proposed Scheme - Domain Contour plot at pedestrian level under SW Wind



Proposed Scheme - Domain Contour plot at pedestrian level under WSW Wind

Appendix 5

Detailed CFD Simulation Result for Selected Test Points

Baseline Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
P01	0.09	0.04	0.11	0.02	0.01	0.05	0.10	0.01	0.48	0.44	0.19	0.11	0.19
P02	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.03	0.01	0.01
P03	0.10	0.06	0.01	0.05	0.03	0.04	0.02	0.07	0.14	0.19	0.09	0.06	0.09
P04	0.12	0.08	0.01	0.07	0.03	0.04	0.02	0.09	0.16	0.23	0.06	0.07	0.10
P05	0.07	0.05	0.00	0.04	0.02	0.03	0.01	0.05	0.09	0.15	0.05	0.04	0.06
P06	0.07	0.04	0.01	0.07	0.05	0.04	0.04	0.08	0.17	0.32	0.15	0.08	0.13
P07	0.02	0.02	0.02	0.04	0.05	0.03	0.03	0.05	0.13	0.26	0.10	0.06	0.10
P08	0.02	0.03	0.06	0.07	0.07	0.04	0.05	0.08	0.14	0.27	0.10	0.08	0.12
P09	0.03	0.04	0.07	0.08	0.08	0.04	0.07	0.10	0.16	0.32	0.12	0.09	0.14
P10	0.13	0.08	0.07	0.08	0.09	0.03	0.08	0.08	0.06	0.20	0.09	0.09	0.10
P11	0.13	0.07	0.06	0.07	0.09	0.04	0.07	0.06	0.05	0.13	0.05	0.07	0.07
P12	0.09	0.05	0.04	0.06	0.10	0.04	0.05	0.04	0.04	0.12	0.05	0.06	0.07
P13	0.23	0.11	0.10	0.05	0.02	0.01	0.13	0.08	0.13	0.21	0.10	0.09	0.10
P14	0.14	0.07	0.07	0.03	0.01	0.01	0.08	0.05	0.09	0.15	0.06	0.06	0.07
P15	0.14	0.06	0.07	0.04	0.02	0.02	0.09	0.07	0.09	0.17	0.03	0.06	0.08
P16	0.24	0.10	0.14	0.09	0.06	0.06	0.20	0.15	0.17	0.38	0.10	0.13	0.17
P17	0.14	0.07	0.10	0.07	0.07	0.05	0.14	0.09	0.09	0.31	0.16	0.10	0.14
P18	0.05	0.03	0.04	0.03	0.04	0.03	0.08	0.06	0.03	0.15	0.08	0.04	0.07
P19	0.02	0.02	0.03	0.03	0.04	0.03	0.07	0.04	0.02	0.15	0.10	0.04	0.07
P20	0.03	0.01	0.01	0.00	0.02	0.02	0.04	0.02	0.02	0.09	0.07	0.02	0.04
P21	0.02	0.02	0.04	0.03	0.05	0.04	0.11	0.07	0.12	0.10	0.01	0.05	0.07
P22	0.02	0.02	0.02	0.04	0.02	0.01	0.04	0.04	0.05	0.03	0.01	0.03	0.03
P23	0.03	0.04	0.02	0.06	0.01	0.01	0.11	0.08	0.03	0.04	0.03	0.03	0.05
P24	0.03	0.04	0.01	0.05	0.02	0.03	0.10	0.14	0.21	0.15	0.03	0.05	0.10
P25	0.05	0.05	0.01	0.04	0.02	0.01	0.10	0.06	0.12	0.09	0.03	0.04	0.07
P26	0.08	0.07	0.03	0.04	0.04	0.03	0.09	0.02	0.21	0.16	0.05	0.06	0.09
P27	0.09	0.06	0.06	0.04	0.01	0.02	0.02	0.11	0.33	0.27	0.08	0.08	0.13
P28	0.11	0.07	0.08	0.04	0.01	0.03	0.05	0.09	0.35	0.29	0.10	0.09	0.14
P29	0.10	0.05	0.09	0.03	0.01	0.04	0.08	0.08	0.40	0.34	0.12	0.10	0.16
P30	0.09	0.05	0.10	0.03	0.01	0.04	0.08	0.08	0.41	0.35	0.12	0.10	0.17
Average SVR	0.08	0.05	0.05	0.05	0.04	0.03	0.07	0.07	0.15	0.20	0.08	0.07	0.10
T01	0.05	0.10	0.18	0.20	0.12	0.12	0.06	0.12	0.45	0.20	0.13	0.17	0.19
T02	0.02	0.14	0.26	0.16	0.11	0.12	0.16	0.17	0.38	0.48	0.28	0.20	0.26
T03	0.04	0.14	0.11	0.14	0.14	0.13	0.04	0.13	0.43	0.43	0.33	0.17	0.24
T04	0.33	0.20	0.14	0.14	0.13	0.14	0.10	0.17	0.74	0.65	0.10	0.24	0.31
T05	0.17	0.09	0.02	0.08	0.16	0.19	0.11	0.20	0.57	0.59	0.36	0.17	0.32
T06	0.10	0.05	0.08	0.07	0.19	0.18	0.05	0.13	0.64	0.47	0.28	0.17	0.28
T07	0.14	0.08	0.06	0.16	0.06	0.13	0.03	0.18	0.35	0.28	0.15	0.14	0.18
T08	0.17	0.13	0.24	0.24	0.21	0.16	0.01	0.06	0.23	0.17	0.25	0.21	0.17
T09	0.39	0.25	0.21	0.24	0.20	0.10	0.05	0.19	0.49	0.52	0.14	0.27	0.27
T10	0.17	0.11	0.08	0.10	0.09	0.10	0.03	0.07	0.33	0.37	0.23	0.14	0.19
T11	0.27	0.18	0.08	0.17	0.03	0.10	0.04	0.08	0.53	0.55	0.20	0.19	0.25
T12	0.25	0.11	0.31	0.23	0.09	0.08	0.05	0.11	0.33	0.41	0.23	0.22	0.21
T13	0.28	0.11	0.21	0.29	0.12	0.07	0.07	0.11	0.33	0.36	0.23	0.22	0.22
T14	0.08	0.08	0.24	0.16	0.18	0.15	0.05	0.12	0.31	0.29	0.10	0.18	0.18
T15	0.19	0.17	0.26	0.22	0.21	0.15	0.04	0.12	0.29	0.31	0.18	0.23	0.20
T16	0.29	0.16	0.23	0.16	0.13	0.12	0.02	0.01	0.27	0.27	0.20	0.19	0.16
T17	0.14	0.04	0.13	0.08	0.07	0.08	0.06	0.06	0.34	0.31	0.02	0.13	0.15
T18	0.34	0.18	0.29	0.23	0.24	0.17	0.06	0.12	0.22	0.20	0.10	0.24	0.17
T19	0.31	0.16	0.23	0.11	0.10	0.01	0.09	0.27	0.46	0.29	0.34	0.18	0.23
T20	0.35	0.16	0.11	0.12	0.18	0.17	0.15	0.07	0.17	0.30	0.06	0.17	0.16
T21	0.36	0.06	0.19	0.10	0.03	0.02	0.25	0.24	0.28	0.29	0.10	0.14	0.18
T22	0.27	0.14	0.16	0.10	0.14	0.04	0.25	0.26	0.43	0.47	0.26	0.18	0.27
T23	0.19	0.08	0.08	0.08	0.10	0.07	0.25	0.28	0.39	0.43	0.12	0.14	0.24
T24	0.10	0.05	0.08	0.07	0.07	0.04	0.21	0.33	0.42	0.69	0.37	0.14	0.32
T25	0.06	0.05	0.06	0.06	0.05	0.05	0.20	0.34	0.61	0.51	0.26	0.13	0.30
T26	0.26	0.13	0.20	0.17	0.18	0.02	0.05	0.16	0.32	0.31	0.21	0.19	0.19
T27	0.05	0.01	0.14	0.09	0.03	0.09	0.18	0.14	0.25	0.21	0.10	0.10	0.15
T28	0.09	0.06	0.10	0.04	0.13	0.12	0.04	0.09	0.24	0.23	0.01	0.10	0.12
T29	0.09	0.06	0.04	0.05	0.07	0.12	0.02	0.10	0.10	0.16	0.09	0.07	0.09
T30	0.23	0.15	0.15	0.09	0.14	0.11	0.04	0.20	0.26	0.25	0.17	0.15	0.17
T31	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T32	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T33	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T34	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T35	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T36	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T37	0.22	0.09	0.13	0.20	0.37	0.30	0.16	0.20	0.34	0.03	0.08	0.21	0.20
T38	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T39	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T40	0.17	0.08	0.27	0.12	0.19	0.20	0.14	0.13	0.12	0.04	0.18	0.16	0.13
T41	0.20	0.10	0.18	0.14	0.15	0.20	0.15	0.10	0.16	0.14	0.19	0.16	0.15
T42	0.22	0.18	0.40	0.22	0.14	0.08	0.08	0.03	0.24	0.22	0.14	0.23	0.15

Confidential

Baseline Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
T43	0.32	0.14	0.11	0.10	0.20	0.27	0.09	0.03	0.05	0.06	0.05	0.14	0.10
T44	0.54	0.23	0.17	0.17	0.25	0.30	0.24	0.04	0.27	0.29	0.24	0.24	0.23
T45	0.09	0.09	0.08	0.08	0.05	0.05	0.08	0.14	0.30	0.21	0.16	0.10	0.15
T46	0.11	0.04	0.08	0.06	0.07	0.10	0.11	0.16	0.53	0.43	0.15	0.13	0.23
T47	0.66	0.38	0.08	0.07	0.01	0.03	0.02	0.27	0.81	0.69	0.30	0.23	0.33
T48	0.67	0.48	0.26	0.07	0.04	0.09	0.04	0.19	0.84	0.78	0.39	0.30	0.36
T49	0.59	0.46	0.30	0.16	0.09	0.06	0.09	0.03	0.10	0.13	0.21	0.22	0.11
T50	0.54	0.39	0.10	0.11	0.08	0.15	0.21	0.16	0.25	0.31	0.19	0.19	0.19
T51	0.50	0.38	0.11	0.14	0.07	0.12	0.03	0.01	0.03	0.18	0.13	0.17	0.09
T52	0.34	0.29	0.23	0.27	0.02	0.05	0.04	0.01	0.15	0.31	0.11	0.21	0.13
T53	0.23	0.21	0.23	0.22	0.04	0.07	0.06	0.06	0.16	0.26	0.08	0.18	0.13
T54	0.25	0.16	0.25	0.17	0.09	0.08	0.20	0.18	0.19	0.30	0.29	0.18	0.20
T55	0.11	0.11	0.14	0.17	0.18	0.10	0.12	0.25	0.60	0.51	0.21	0.21	0.30
Average LVR	0.18	0.11	0.12	0.10	0.09	0.08	0.09	0.11	0.27	0.28	0.14	0.14	0.16
S01	0.04	0.01	0.09	0.05	0.11	0.18	0.43	0.31	0.08	0.03	0.06	0.07	0.14
S02	0.14	0.12	0.13	0.10	0.16	0.09	0.15	0.09	0.26	0.32	0.16	0.15	0.18
S03	0.06	0.07	0.08	0.13	0.14	0.10	0.07	0.21	0.48	0.43	0.20	0.16	0.25
S04	0.19	0.10	0.16	0.17	0.12	0.03	0.09	0.05	0.06	0.28	0.15	0.14	0.13
S05	0.16	0.09	0.17	0.06	0.15	0.09	0.06	0.09	0.21	0.17	0.10	0.13	0.12
S06	0.25	0.14	0.21	0.14	0.17	0.10	0.14	0.03	0.09	0.08	0.05	0.15	0.10
S07	0.32	0.17	0.25	0.22	0.04	0.12	0.19	0.22	0.51	0.31	0.18	0.22	0.24
S08	0.27	0.15	0.21	0.20	0.14	0.12	0.09	0.02	0.12	0.05	0.06	0.17	0.09
S09	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S10	0.08	0.04	0.09	0.07	0.03	0.01	0.01	0.06	0.03	0.09	0.02	0.06	0.04
S11	0.29	0.11	0.20	0.15	0.18	0.09	0.11	0.11	0.13	0.08	0.16	0.16	0.12
S12	0.33	0.19	0.33	0.27	0.21	0.13	0.13	0.07	0.04	0.07	0.10	0.23	0.12
S13	0.31	0.07	0.16	0.13	0.14	0.16	0.24	0.22	0.23	0.33	0.10	0.17	0.20
S14	0.45	0.19	0.17	0.16	0.10	0.08	0.23	0.21	0.11	0.27	0.03	0.18	0.16
S15	0.05	0.03	0.19	0.19	0.02	0.05	0.01	0.09	0.15	0.22	0.05	0.13	0.11
S16	0.48	0.21	0.23	0.20	0.07	0.11	0.07	0.07	0.28	0.37	0.03	0.22	0.17
S17	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S18	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S19	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S20	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S21	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Proposed Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
P01	0.07	0.03	0.02	0.03	0.06	0.03	0.29	0.32	0.47	0.34	0.13	0.09	0.23
P02	0.06	0.02	0.05	0.01	0.01	0.01	0.03	0.03	0.19	0.09	0.04	0.04	0.06
P03	0.21	0.09	0.20	0.01	0.03	0.03	0.11	0.09	0.23	0.34	0.18	0.12	0.15
P04	0.23	0.10	0.18	0.01	0.02	0.02	0.04	0.05	0.08	0.19	0.11	0.09	0.08
P05	0.17	0.08	0.12	0.02	0.02	0.02	0.03	0.05	0.07	0.08	0.05	0.06	0.05
P06	0.12	0.06	0.09	0.02	0.01	0.02	0.03	0.03	0.01	0.12	0.09	0.05	0.05
P07	0.12	0.05	0.09	0.01	0.01	0.04	0.02	0.02	0.04	0.21	0.14	0.06	0.07
P08	0.18	0.08	0.13	0.05	0.04	0.07	0.01	0.06	0.08	0.44	0.30	0.11	0.15
P09	0.21	0.10	0.15	0.06	0.04	0.05	0.01	0.06	0.08	0.46	0.31	0.12	0.16
P10	0.06	0.03	0.06	0.04	0.08	0.03	0.03	0.07	0.04	0.43	0.34	0.08	0.16
P11	0.14	0.07	0.12	0.04	0.10	0.02	0.05	0.05	0.18	0.45	0.34	0.11	0.18
P12	0.34	0.16	0.26	0.12	0.09	0.04	0.26	0.26	0.22	0.46	0.33	0.19	0.24
P13	0.29	0.13	0.20	0.11	0.02	0.05	0.36	0.31	0.26	0.12	0.21	0.14	0.18
P14	0.24	0.11	0.16	0.08	0.04	0.05	0.35	0.30	0.26	0.16	0.26	0.12	0.19
P15	0.15	0.07	0.10	0.08	0.04	0.06	0.35	0.30	0.18	0.08	0.26	0.09	0.17
P16	0.12	0.06	0.07	0.09	0.03	0.08	0.37	0.30	0.12	0.31	0.28	0.10	0.21
P17	0.15	0.07	0.09	0.09	0.07	0.08	0.35	0.28	0.41	0.23	0.26	0.12	0.23
P18	0.14	0.06	0.17	0.07	0.08	0.07	0.33	0.28	0.30	0.50	0.20	0.14	0.25
P19	0.21	0.09	0.10	0.08	0.02	0.09	0.34	0.26	0.28	0.12	0.28	0.10	0.19
P20	0.04	0.02	0.05	0.03	0.02	0.04	0.14	0.10	0.11	0.03	0.14	0.04	0.08
P21	0.05	0.05	0.08	0.04	0.01	0.03	0.26	0.30	0.53	0.31	0.07	0.10	0.22
P22	0.05	0.04	0.08	0.07	0.01	0.03	0.31	0.36	0.49	0.29	0.08	0.10	0.22
P23	0.04	0.02	0.08	0.06	0.01	0.03	0.32	0.36	0.50	0.29	0.08	0.10	0.23
P24	0.02	0.02	0.08	0.04	0.01	0.04	0.32	0.36	0.48	0.28	0.07	0.09	0.22
P25	0.20	0.10	0.10	0.05	0.01	0.06	0.29	0.33	0.47	0.29	0.08	0.12	0.22
P26	0.05	0.02	0.17	0.04	0.01	0.09	0.31	0.34	0.50	0.32	0.10	0.12	0.23
P27	0.07	0.02	0.10	0.04	0.03	0.09	0.32	0.34	0.50	0.33	0.10	0.11	0.24
P28	0.05	0.03	0.06	0.03	0.02	0.09	0.33	0.35	0.52	0.35	0.11	0.10	0.25
P29	0.04	0.04	0.07	0.02	0.04	0.07	0.31	0.35	0.50	0.34	0.11	0.10	0.24
P30	0.05	0.04	0.07	0.01	0.04	0.07	0.31	0.35	0.50	0.34	0.11	0.10	0.24
Average SVR	0.13	0.06	0.11	0.05	0.03	0.05	0.22	0.22	0.29	0.28	0.17	0.10	0.18
T01	0.15	0.10	0.16	0.21	0.12	0.13	0.10	0.31	0.37	0.28	0.16	0.18	0.23
T02	0.18	0.12	0.26	0.22	0.05	0.12	0.26	0.09	0.31	0.46	0.32	0.21	0.25
T03	0.22	0.11	0.13	0.17	0.13	0.17	0.09	0.16	0.38	0.39	0.25	0.18	0.24
T04	0.36	0.20	0.17	0.16	0.13	0.16	0.17	0.26	0.75	0.70	0.29	0.26	0.37
T05	0.12	0.02	0.11	0.13	0.18	0.18	0.04	0.28	0.72	0.58	0.42	0.20	0.35
T06	0.11	0.01	0.09	0.02	0.17	0.16	0.03	0.26	0.76	0.47	0.38	0.16	0.32
T07	0.15	0.06	0.08	0.21	0.12	0.13	0.04	0.22	0.50	0.18	0.06	0.16	0.20
T08	0.04	0.07	0.21	0.20	0.16	0.13	0.04	0.22	0.65	0.12	0.33	0.19	0.24
T09	0.36	0.18	0.18	0.18	0.16	0.11	0.08	0.25	0.52	0.39	0.17	0.22	0.26
T10	0.13	0.09	0.08	0.11	0.06	0.05	0.05	0.13	0.57	0.37	0.28	0.14	0.23
T11	0.25	0.19	0.07	0.10	0.02	0.06	0.06	0.21	0.61	0.48	0.22	0.17	0.26
T12	0.28	0.13	0.30	0.20	0.05	0.16	0.05	0.08	0.55	0.47	0.26	0.24	0.26
T13	0.23	0.12	0.20	0.25	0.10	0.07	0.03	0.21	0.60	0.37	0.23	0.22	0.26
T14	0.15	0.06	0.24	0.05	0.13	0.00	0.07	0.19	0.22	0.18	0.03	0.12	0.12
T15	0.25	0.10	0.26	0.06	0.16	0.09	0.06	0.10	0.29	0.23	0.09	0.16	0.15
T16	0.26	0.11	0.21	0.06	0.10	0.06	0.03	0.19	0.31	0.25	0.11	0.15	0.16
T17	0.14	0.06	0.12	0.07	0.07	0.07	0.05	0.05	0.21	0.16	0.09	0.10	0.10
T18	0.25	0.12	0.19	0.16	0.20	0.17	0.08	0.16	0.26	0.21	0.07	0.18	0.17
T19	0.18	0.11	0.16	0.03	0.12	0.06	0.21	0.38	0.60	0.41	0.39	0.16	0.30
T20	0.27	0.11	0.16	0.13	0.16	0.16	0.35	0.07	0.30	0.32	0.23	0.18	0.22
T21	0.34	0.16	0.28	0.07	0.04	0.01	0.28	0.29	0.15	0.33	0.17	0.16	0.18
T22	0.28	0.13	0.21	0.09	0.10	0.04	0.30	0.33	0.58	0.63	0.45	0.20	0.35
T23	0.28	0.10	0.24	0.15	0.04	0.04	0.38	0.36	0.62	0.34	0.10	0.19	0.27
T24	0.23	0.05	0.20	0.11	0.05	0.03	0.33	0.43	0.65	0.64	0.46	0.19	0.38
T25	0.11	0.03	0.12	0.08	0.05	0.03	0.19	0.25	0.53	0.39	0.28	0.13	0.25
T26	0.25	0.12	0.21	0.17	0.16	0.09	0.07	0.12	0.27	0.24	0.22	0.18	0.18
T27	0.03	0.03	0.02	0.03	0.06	0.03	0.17	0.13	0.24	0.18	0.09	0.06	0.13
T28	0.02	0.04	0.07	0.09	0.14	0.13	0.11	0.13	0.19	0.24	0.07	0.11	0.15
T29	0.03	0.02	0.02	0.02	0.05	0.01	0.18	0.07	0.08	0.19	0.07	0.04	0.09
T30	0.20	0.10	0.14	0.09	0.09	0.10	0.12	0.17	0.19	0.13	0.14	0.12	0.13
T31	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T32	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T33	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T34	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T35	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T36	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T37	0.20	0.05	0.17	0.25	0.31	0.28	0.16	0.20	0.35	0.19	0.12	0.22	0.23
T38	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T39	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T40	0.20	0.02	0.26	0.06	0.16	0.19	0.12	0.18	0.24	0.13	0.09	0.15	0.15
T41	0.16	0.06	0.15	0.11	0.10	0.19	0.13	0.13	0.05	0.07	0.05	0.11	0.10
T42	0.17	0.11	0.38	0.29	0.10	0.08	0.09	0.03	0.16	0.11	0.09	0.21	0.12

Confidential

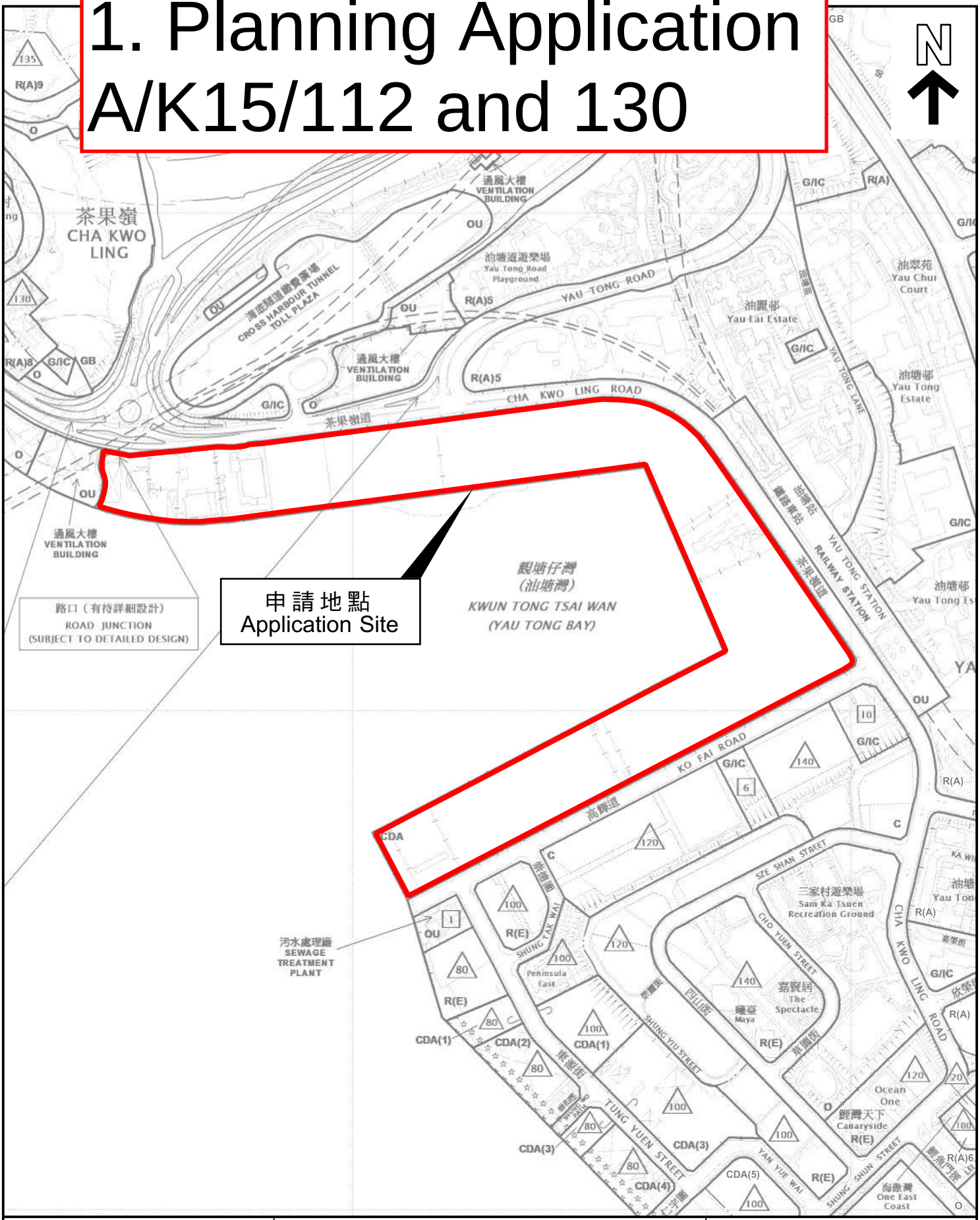
Proposed Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
T43	0.36	0.13	0.22	0.15	0.20	0.26	0.10	0.06	0.02	0.04	0.07	0.17	0.10
T44	0.52	0.23	0.13	0.16	0.24	0.29	0.24	0.09	0.11	0.13	0.20	0.20	0.17
T45	0.03	0.03	0.12	0.12	0.02	0.05	0.08	0.29	0.32	0.19	0.15	0.10	0.17
T46	0.06	0.04	0.13	0.11	0.01	0.06	0.08	0.30	0.51	0.42	0.15	0.14	0.24
T47	0.57	0.35	0.14	0.03	0.03	0.06	0.01	0.41	0.80	0.69	0.32	0.23	0.35
T48	0.64	0.45	0.09	0.06	0.01	0.04	0.01	0.35	0.83	0.78	0.42	0.25	0.37
T49	0.60	0.42	0.29	0.04	0.03	0.04	0.03	0.10	0.14	0.06	0.11	0.18	0.07
T50	0.51	0.37	0.18	0.10	0.08	0.17	0.25	0.05	0.23	0.30	0.12	0.20	0.17
T51	0.51	0.36	0.07	0.10	0.02	0.11	0.02	0.04	0.16	0.21	0.07	0.15	0.10
T52	0.39	0.22	0.26	0.26	0.02	0.08	0.03	0.06	0.18	0.21	0.02	0.21	0.12
T53	0.24	0.18	0.24	0.25	0.06	0.09	0.04	0.05	0.07	0.18	0.11	0.18	0.11
T54	0.18	0.04	0.17	0.11	0.06	0.02	0.28	0.15	0.33	0.26	0.37	0.13	0.21
T55	0.10	0.09	0.13	0.05	0.17	0.03	0.16	0.18	0.40	0.46	0.25	0.14	0.24
Average LVR	0.20	0.10	0.15	0.09	0.07	0.08	0.16	0.20	0.34	0.30	0.19	0.14	0.20
S01	0.02	0.04	0.08	0.04	0.02	0.07	0.45	0.33	0.11	0.09	0.07	0.06	0.14
S02	0.17	0.14	0.14	0.03	0.16	0.04	0.15	0.12	0.27	0.30	0.23	0.13	0.18
S03	0.06	0.06	0.07	0.02	0.14	0.04	0.14	0.17	0.43	0.40	0.22	0.11	0.22
S04	0.16	0.08	0.11	0.14	0.10	0.02	0.07	0.08	0.04	0.36	0.23	0.12	0.14
S05	0.17	0.06	0.16	0.06	0.13	0.10	0.13	0.06	0.19	0.12	0.08	0.11	0.11
S06	0.19	0.11	0.19	0.02	0.18	0.11	0.21	0.03	0.05	0.04	0.03	0.11	0.07
S07	0.34	0.12	0.23	0.24	0.04	0.08	0.14	0.24	0.58	0.44	0.27	0.23	0.28
S08	0.23	0.13	0.23	0.21	0.17	0.11	0.04	0.02	0.03	0.02	0.03	0.17	0.07
S09	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S10	0.04	0.02	0.06	0.07	0.03	0.03	0.05	0.05	0.05	0.10	0.04	0.05	0.06
S11	0.21	0.08	0.21	0.15	0.13	0.10	0.11	0.13	0.23	0.22	0.09	0.16	0.15
S12	0.27	0.11	0.29	0.18	0.20	0.13	0.05	0.14	0.19	0.13	0.10	0.20	0.14
S13	0.18	0.09	0.25	0.17	0.12	0.16	0.29	0.09	0.24	0.36	0.09	0.19	0.20
S14	0.31	0.19	0.16	0.14	0.06	0.08	0.29	0.03	0.12	0.18	0.04	0.15	0.12
S15	0.04	0.03	0.17	0.16	0.05	0.01	0.03	0.07	0.34	0.29	0.14	0.13	0.16
S16	0.46	0.26	0.20	0.18	0.10	0.14	0.06	0.07	0.17	0.32	0.11	0.21	0.16
S17	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S18	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S19	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S20	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S21	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Confidential

Appendix 6

Supplementary Document for Future/ Committed Developments

1. Planning Application A/K15/112 and 130



本摘要圖於2023年7月4日擬備，所根據的資料為於2022年11月8日核准的分區計劃大綱圖編號S/K15/27
EXTRACT PLAN PREPARED ON 4.7.2023
BASED ON OUTLINE ZONING PLAN No. S/K15/27 APPROVED ON 8.11.2022

位置圖 LOCATION PLAN

SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 米 METRES

申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/K15/130

申請編號 Application No. : A / K15 / 130
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.



ARUP

Figure Title	Source	Date	Figure No.
The Master Layout Plan	Modified based on the Master Layout Plan of Approved Planning Application No. A/K15/112	June 2023	Appendix A-1
		Scale	

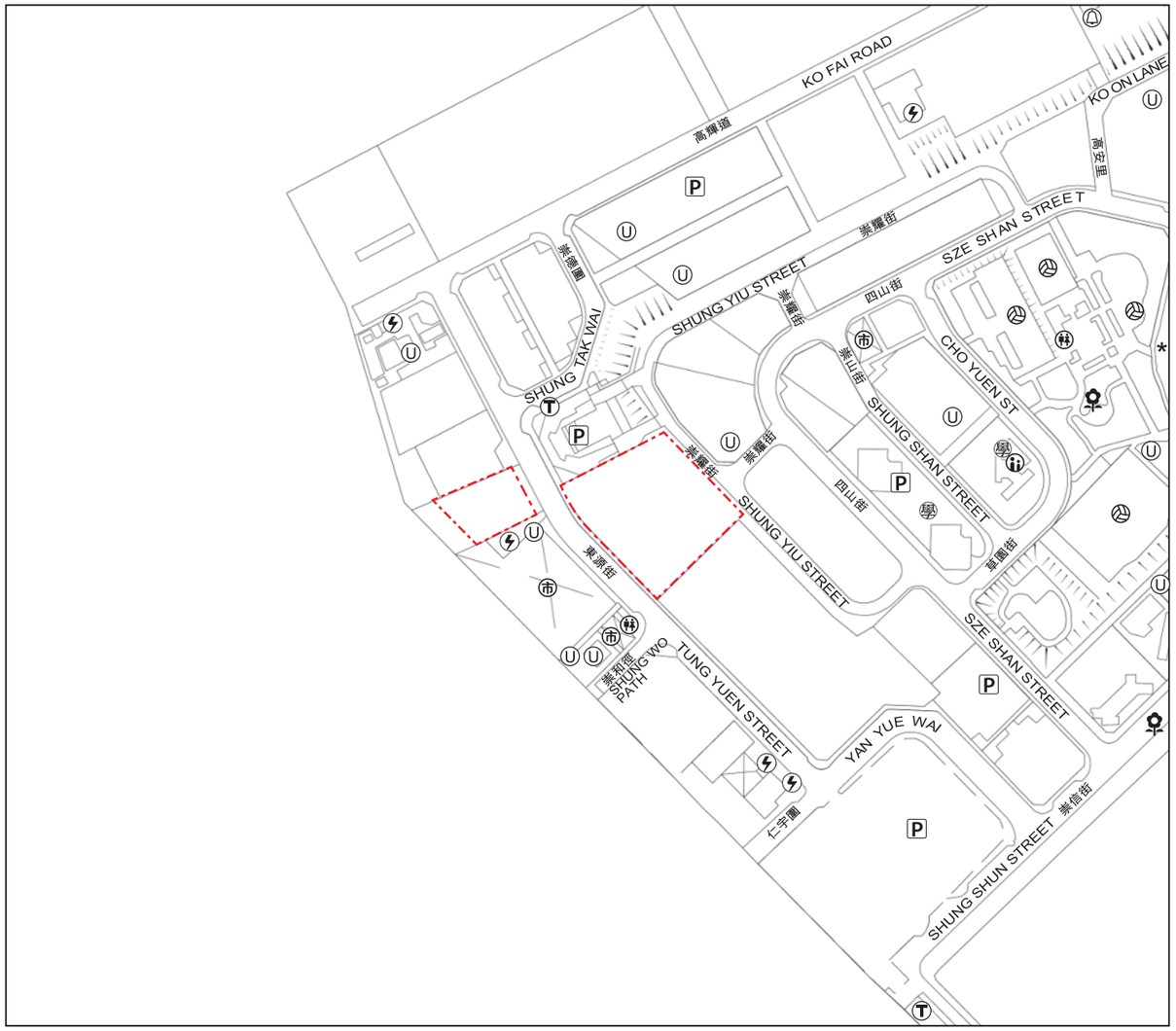
申請編號 Application No. : A / K15 / 130
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.



ARUP

Figure Title	Source	Date	Figure No.
The Landscape Master Plan	Modified based on the Master Layout Plan of Approved Planning Application No. A/K15/112	June 2023	Appendix A-2
		Scale	

2a. The Coast Line I



發展項目的所在位置
Location of the Development

Scale 比例
0M(米) 250M(米)

N

於發展項目的所在位置圖未能顯示之街道全名：
Street name(s) not shown in full in the Location Plan of the Development:

* 茶果嶺道
CHA KWO LING ROAD

NOTATION 圖例

- 發電廠(包括電力分站)
  A Power Plant (including Electricity Sub-stations)
- 公廁
  A Public Convenience
- 公眾停車場(包括貨車停泊處)
  A Public Carpark (including a Lorry Park)
- 體育設施(包括運動場及游泳池)
  Sports Facilities (including a Sports Ground and a Swimming Pool)
- 公用事業設施裝置
  A Public Utility Installation
- 市場(包括濕貨市場及批發市場)
  A Market (including a Wet Market and a Wholesale Market)
- 公共交通總站(包括鐵路車站)
  A Public Transport Terminal (including a Rail Station)
- 社會福利設施(包括老人中心及弱智人士護理院)
  Social Welfare Facilities (including an Elderly Centre and a Home for the Mentally Disabled)
- 公園
  A Public Park
- 學校(包括幼稚園)
  A School (including a Kindergarten)
- 消防局
  A Fire Station

地圖由空間數據共享平台提供，香港特別行政區政府為知識產權擁有人。
The map is provided by the Common Spatial Data Infrastructure (CSDI) Portal and intellectual property rights are owned by the Government of the HKSAR.

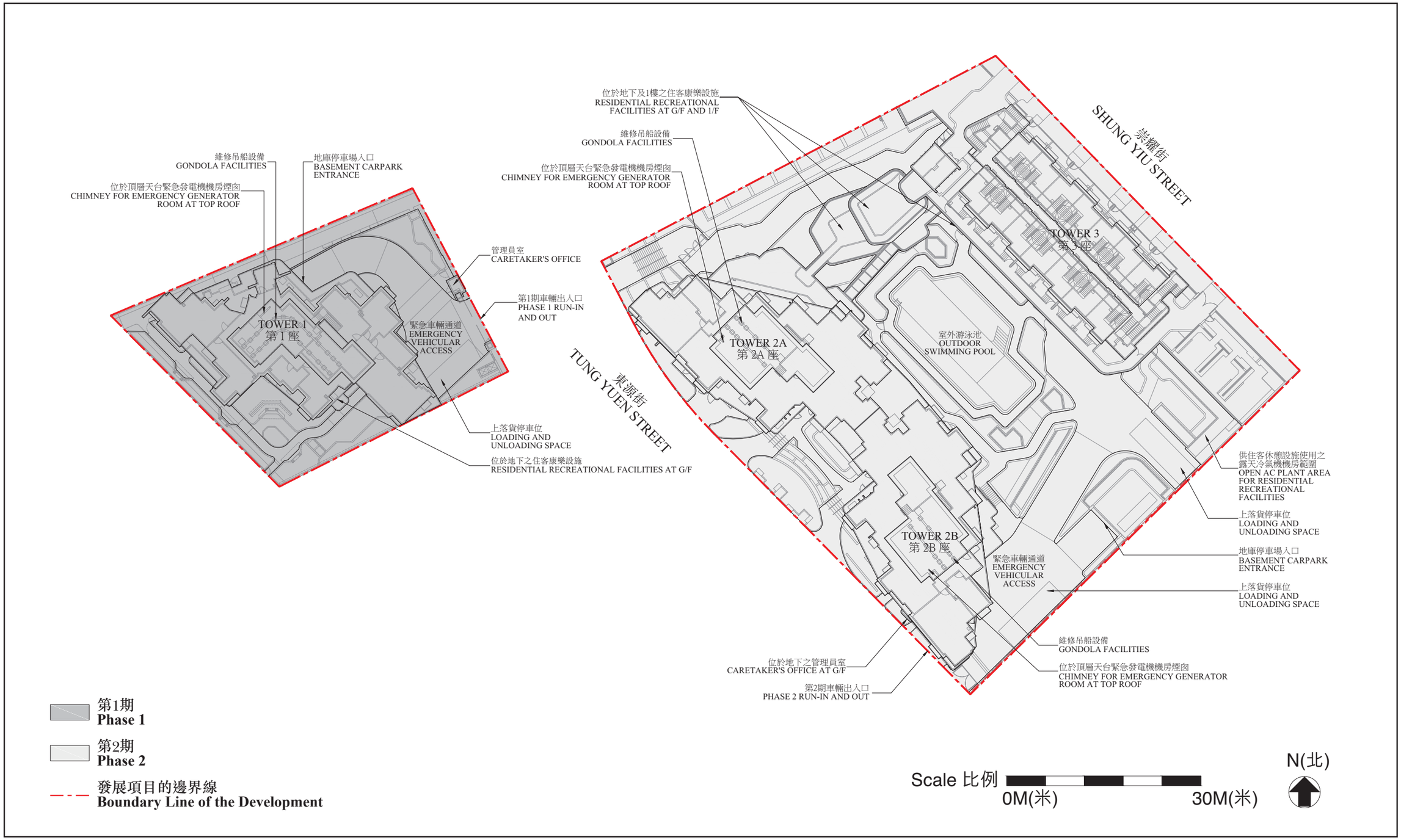
此位置圖是由賣方參考地政總署測繪處於2023年12月20日出版之數碼地形圖擬備，圖幅編號為11-SE-B，有需要處經修正處理。
This Location Plan is prepared by the Vendor with reference to the Digital Topographic Map No. 11-SE-B dated 20 December 2023 available from Survey and Mapping Office of the Lands Department, with adjustments where necessary.

備註 Notes：

因技術原因（例如發展項目之不規則形狀），所在位置圖所顯示之範圍多於《一手住宅物業銷售條例》所要求顯示的範圍。
Due to technical reasons (such as the irregular shape of the Development), the location plan has shown more than the area required under the Residential Properties (First-hand Sales) Ordinance.

賣方亦建議準買方到有關發展地盤作實地考察，以對該發展地盤、其周邊地區環境及附近的公共設施有較佳了解。
The Vendor also advises prospective purchasers to conduct an on-site visit for a better understanding of the development site, its surrounding environment and the public facilities nearby.

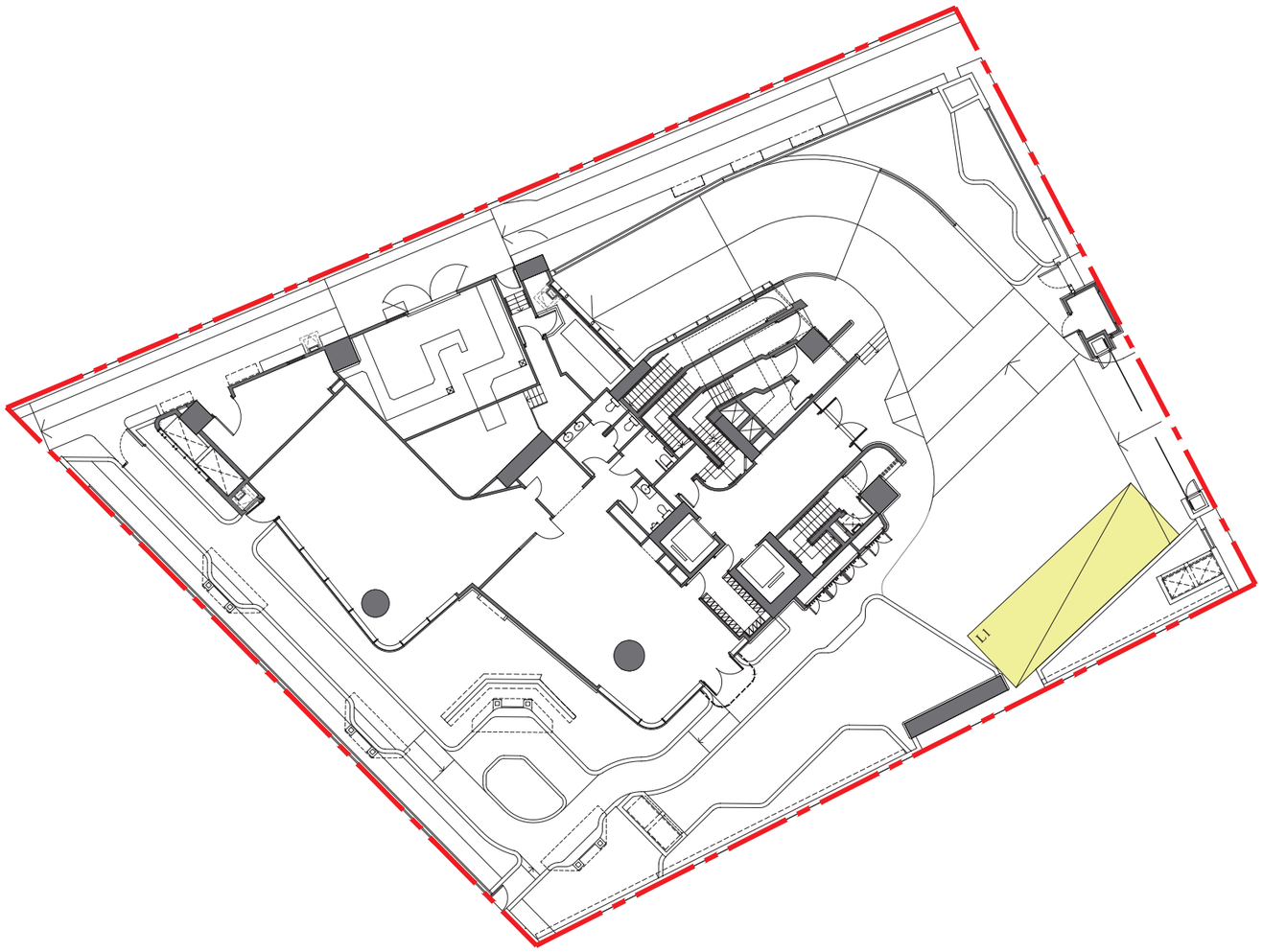
發展項目的布局圖 Layout plan of the development



發展項目的認可人士提供的未落成建築物或設施的預計落成日期：第1期：2025年1月15日；第2期：2025年4月15日
THE ESTIMATED DATE OF COMPLETION OF THE UNCOMPLETED BUILDINGS AND FACILITES AS PROVIDED BY THE AUTHORIZED PERSON FOR THE DEVELOPMENT: Phase 1: 15th January 2025; Phase 2: 15th April 2025

期數中的停車位的樓面平面圖 Floor plans of parking spaces in the Phase

地下 GROUND FLOOR



比例 SCALE
0 15米/M

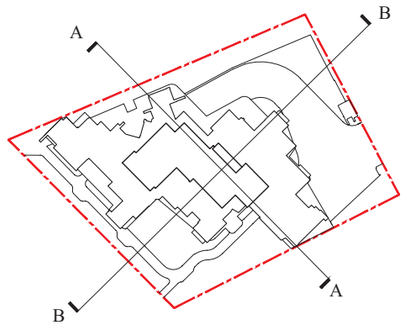
N(北)

上落貨停車位
Loading and Unloading Space

期數的邊界線
Boundary Line of the Phase

停車位類別 Category of parking space	數目 Number	每個停車位尺寸(長x寬)(米) Dimensions of each parking space (L x W) (m)	每個停車位面積(平方米) Area of each parking space (sq. m)
上落貨停車位 Loading and Unloading Space	1	11.0 x 3.5	38.5

期數中的建築物的橫截面圖 Cross-section plan of building in the Phase



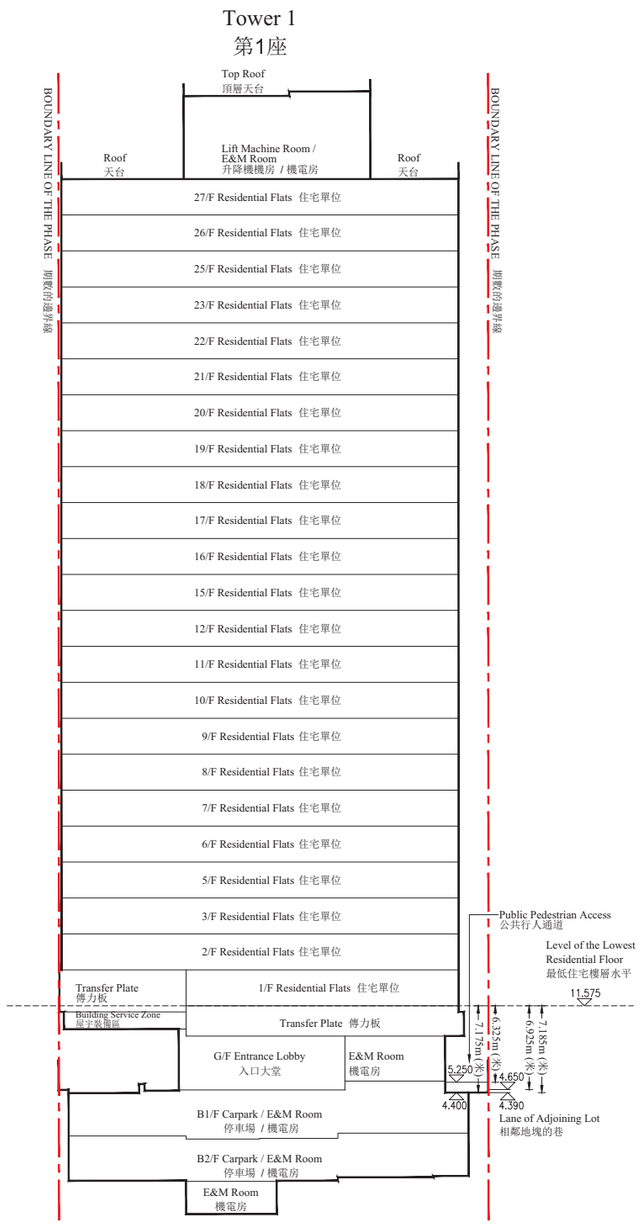
N(北)

索引圖 KEY PLAN

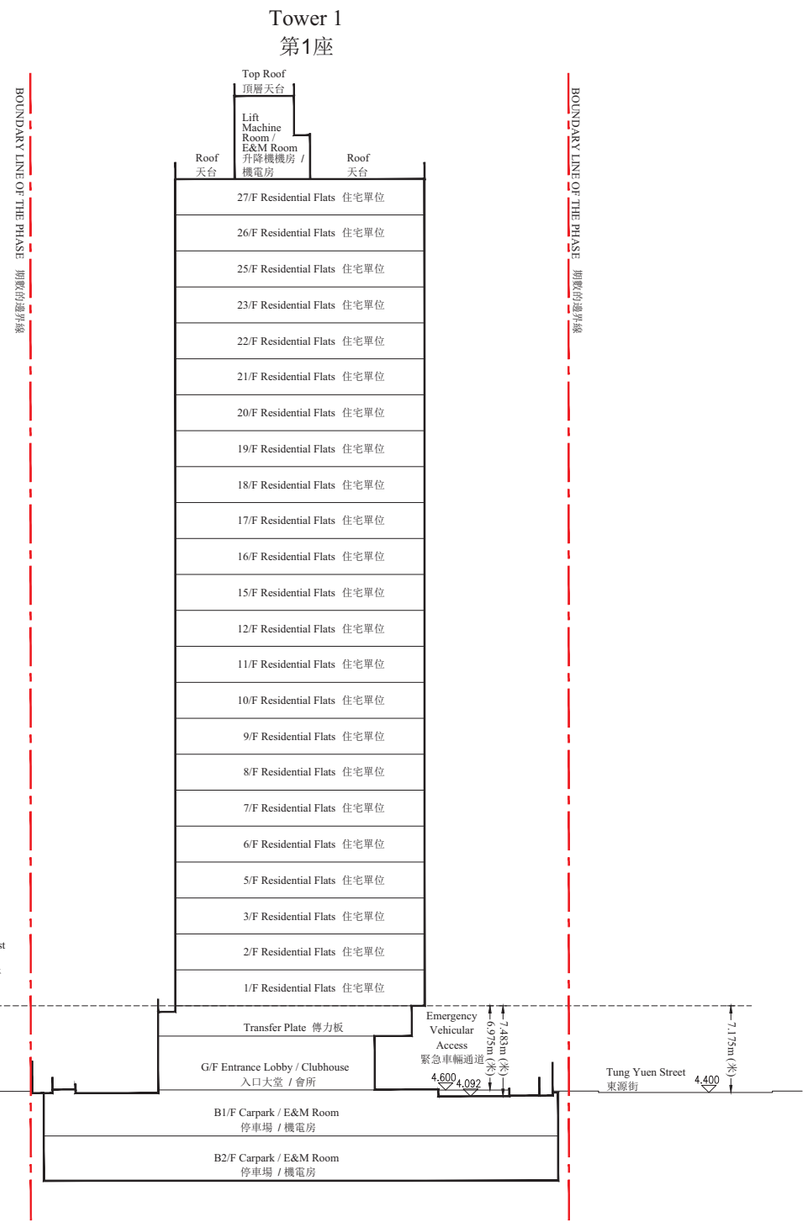
期數的邊界線
Boundary Line of the Phase

虛線為最低住宅樓層水平
Dotted line denotes the lowest residential floor

香港主水平基準以上的高度（米）
Height in metres above Hong Kong Principal Datum (HKPD)



橫截面圖 A-A CROSS-SECTION PLAN A-A



橫截面圖 B-B CROSS-SECTION PLAN B-B

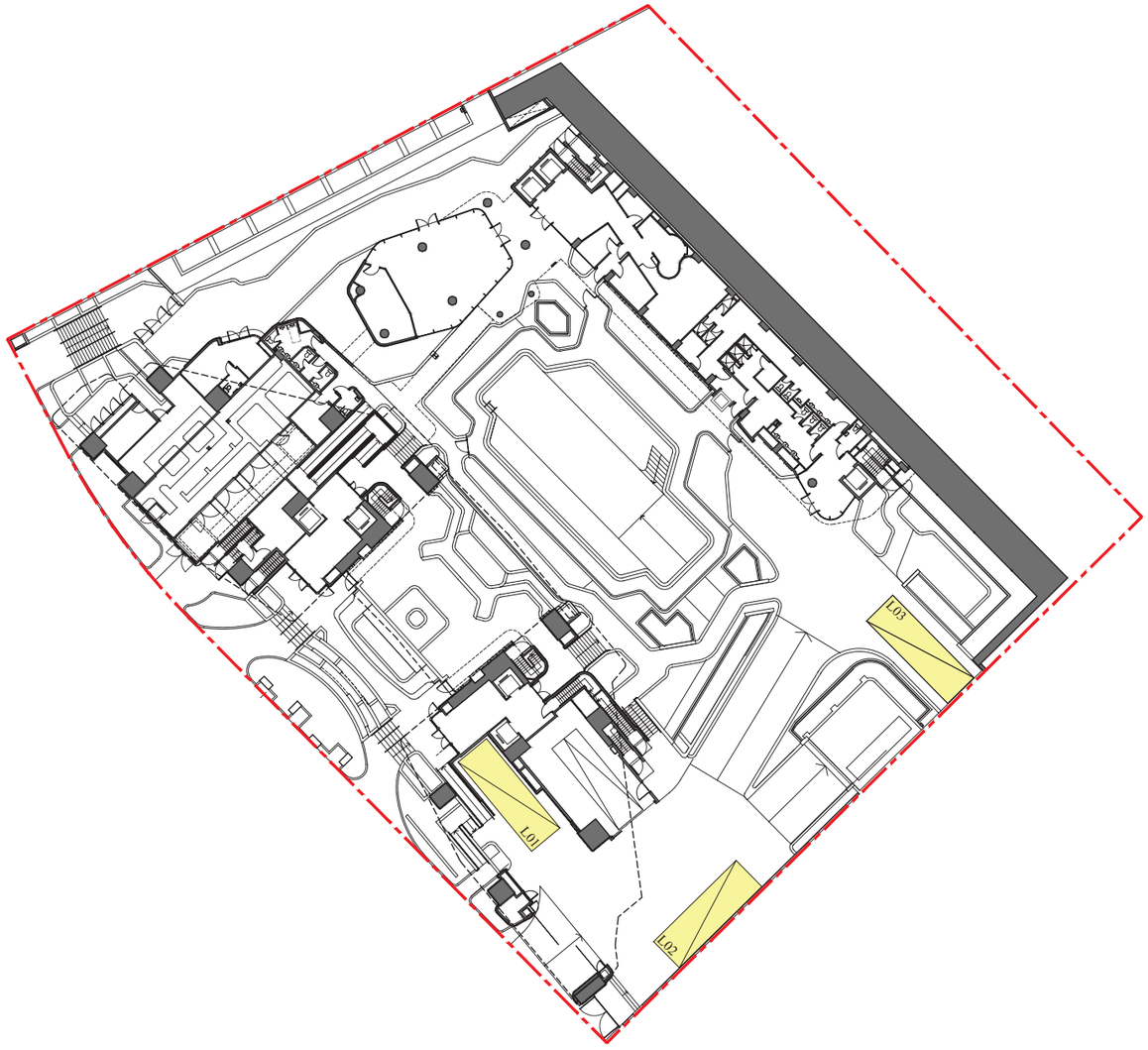
毗連建築物的一段公共行人通道為香港主水平基準以上4.400至5.250米。
The part of Public Pedestrian Access adjacent to the building is 4.400 to 5.250 metres above the Hong Kong Principal Datum.

毗連建築物的一段相鄰地塊的巷為香港主水平基準以上4.390至4.650米。
The part of lane of adjoining lot adjacent to the building is 4.390 to 4.650 metres above the Hong Kong Principal Datum.

毗連建築物的一段緊急車輛通道為香港主水平基準以上4.092至4.600米。
The part of Emergency Vehicular Access adjacent to the building is 4.092 to 4.600 metres above the Hong Kong Principal Datum.

2b. The Coast Line II

地下 G/F



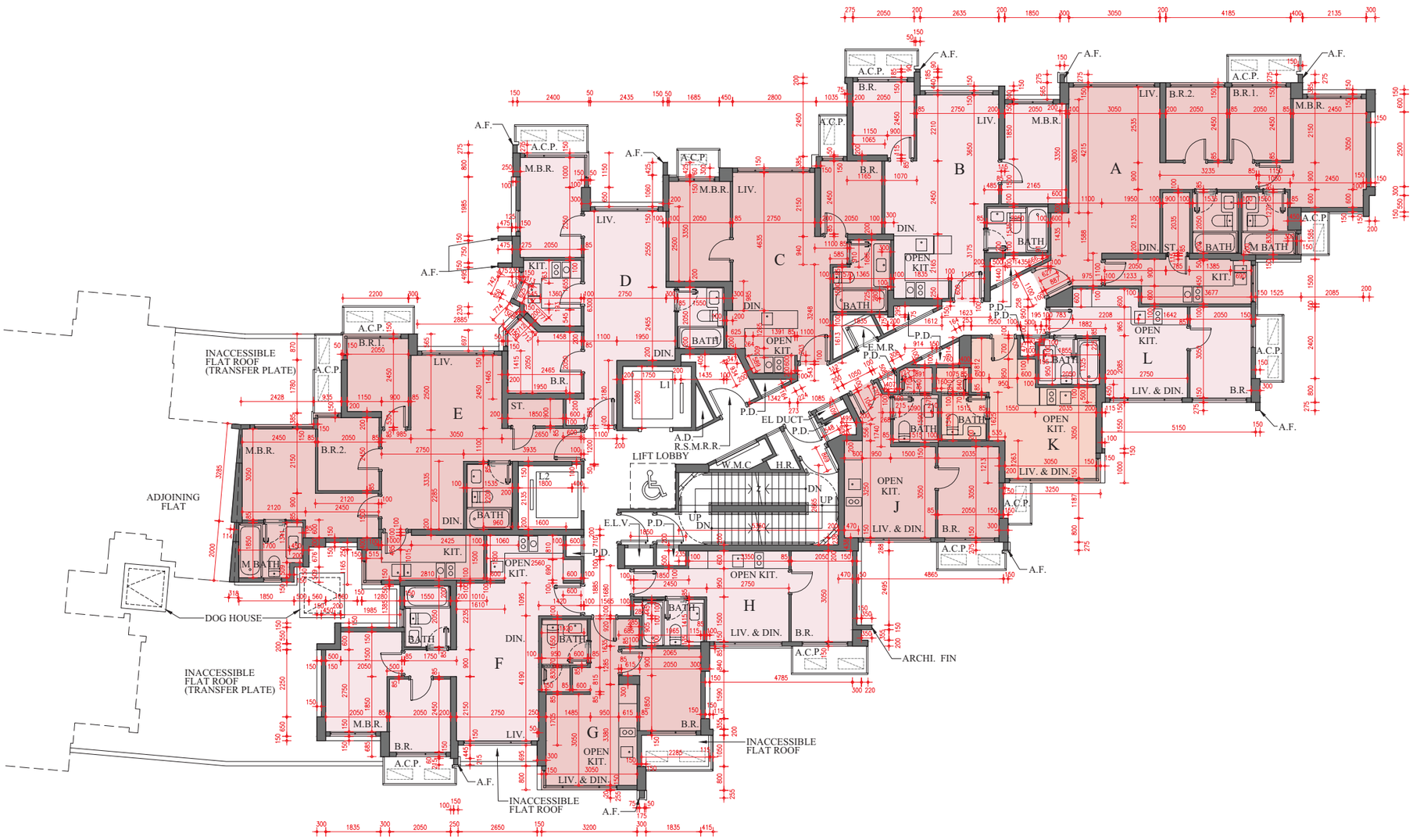
比例 SCALE
0 30米/M

N(北)

上落貨停車位
Loading and Unloading Space

期數的邊界線
Boundary Line of the Phase

停車位類別 Category of parking space	數目 Number	每個停車位尺寸(長x寬)(米) Dimensions of each parking space (L x W) (m)	每個停車位面積(平方米) Area of each parking space (sq. m)
上落貨停車位 Loading and Unloading Space	3	11.0 x 3.5	38.5



每個住宅物業的樓板（不包括灰泥）的厚度：A、B、C、F、G、H、J、K及L單位：125毫米及150毫米；D單位：125毫米、150毫米及575毫米；E單位：125毫米、150毫米及200毫米

The thickness of the floor slabs (excluding plaster) of each residential property: Flats A, B, C, F, G, H, J, K and L: 125mm and 150mm; Flat D: 125mm, 150mm and 575mm; Flat E: 125mm, 150mm and 200mm

每個住宅物業的層與層之間的高度：2.975米

The floor-to-floor height of each residential property: 2.975m

因住宅物業的較高樓層的結構牆的厚度遞減，較高樓層的內部面積，一般比較低樓層的內部面積稍大。（註：此根據《一手住宅物業銷售條例》附表1第一部第10(2)(e)條所規定的陳述並不適用於期數。）

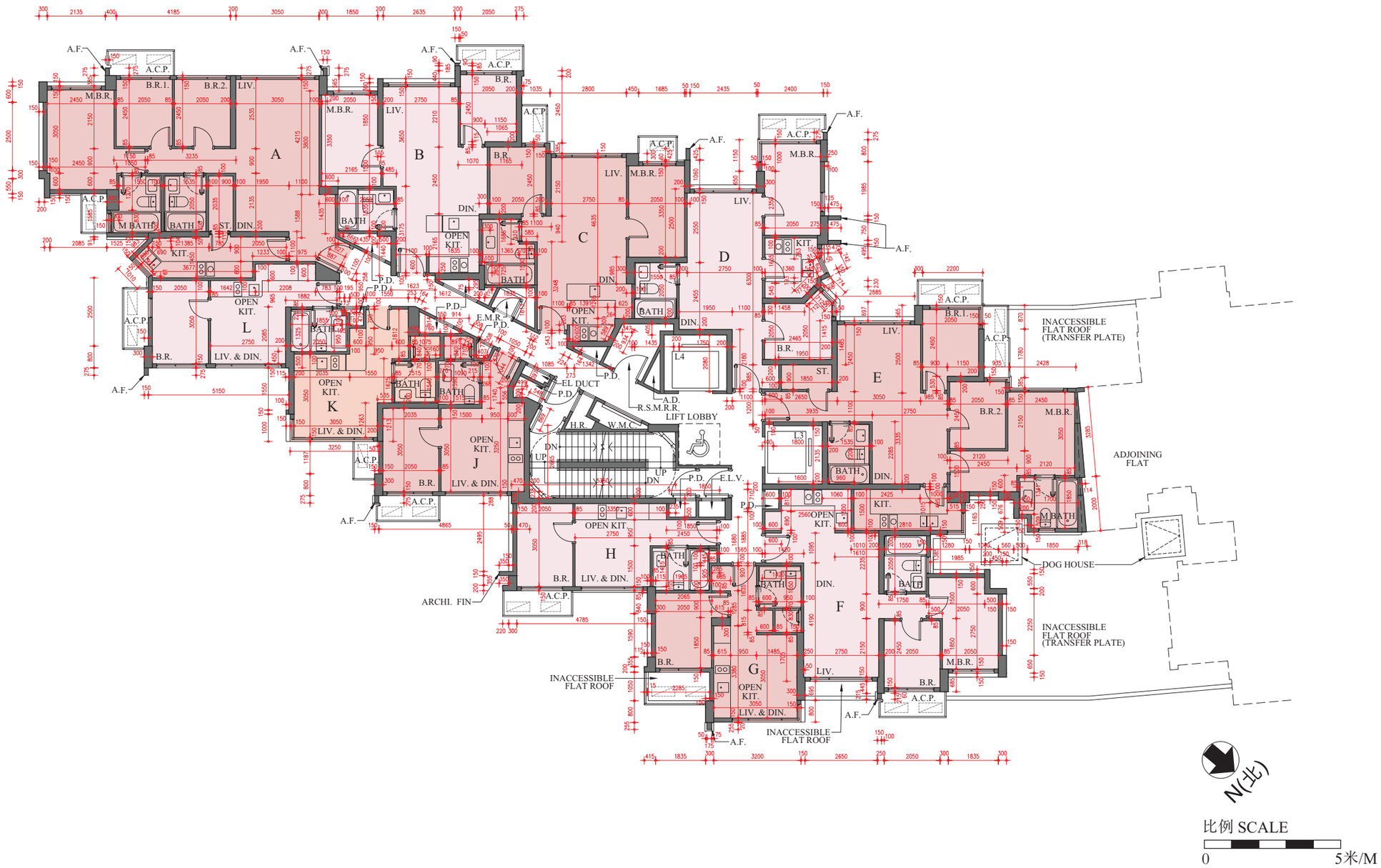
The internal areas of the residential properties on the upper floors will generally be slightly larger than those on the lower floors because of the reducing thickness of the structural walls on the upper floors. (Note: This statement requested under Section 10(2)(e) in Part 1 of Schedule 1 to the Residential Properties (First-hand Sales) Ordinance is not applicable to the Phase.)

備註：

1) 以上樓面平面圖中顯示之名詞及簡稱之詞彙表請參閱「期數的住宅物業的樓面平面圖」一節首頁。
2) 第2A及第2B座住宅樓層不設4樓、13樓、14樓、24樓、各樓層I單位及1至2樓E和F單位。第3座住宅樓層不設4樓、各樓層A4及B4單位。

Remarks:

1) Please refer to the first page of the section “Floor Plans of Residential Properties in the Phase” for glossary of the terms and abbreviations shown in the floor plan above.
2) Residential floors 4/F, 13/F, 14/F, 24/F, Flat I on all floors and Flats E & F on 1/F and 2/F of Towers 2A and 2B are omitted. Residential floor 4/F and Flats A4 and B4 on all floors of Tower 3 are omitted.



每個住宅物業的樓板（不包括灰泥）的厚度：B、C、F、G、H、J、K及L單位：125毫米及150毫米；A及D單位：125毫米、150毫米及575毫米；E單位：125毫米、150毫米及200毫米

The thickness of the floor slabs (excluding plaster) of each residential property: Flats B, C, F, G, H, J, K and L: 125mm and 150mm; Flats A and D: 125mm, 150mm and 575mm; Flat E: 125mm, 150mm and 200mm

每個住宅物業的層與層之間的高度：2.975米

The floor-to-floor height of each residential property: 2.975m

因住宅物業的較高樓層的結構牆的厚度遞減，較高樓層的內部面積，一般比較低樓層的內部面積稍大。(註：此根據《一手住宅物業銷售條例》附表1第一部第10(2)(e)條所規定的陳述並不適用於期數。)

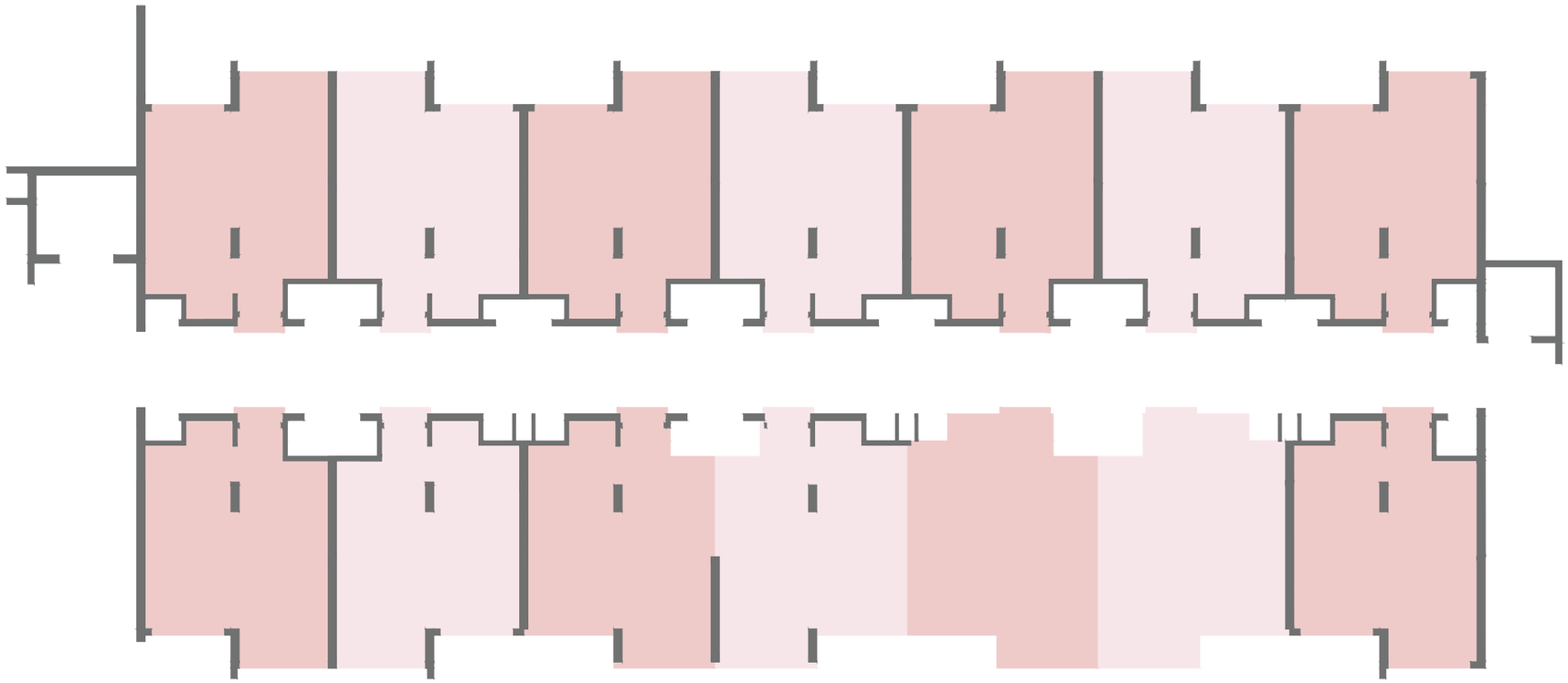
The internal areas of the residential properties on the upper floors will generally be slightly larger than those on the lower floors because of the reducing thickness of the structural walls on the upper floors. (Note: This statement requested under Section 10(2)(e) in Part 1 of Schedule 1 to the Residential Properties (First-hand Sales) Ordinance is not applicable to the Phase.)

備註：

1) 以上樓面平面圖中顯示之名詞及簡稱之詞彙表請參閱「期數的住宅物業的樓面平面圖」一節首頁。
2) 第2A及第2B座住宅樓層不設4樓、13樓、14樓、24樓、各樓層I單位及1至2樓E和F單位。第3座住宅樓層不設4樓、各樓層A4及B4單位。

Remarks:

1) Please refer to the first page of the section “Floor Plans of Residential Properties in the Phase” for glossary of the terms and abbreviations shown in the floor plan above.
2) Residential floors 4/F, 13/F, 14/F, 24/F, Flat I on all floors and Flats E & F on 1/F and 2/F of Towers 2A and 2B are omitted. Residential floor 4/F and Flats A4 and B4 on all floors of Tower 3 are omitted.



每個住宅物業的樓板（不包括灰泥）的厚度：125毫米、150毫米、175毫米及200毫米

The thickness of the floor slabs (excluding plaster) of each residential property: 125mm, 150mm, 175mm and 200mm

每個住宅物業的層與層之間的高度：2.625米及3.500米

The floor-to-floor height of each residential property: 2.625m and 3.500m

因住宅物業的較高樓層的結構牆的厚度遞減，較高樓層的內部面積，一般比較低樓層的內部面積稍大。（註：此根據《一手住宅物業銷售條例》附表1第一部第10(2)(e)條所規定的陳述並不適用於期數。）

The internal areas of the residential properties on the upper floors will generally be slightly larger than those on the lower floors because of the reducing thickness of the structural walls on the upper floors. (Note: This statement requested under Section 10(2)(e) in Part 1 of Schedule 1 to the Residential Properties (First-hand Sales) Ordinance is not applicable to the Phase.)

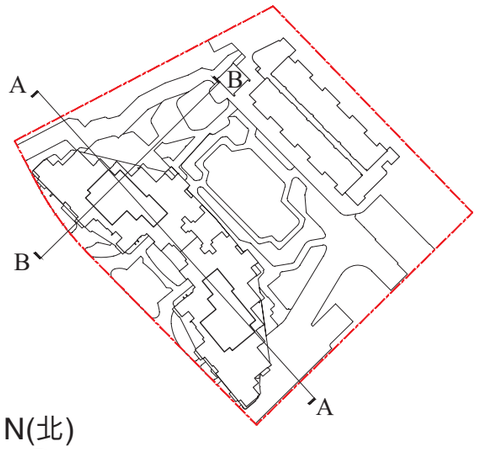
備註：

1) 以上樓面平面圖中顯示之名詞及簡稱之詞彙表請參閱「期數的住宅物業的樓面平面圖」一節首頁。
2) 第2A及第2B座住宅樓層不設4樓、13樓、14樓、24樓、各樓層I單位及1至2樓E和F單位。第3座住宅樓層不設4樓、各樓層A4及B4單位。

Remarks:

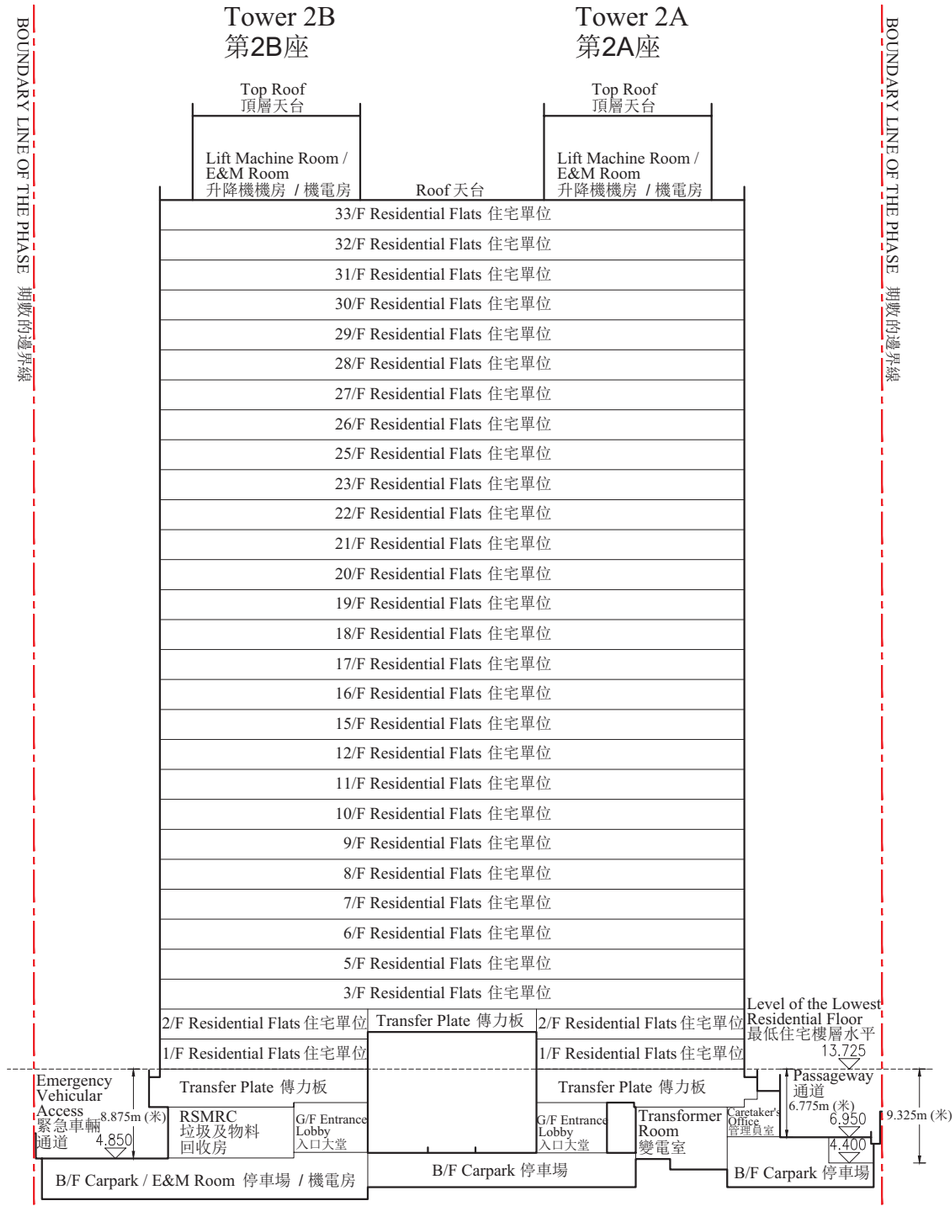
1) Please refer to the first page of the section “Floor Plans of Residential Properties in the Phase” for glossary of the terms and abbreviations shown in the floor plan above.
2) Residential floors 4/F, 13/F, 14/F, 24/F, Flat I on all floors and Flats E & F on 1/F and 2/F of Towers 2A and 2B are omitted. Residential floor 4/F and Flats A4 and B4 on all floors of Tower 3 are omitted.

期數中的建築物的橫截面圖 Cross-section plan of building in the Phase



N(北)

索引圖 **KEY PLAN**



橫截面圖 A-A CROSS-SECTION PLAN A-A

橫截面圖 B-B CROSS-SECTION PLAN B-B

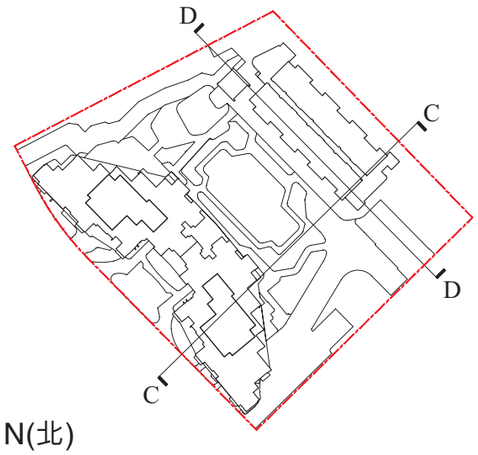
期數的邊界線
Boundary Line of the Phase

虛線為最低住宅樓層水平
Dotted line denotes the lowest residential floor

香港主水平基準以上的高度（米）
Height in metres above Hong Kong Principal Datum (HKPD)

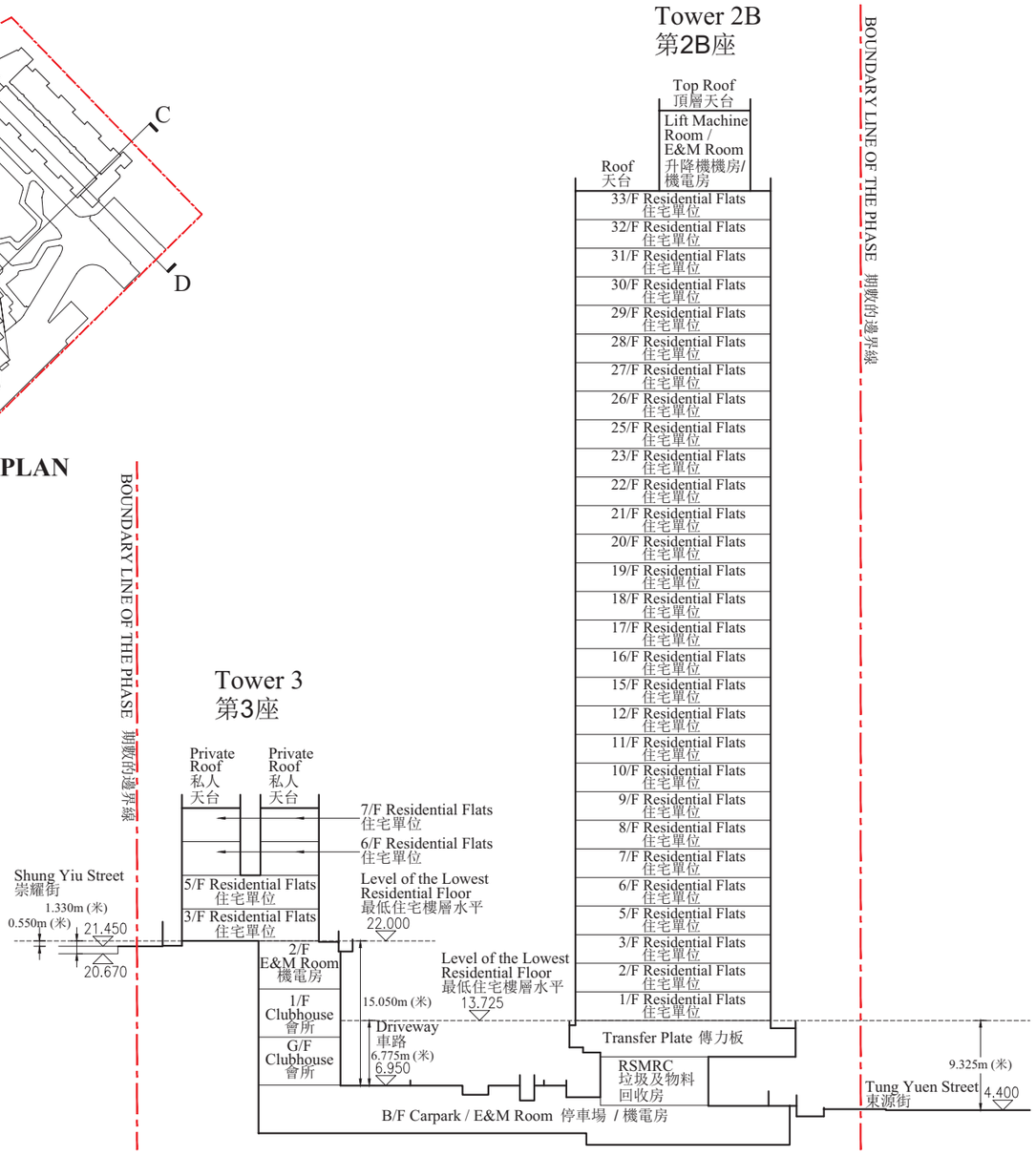
毗連建築物（第2A座）的一段通道為香港主水平基準以上4.400至6.950米。
The part of passageway adjacent to the building (Tower 2A) is 4.400 to 6.950 metres above the Hong Kong Principal Datum.

期數中的建築物的橫截面圖 Cross-section plan of building in the Phase

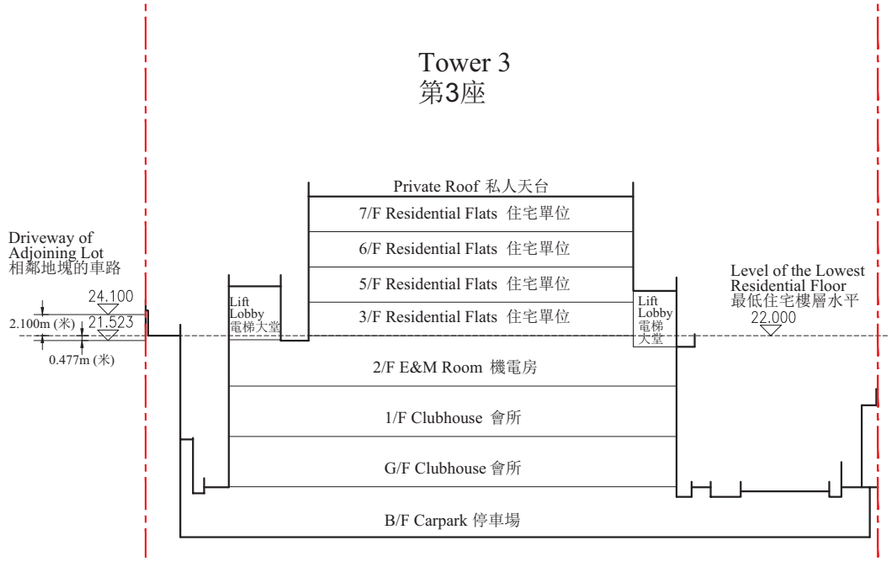


N(北)

索引圖 **KEY PLAN**



橫截面圖 C-C CROSS-SECTION PLAN C-C



橫截面圖 D-D CROSS-SECTION PLAN D-D

期數的邊界線
Boundary Line of the Phase

虛線為最低住宅樓層水平
Dotted line denotes the lowest residential floor

香港主水平基準以上的高度（米）
Height in metres above Hong Kong Principal Datum (HKPD)

毗連建築物（第3座）的一段崇耀街為香港主水平基準以上20.670至21.450米。
The part of Shung Yiu Street adjacent to the building (Tower 3) is 20.670 to 21.450 metres above the Hong Kong Principal Datum.

毗連建築物（第3座）的一段相鄰地塊的車路為香港主水平基準以上21.523至24.100米。
The part of driveway of adjoining lot adjacent to the building (Tower 3) is 21.523 to 24.100 metres above the Hong Kong Principal Datum.

立面圖 Elevation plan



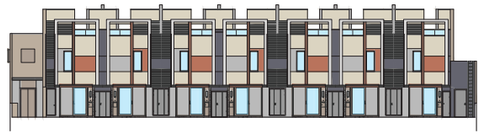
立面圖 5
ELEVATION PLAN 5



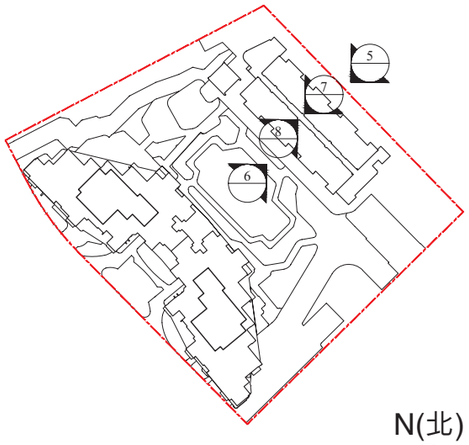
立面圖 7
ELEVATION PLAN 7



立面圖 6
ELEVATION PLAN 6



立面圖 8
ELEVATION PLAN 8

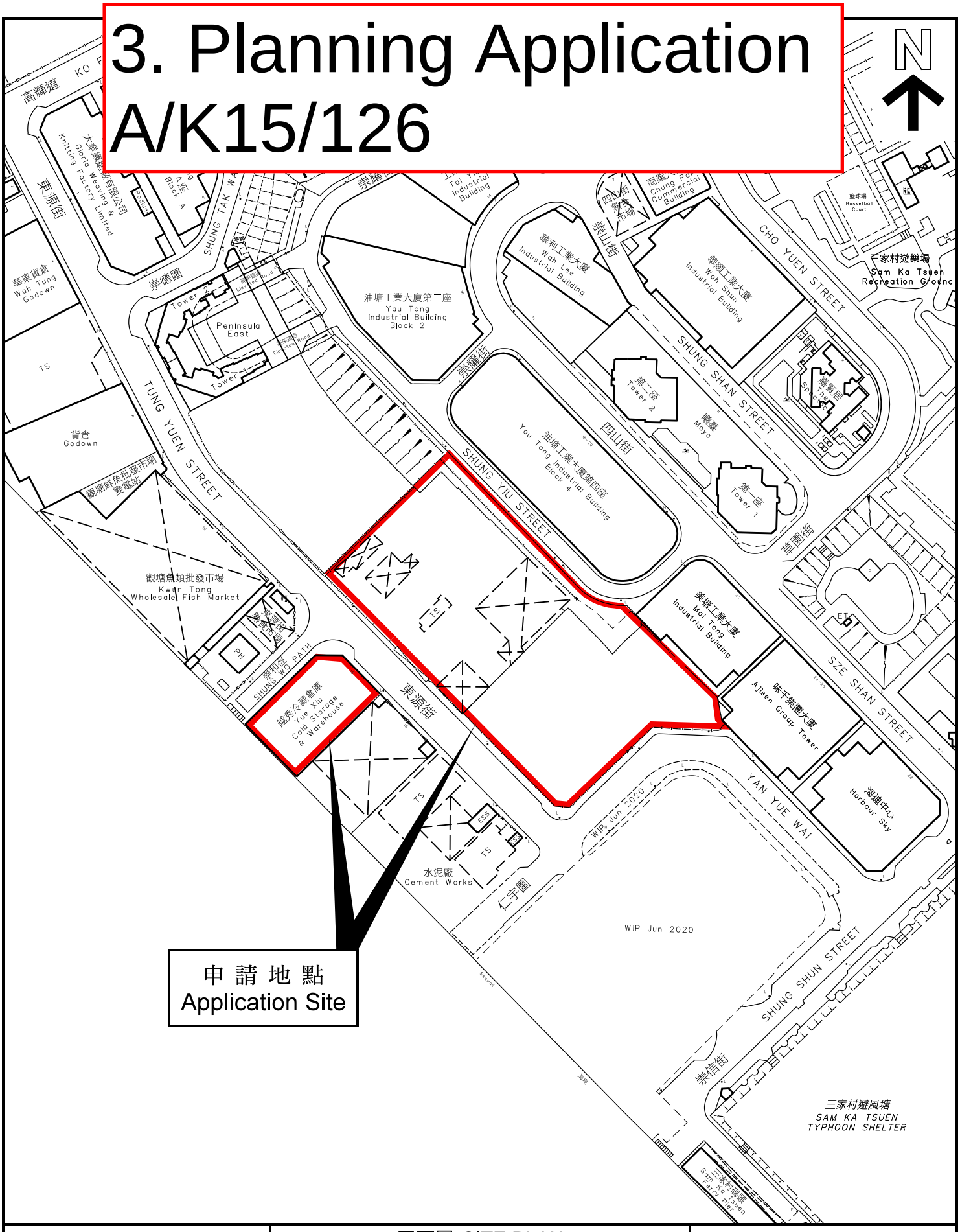


索引圖 KEY PLAN

期數的認可人士已經證明該等立面：
(1) 以2023年7月4日的情況為準的期數的經批准的建築圖則為基礎擬備；及
(2) 大致上與期數的外觀一致。

It has been certified by the Authorized Person for the Phase that the elevations:
(1) are prepared on the basis of the approved building plans for the Phase as of 4th July 2023; and
(2) are in general accordance with the outward appearance of the Phase.

3. Planning Application A/K15/126



平面圖 SITE PLAN

本摘要圖於2021年4月9日擬備，
所根據的資料為測量圖編號
11-SE-4C
EXTRACT PLAN PREPARED ON 9.4.2021
BASED ON SURVEY SHEET No.
11-SE-4C

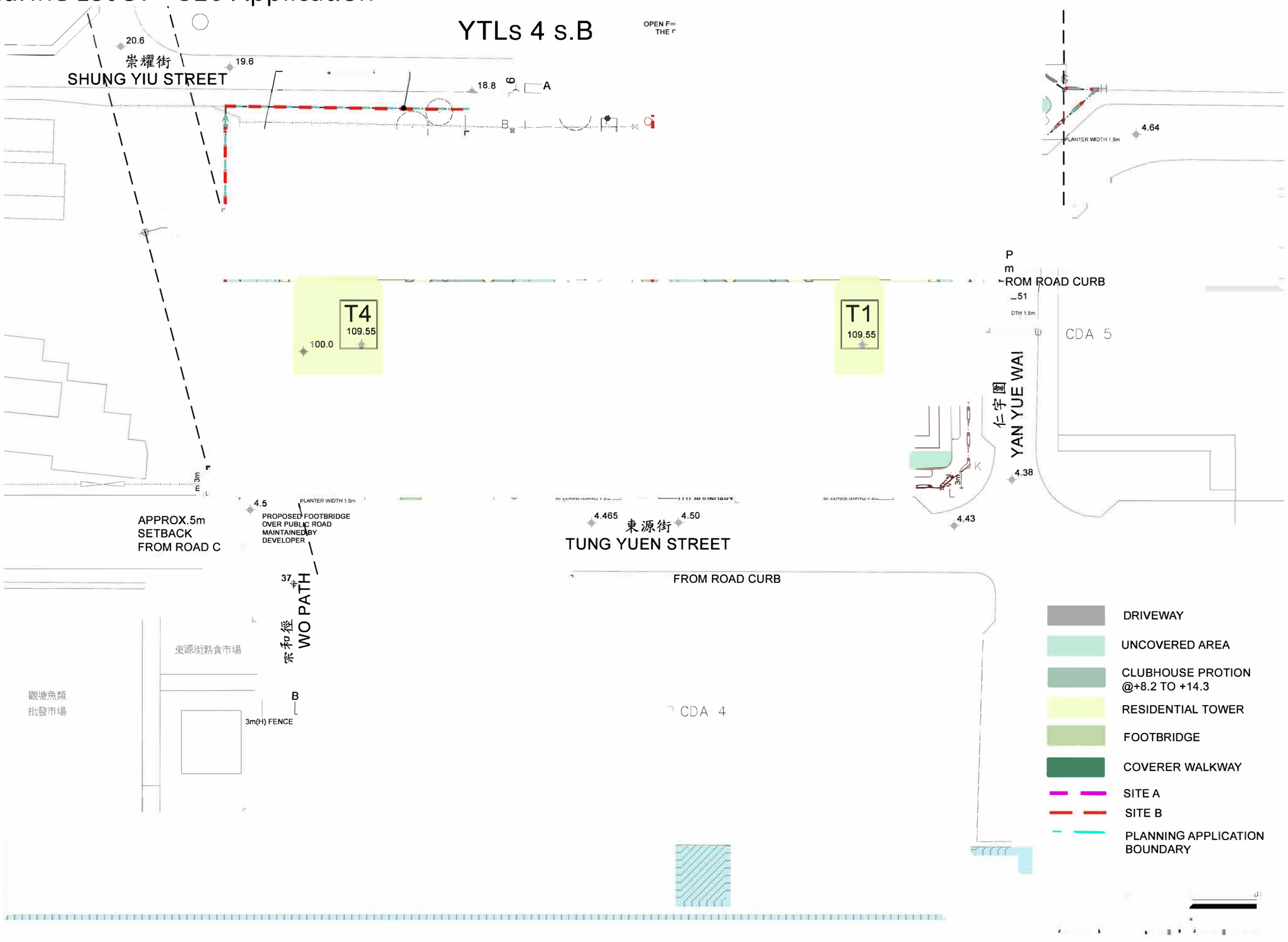
申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/K15/126

申請編號 Application No. : A / K15 / 126
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

何設計 Ho & Partners Architects 何設計建築設計事務所(香港)有限公司

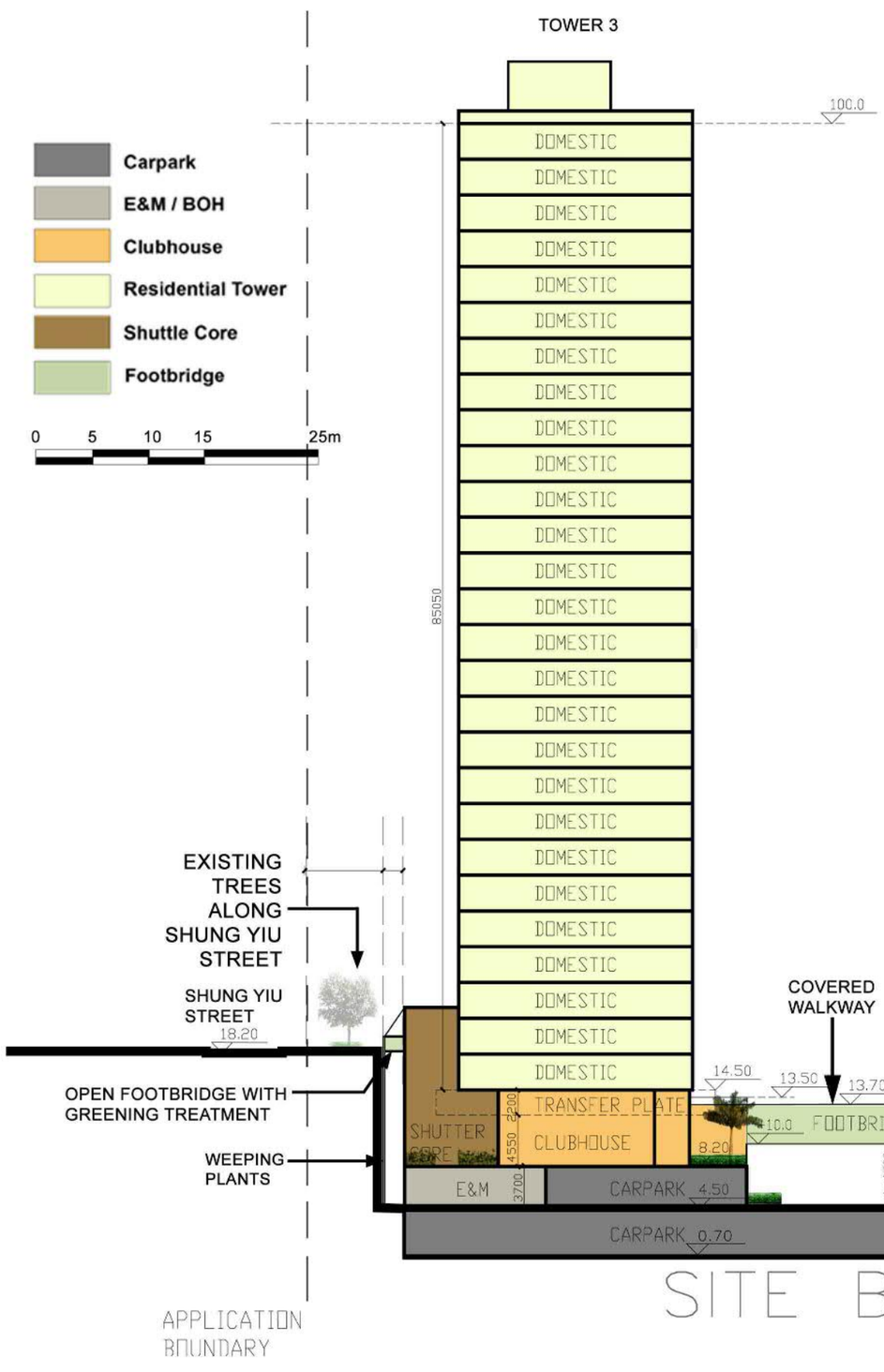
Yau Tong Marine Lot 57 - S16 Application



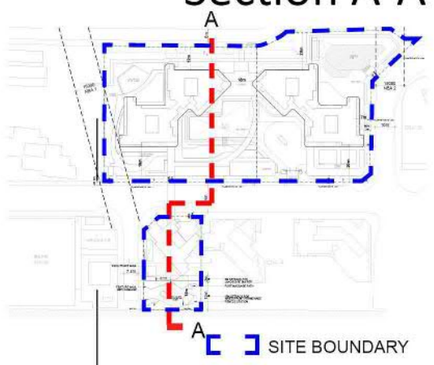
申請編號 Application No.： A / K15 / 126
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

何設計 Ho & Partners Architects 何設計建築設計事務所(深圳)有限公司

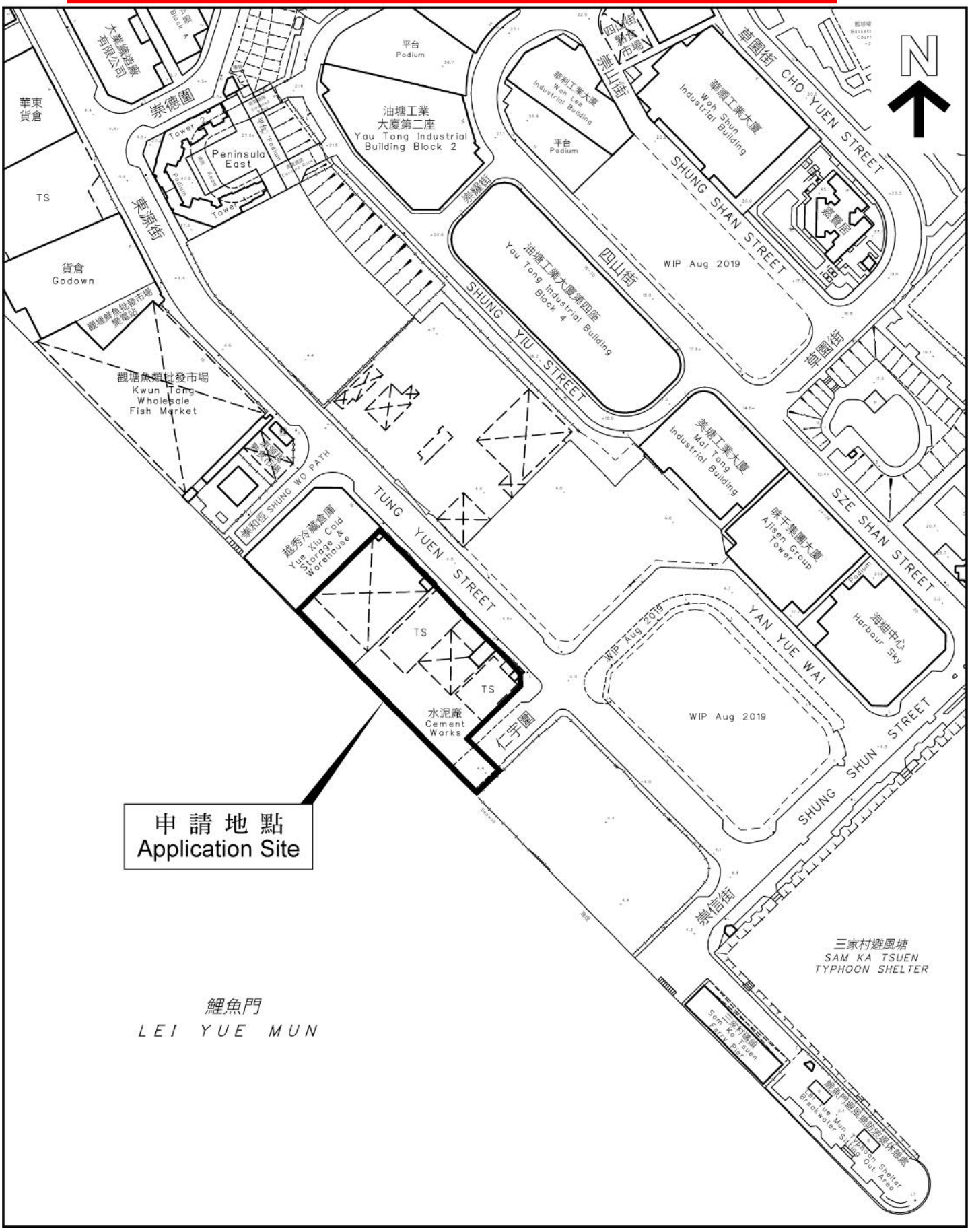
Yau Tong Marine Lot 57 - S16 Application



Section A-A



4. Planning Application A/K15/121



WIP Oct 2014

東源街

TUNG YUEN STREET

SHUNG WO PATH

崇和徑

越秀冷藏倉庫

Yue Xiu Cold Storage
& Warehouse

仁宇圍

YAN YUE WAI

16

3.5m-wide footpath
(with 1m setback
from site boundary)

20m SEPERATION BETWEEN
THE TWO TOWERS

3.5m-wide footpath
(with 1m setback
from site boundary)

7350

RUN IN/OUT

3500

20000

7350

RUN IN/OUT

3500

T1

MAIN ROOF
+80.00

UPPER ROOF
+86.45

+24.00

+4.50

DN

UP

T2

MAIN ROOF
+80.00

UPPER ROOF
+86.45

+24.00

L&UL

L&UL
+6.50

LANDSCAPE AREA
+6.50

+6.50

LANDSCAPE AREA
+6.50

MAIN ROOF
+80.00

1200

1200

20000

15000

1.2m SETBACK FOR
LANDSCAPE BUFFER

20m SEPERATION BETWEEN
THE TWO TOWERS

1.2m SETBACK FOR
LANDSCAPE BUFFER

15m SETBACK FOR
WATERFRONT PROMENADE

SITE BOUNDARY

SITE BOUNDARY

Seawall

APPLICATION SITE
BOUNDARY

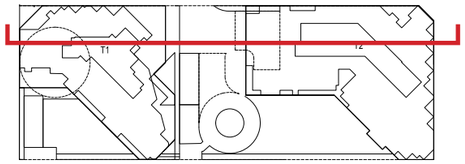
LEGEND

- RESIDENTAL TOWERS
- TRANSFER PLATE
- CARPARK AERE
- TRANSFER PLATE
- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY

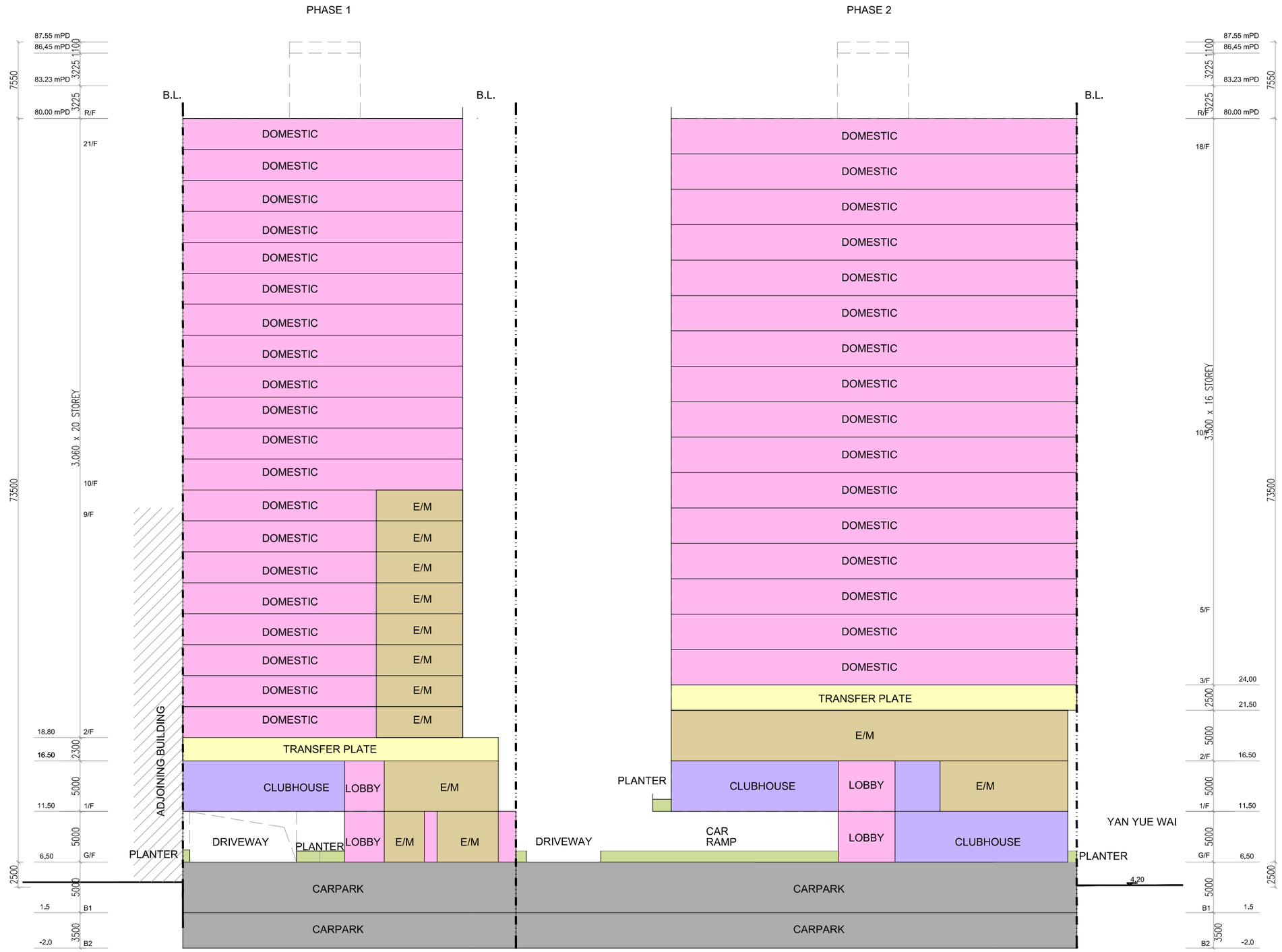
申請編號 Application No. : A / K15 / 121
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

0 2 4 8 16 (m)

MASTER LAYOUT PLAN



KEY PLAN



LEGEND

- RESIDENTAL AND LOBBIES
- CLUBHOUSE
- TRANSFER PLATE
- LANDSCAPE AREA
- E&M
- CARPARK

SECTION (PHASE 1 & 2)

申請編號 Application No. : A / K15 / 121
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

5. Montego Bay

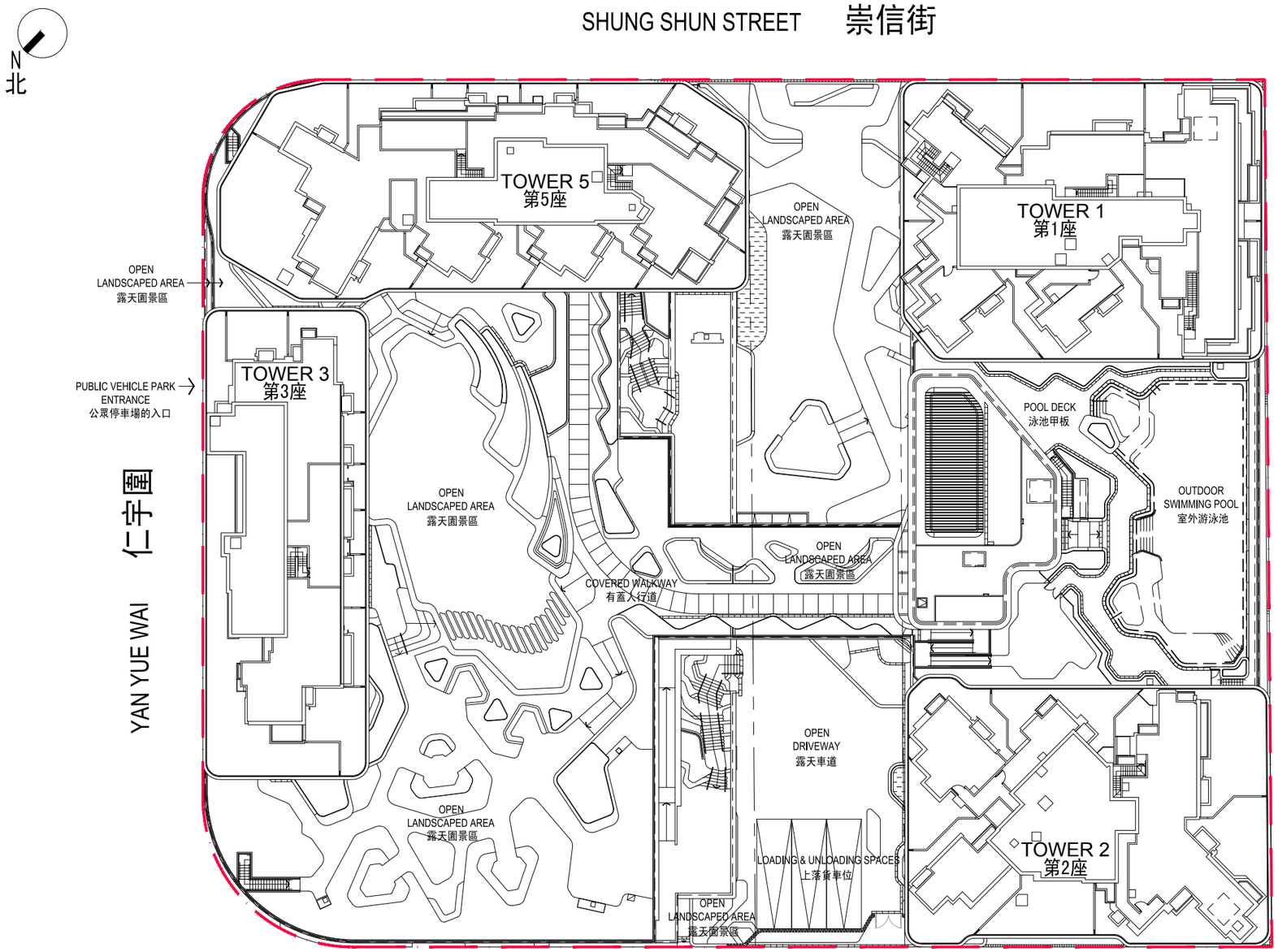
蔚藍東岸

MONTEGO BAY

售樓說明書

SALES BROCHURE

LAYOUT PLAN OF THE DEVELOPMENT
發展項目的布局圖



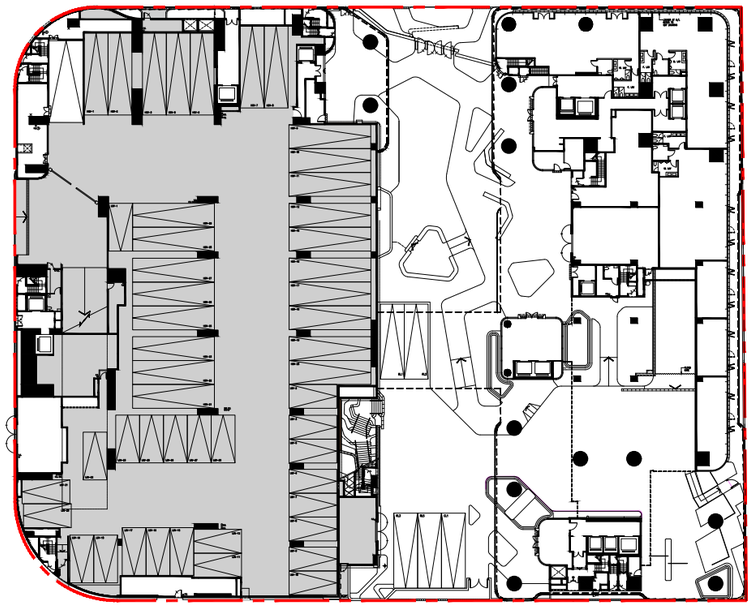
Legend
圖例

BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界線

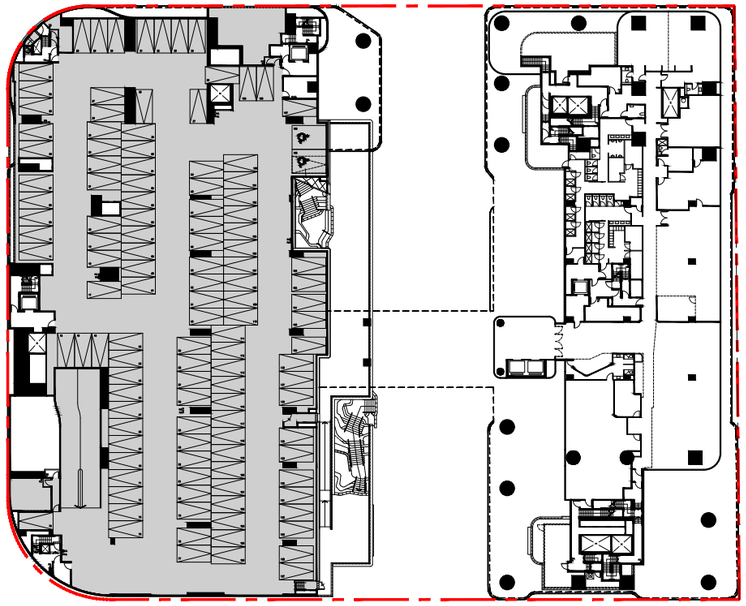
Scale 比例 0 10M(米) 20M(米)

AK

INFORMATION ON PUBLIC FACILITIES AND PUBLIC OPEN SPACES
公共設施及公眾休憩用地的資料



GROUND FLOOR PLAN
地下平面圖



FIRST FLOOR PLAN
一樓平面圖

LEGEND 圖例:

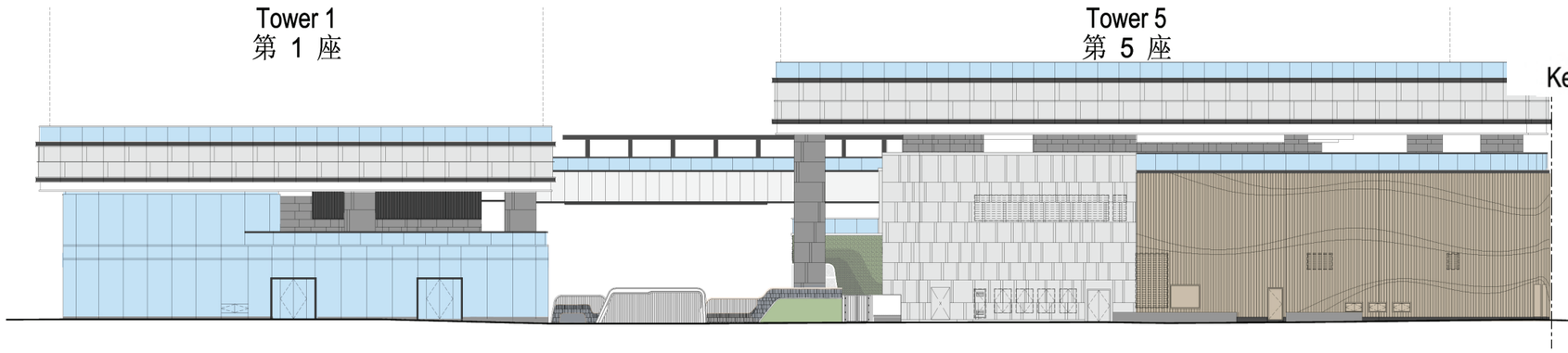
BOUNDARY OF THE DEVELOPMENT
發展項目的邊界

PUBLIC VEHICLE PARK
公眾停車場

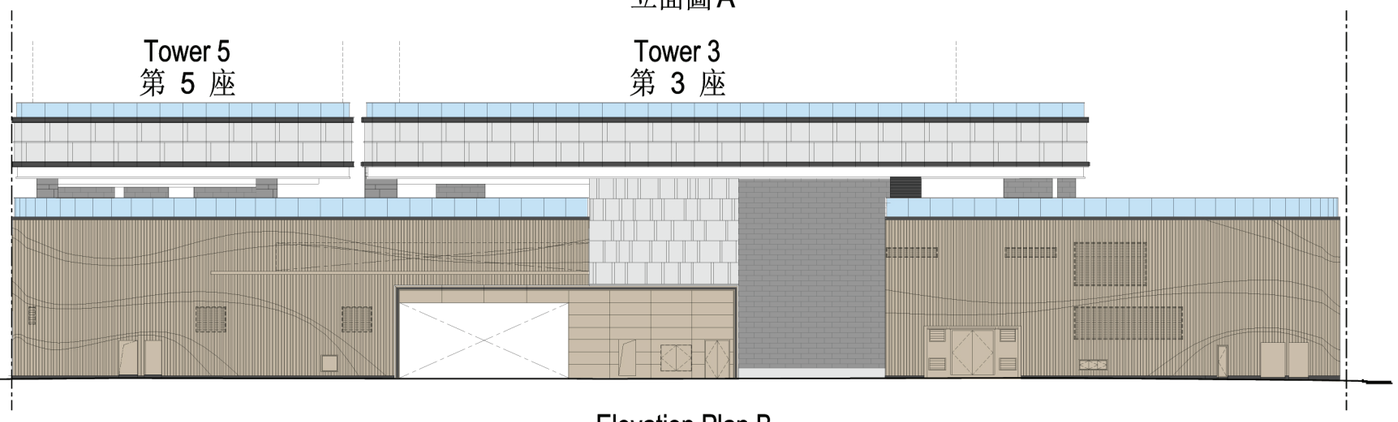
SCALE 比例
0 5 10 15 20 30M

註：本圖僅顯示「公眾停車場」的位置。圖中所示的其他事項未必能反映其最新狀況。

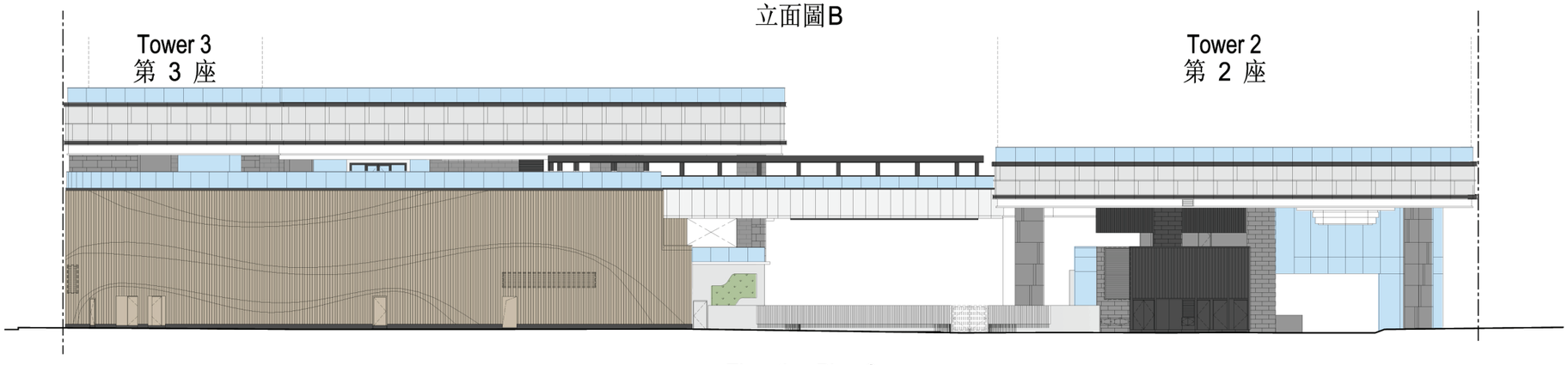
ELEVATION PLAN
立面圖



Elevation Plan A
立面圖 A



Elevation Plan B
立面圖 B



Elevation Plan C
立面圖 C

Key Plan Key Plan
索引圖



The Authorized Person for the Development has certified that the elevations shown on this Elevation Plan:

1. are prepared on the basis of the approved building plans for the Development as of 15 September 2023; and
2. are in general accordance with the outward appearance of the Development.

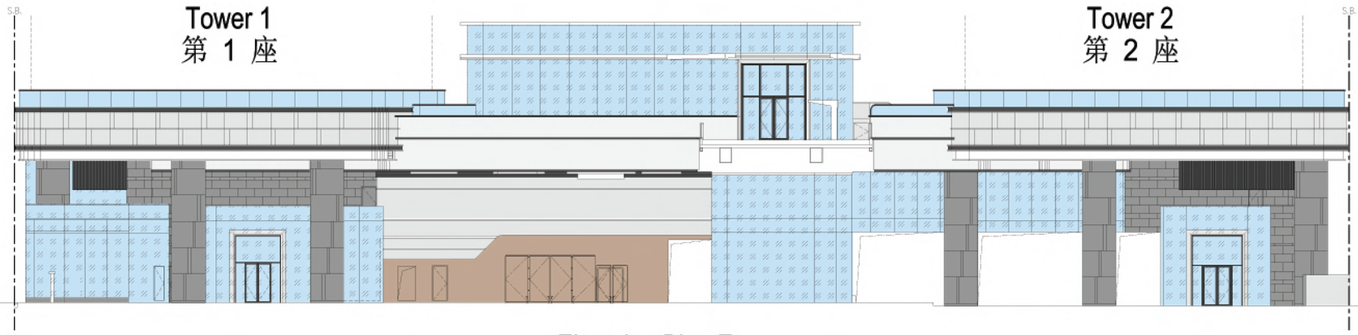
發展項目的認可人士已證明本立面圖所顯示的立面：

1. 以2023年9月15日的情況為準的發展項目的經批准的建築圖則為基礎擬備；及
2. 大致上與發展項目的外觀一致。

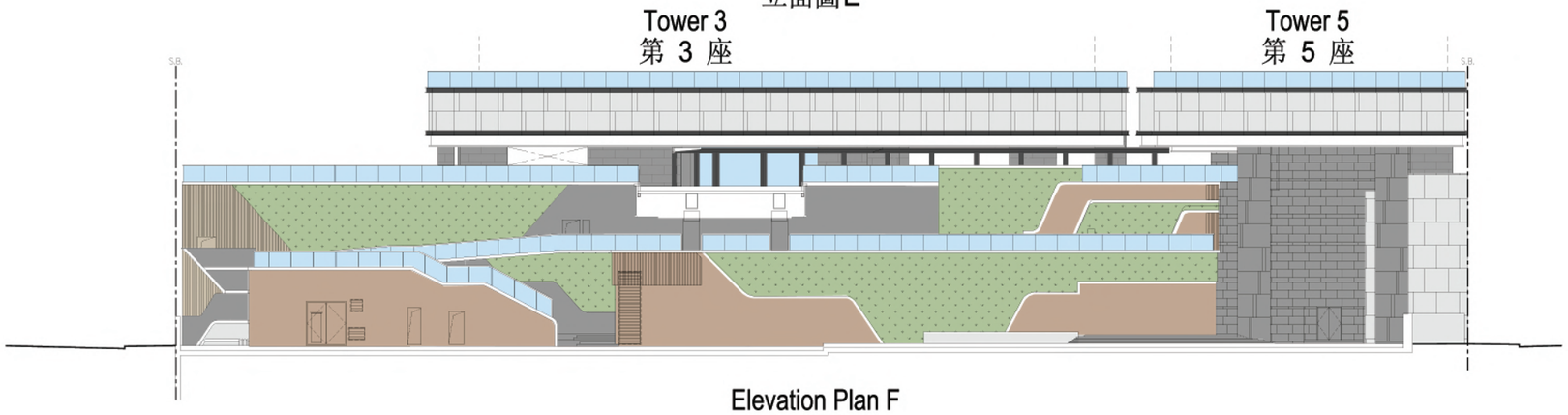
ELEVATION PLAN
立面圖



Elevation Plan D
立面圖D



Elevation Plan E
立面圖E



Elevation Plan F
立面圖F

Key Plan
索引圖



The Authorized Person for the Development has certified that the elevations shown on this Elevation Plan:

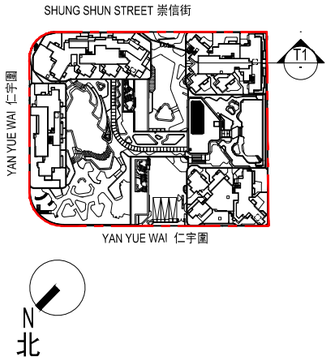
1. are prepared on the basis of the approved building plans for the Development as of 15 September 2023; and
2. are in general accordance with the outward appearance of the Development.

發展項目的認可人士已證明本立面圖所顯示的立面：

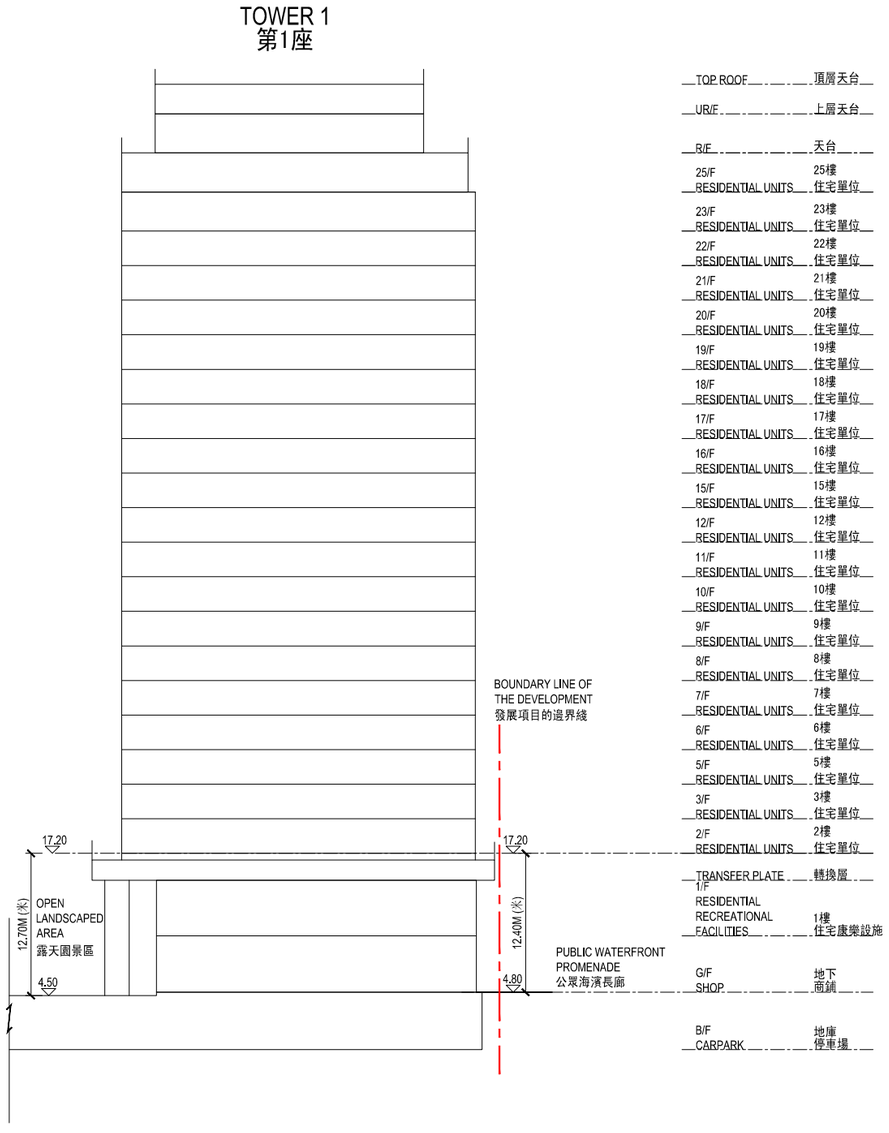
1. 以2023年9月15日的情況為準的發展項目的經批准的建築圖則為基礎擬備；及
2. 大致上與發展項目的外觀一致。

CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖

Key Plan
索引圖



TOWER 1
第1座



Legend
圖例

BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界綫

Remarks:
1.(┄┄) Dotted line denotes the lowest residential floor.
2. (▽) denotes height (in meters) above Hong Kong Principal Datum.
3. 4/F, 13/F, 14/F and 24/F are omitted.

備註：
1. (┄┄) 虛線為最低住宅樓層水平。
2. (▽) 指香港主水平基準以上高度（米）。
3. 不設4樓、13樓、14樓及24樓。

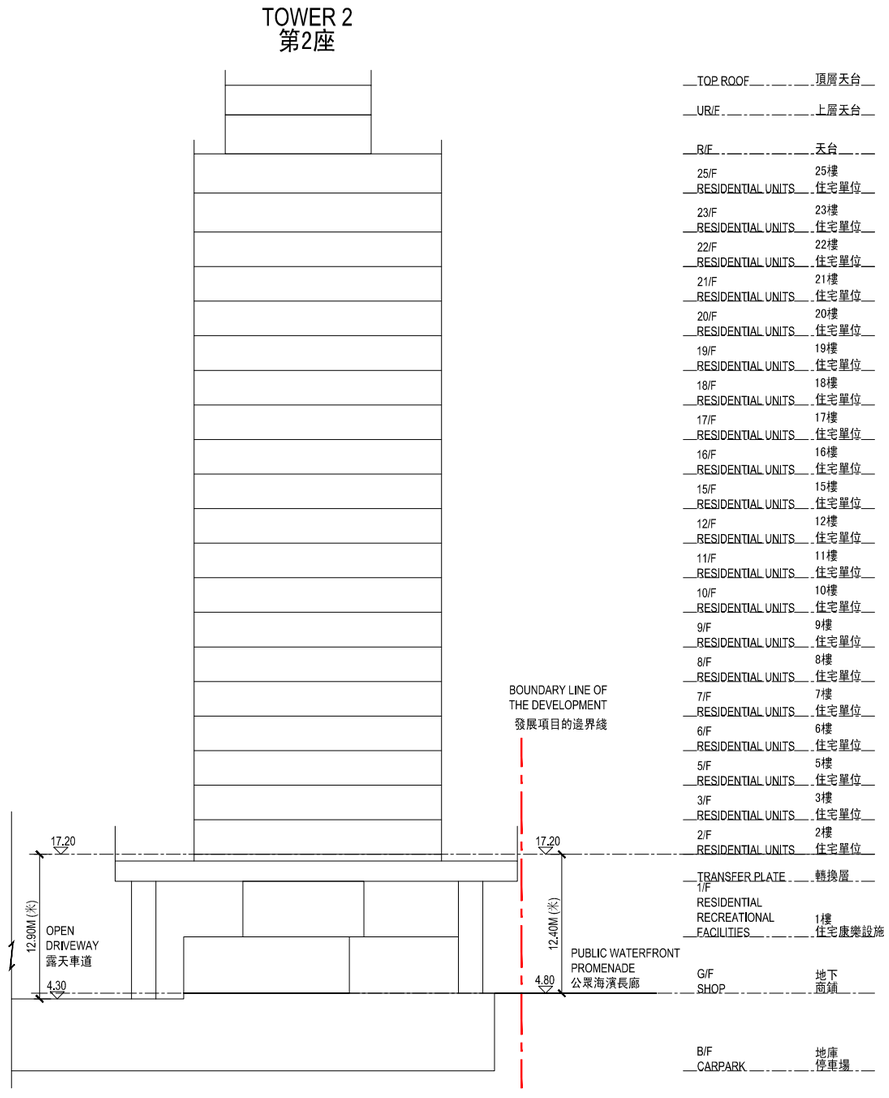
CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖

Legend
圖例

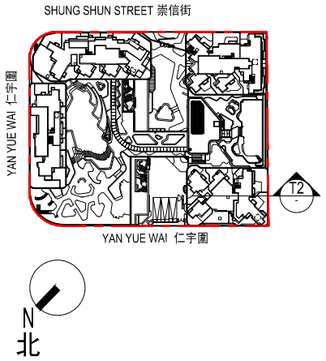
BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界綫

Remarks:
1.(┈┈) Dotted line denotes the lowest residential floor.
2. (▽) denotes height (in meters) above Hong Kong Principal Datum.
3. 4/F, 13/F, 14/F and 24/F are omitted.

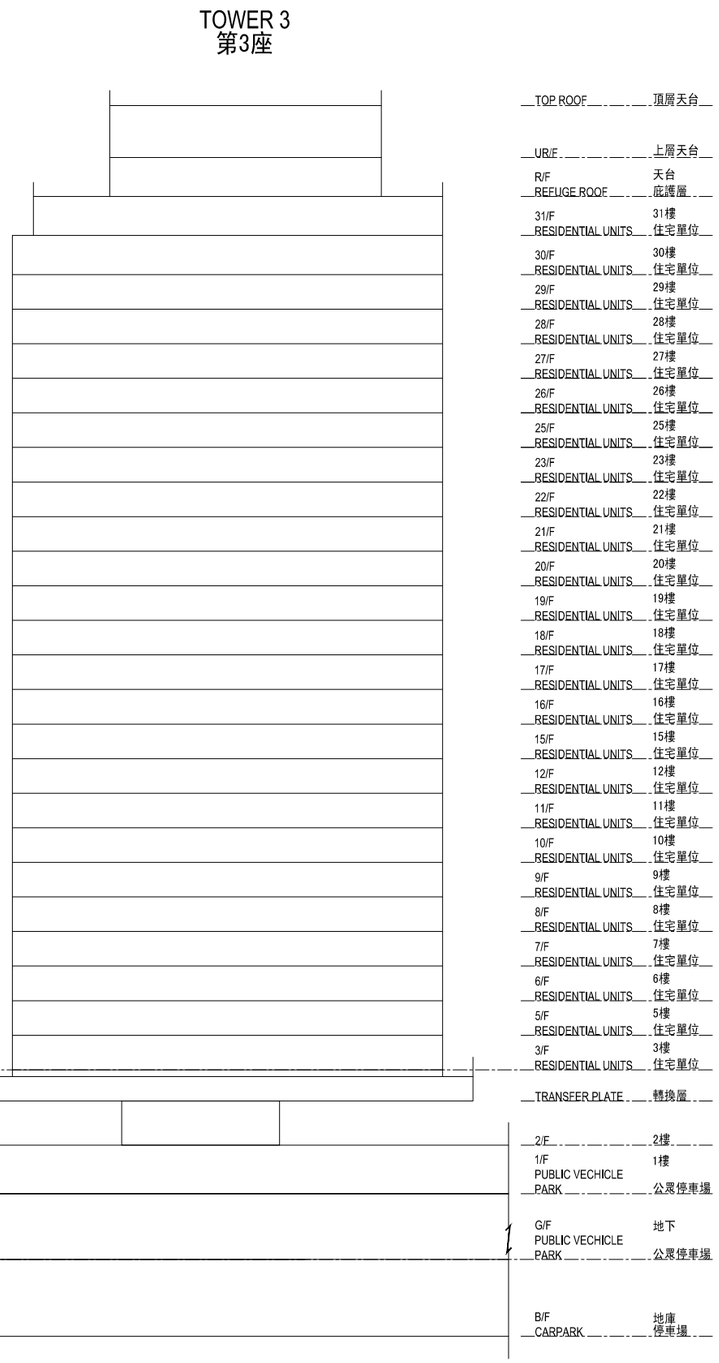
備註：
1. (┈┈) 虛線為最低住宅樓層水平。
2. (▽) 指香港主水平基準以上高度（米）。
3. 不設4樓、13樓、14樓及24樓。



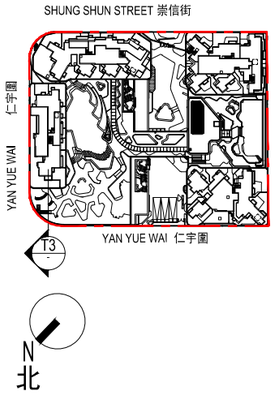
Key Plan
索引圖



CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖



Key Plan
索引圖



Legend
圖例

BOUNDARY LINE OF THE DEVELOPMENT
發展項目邊界綫

Remarks:

1. The part of Yan Yue Wai adjacent to Tower 3 is 4.45 to 4.70 metres above the Hong Kong Principal Datum.
2. (---) Dotted line denotes the lowest residential floor.
3. (▽) denotes height (in meters) above Hong Kong Principal Datum.
4. 4/F, 13/F, 14/F and 24/F are omitted.

備註：

1. 毗連第3座的一段仁宇圍為香港主水平基準以上4. 45至4. 70米。
2. (---) 虛線為最低住宅樓層水平。
3. (▽) 指香港主水平基準以上高度（米）。
4. 不設4樓、13樓、14樓及24樓。

CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖

Legend
圖例

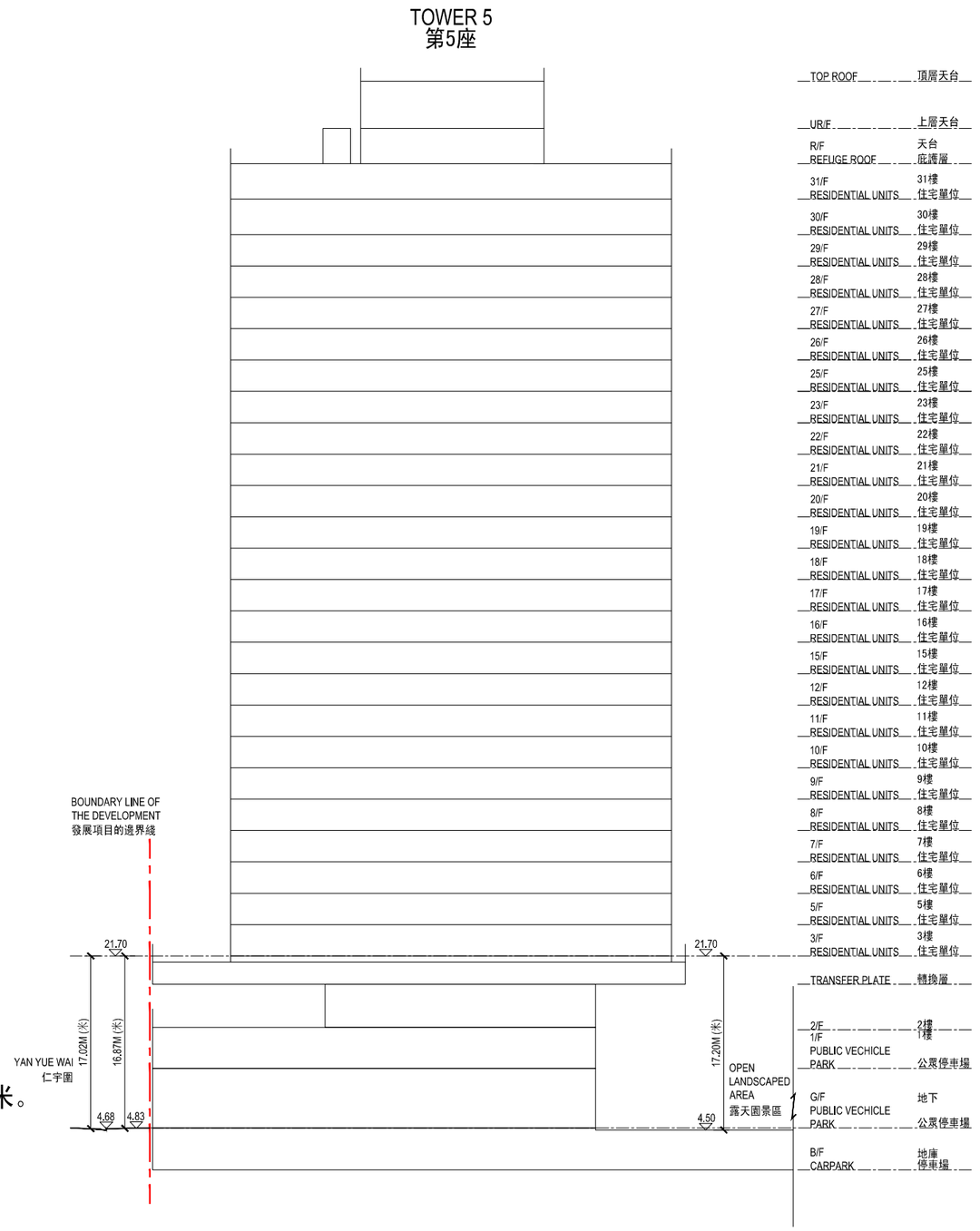
BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界綫

Remarks:

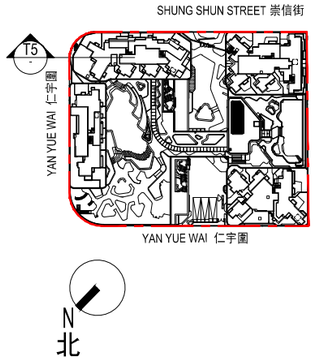
1. The part of Yan Yue Wai adjacent to Tower 5 is 4.68 to 4.83 metres above the Hong Kong Principal Datum.
2. (┄┄) Dotted line denotes the lowest residential floor.
3. (▽) denotes height (in meters) above Hong Kong Principal Datum.
4. 4/F, 13/F, 14/F and 24/F are omitted.

備註：

1. 毗連第5座的一段仁宇圍為香港主水平基準以上4. 68至4. 83米。
2. (┄┄) 虛線為最低住宅樓層水平。
3. (▽) 指香港主水平基準以上高度（米）。
4. 不設4樓、13樓、14樓及24樓。



Key Plan
索引圖



申請編號 Application No. :
此頁摘自申請人提交
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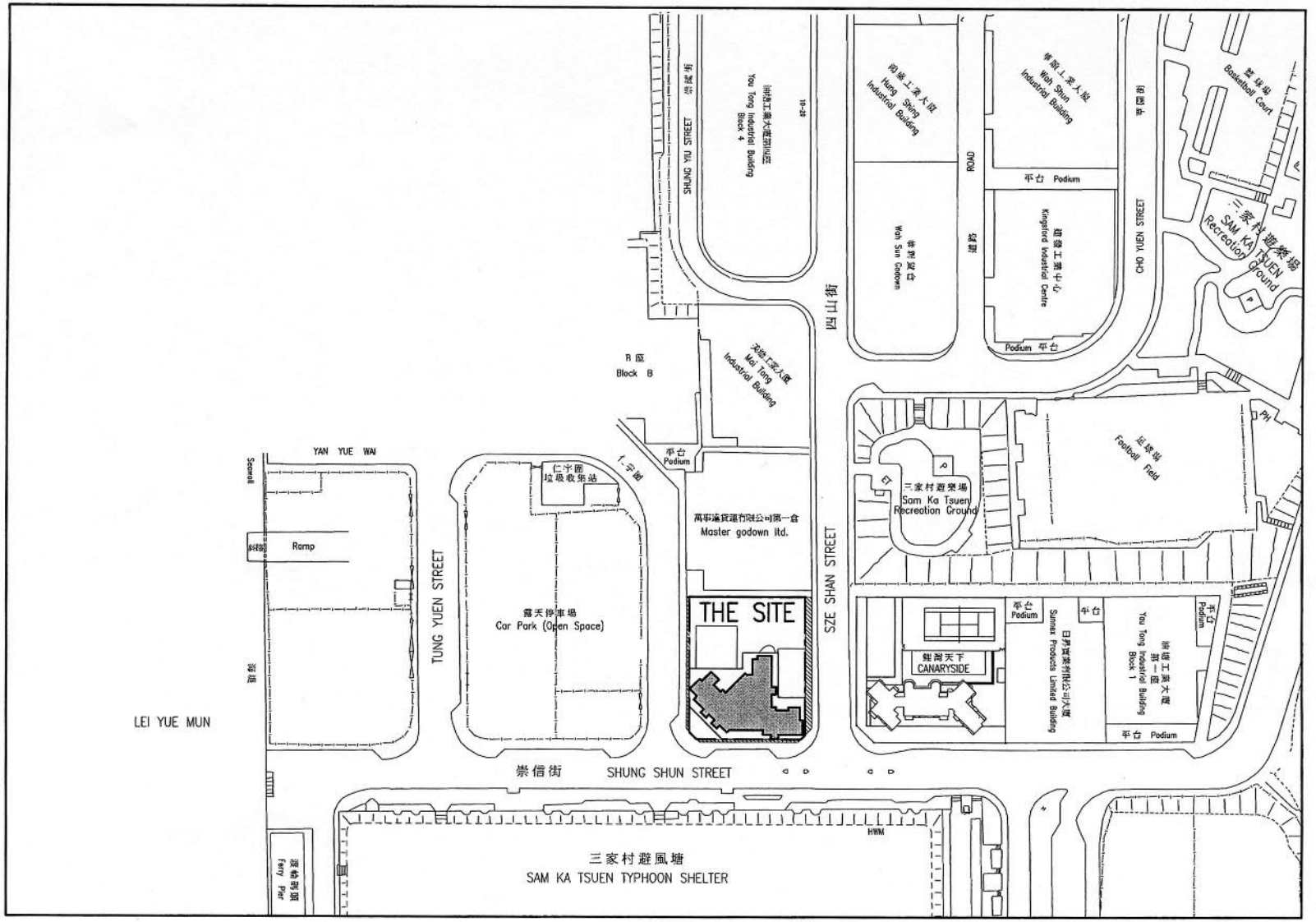
6. Planning Application A/K15/90



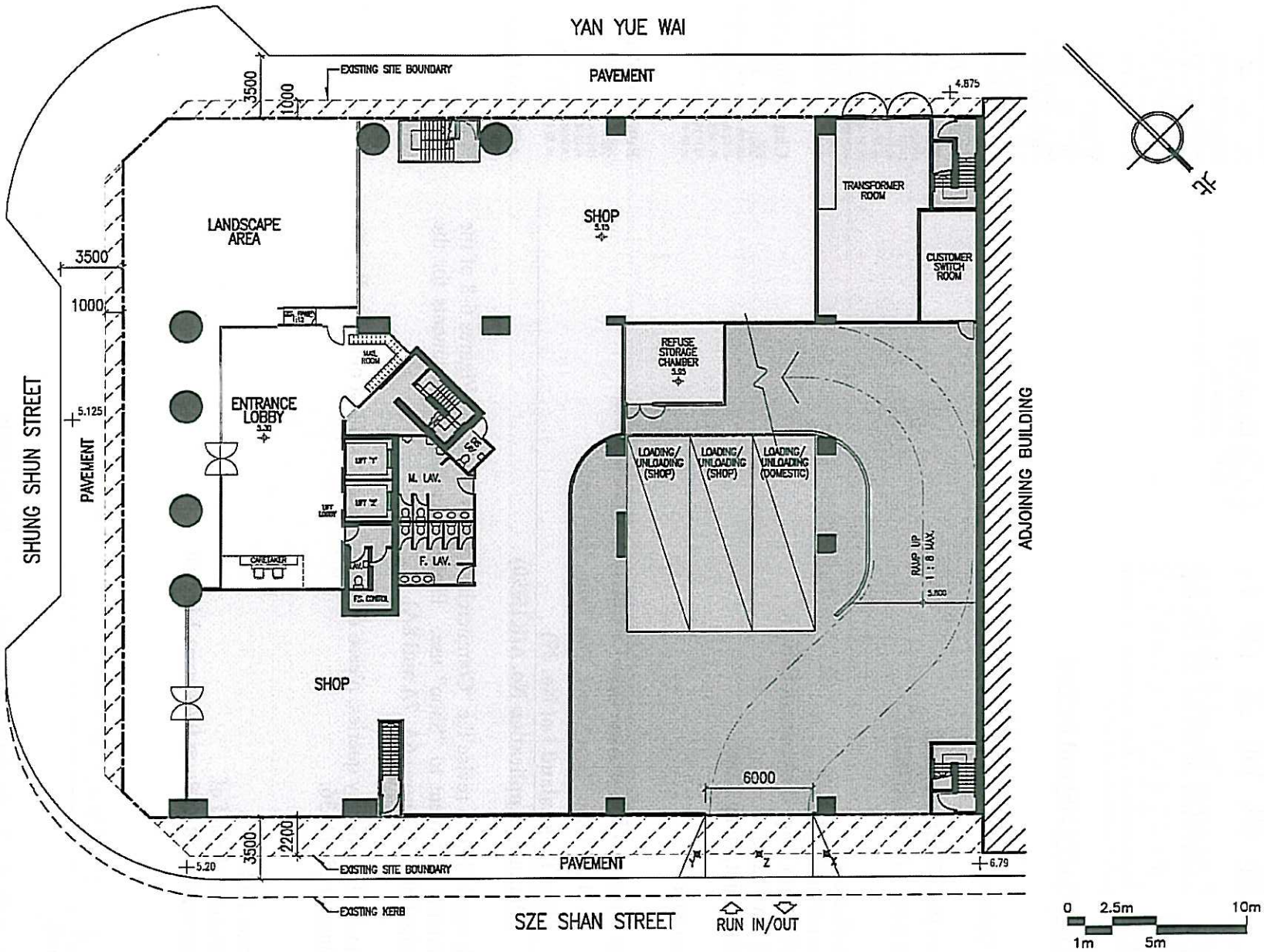
BLOCK PLAN

Figure 5

DWG. NO.: 0703-SK-13-1

Chung Wah Nan Architects Ltd.

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27



GROUND FLOOR PLAN

Figure 6A DWG. NO.: 0703-SK-13-2a

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27

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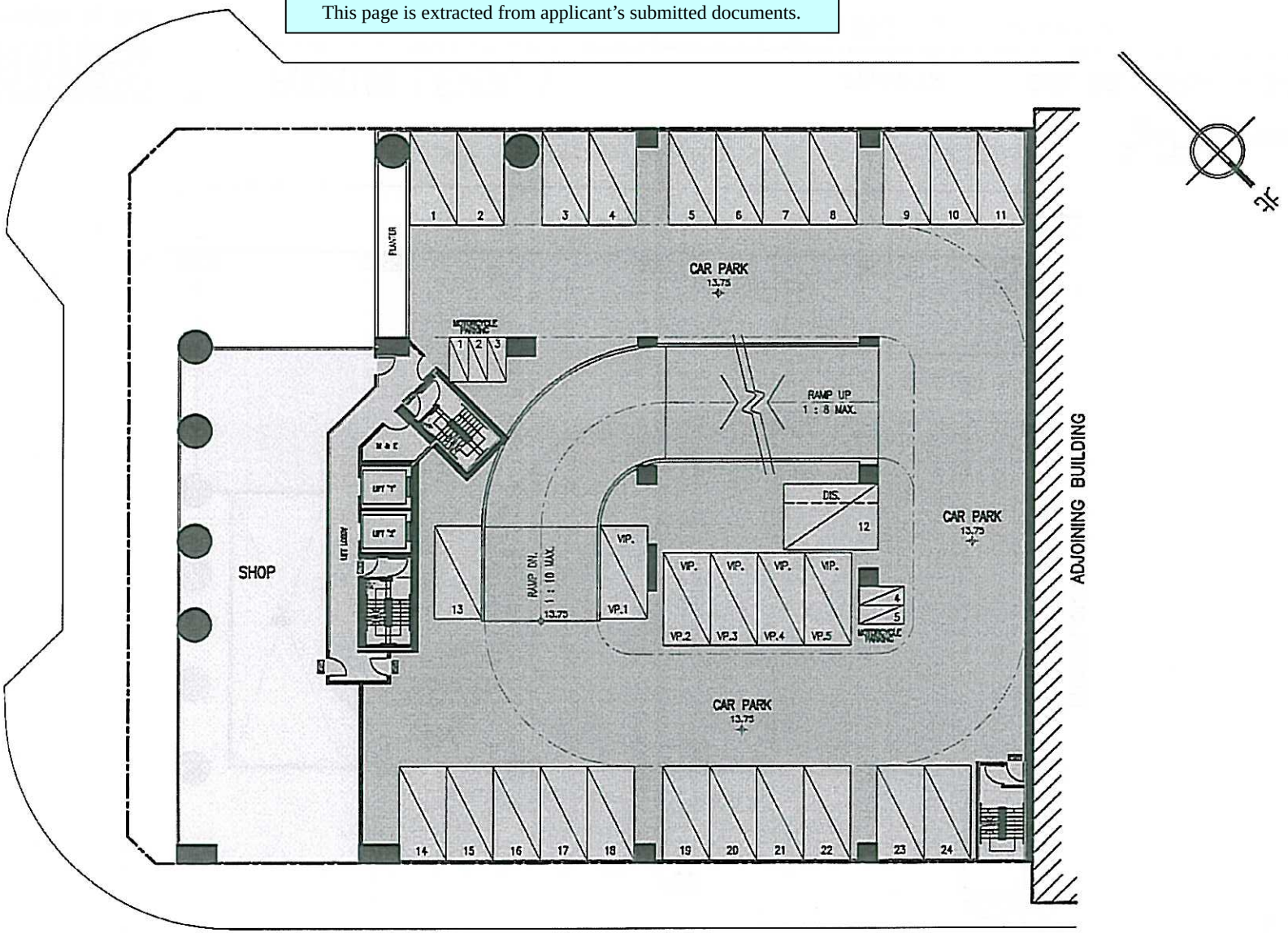

0 2.5m 10m
1m 5m

Chung Wah Nan Architects Ltd.

PODIUM LEVEL 2

Figure 8A DWG. NO.: 0703-SK-13-4a

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27

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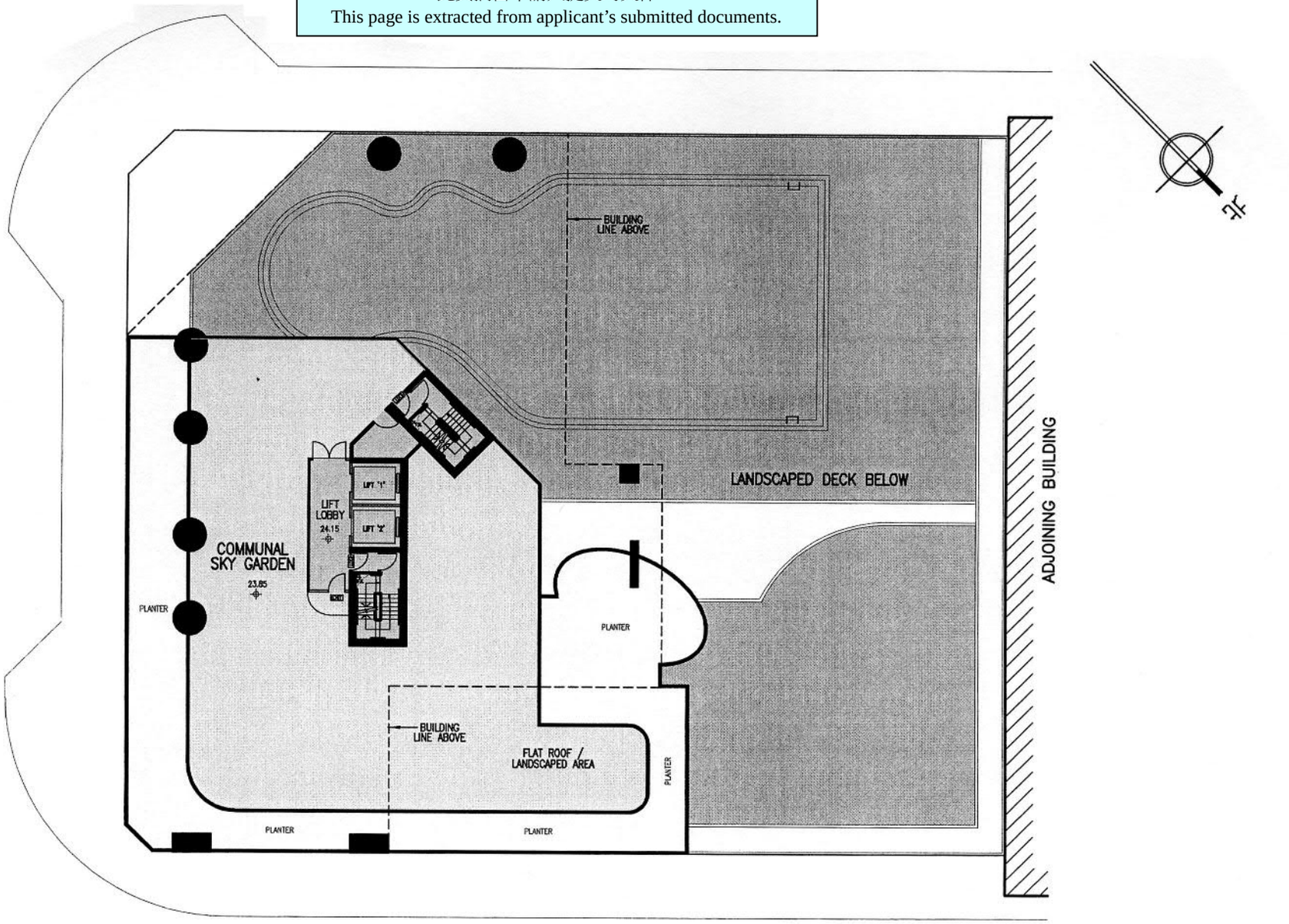

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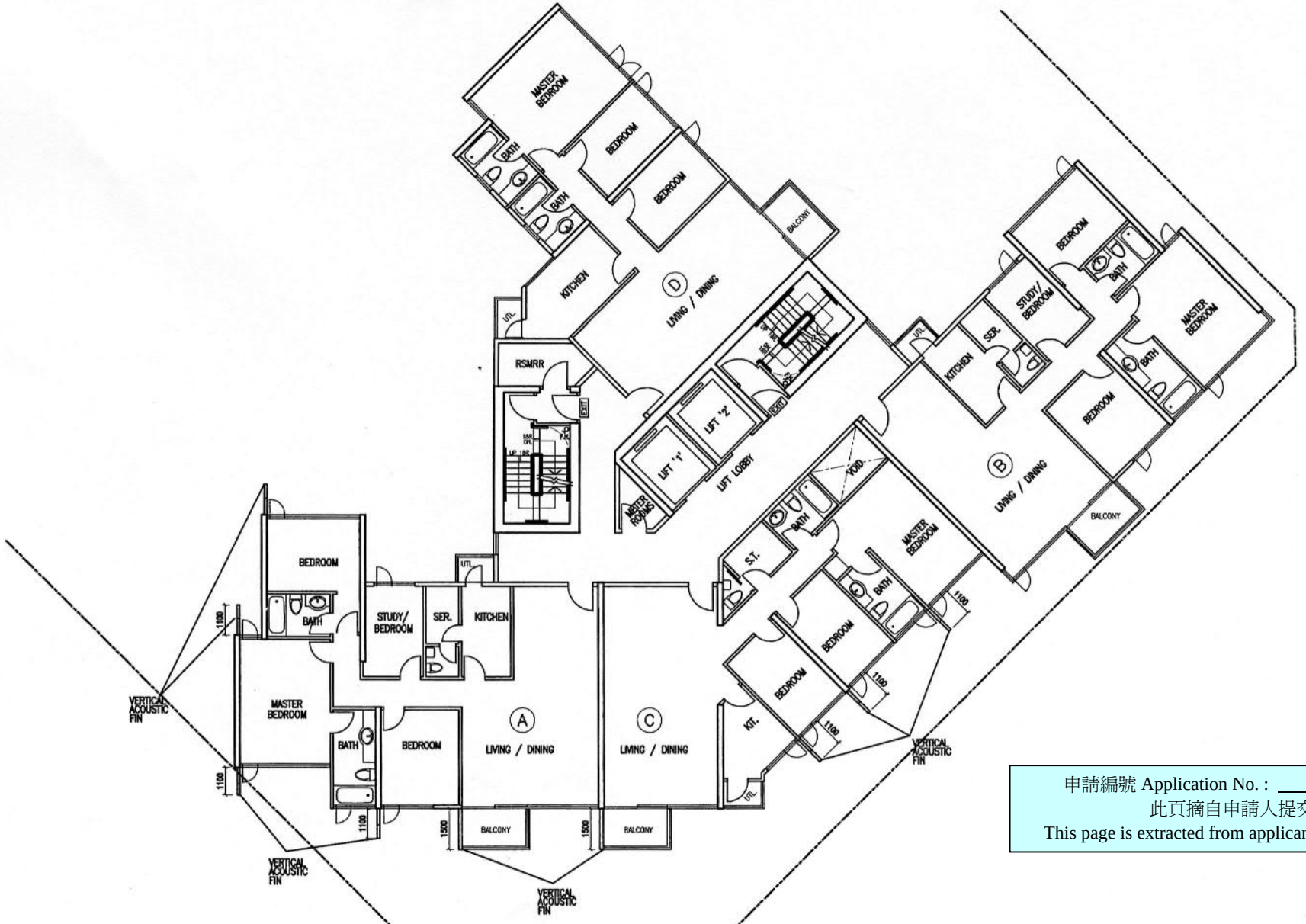
COMMUNAL SKY GARDEN

Figure 11

DWG. NO.: 0703-SK-13-7

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27



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0 2.5m 7.5m
1m 5m

TYPICAL FLOOR PLAN

Figure 13 DWG. NO.: 0703-SK-13-9

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PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27

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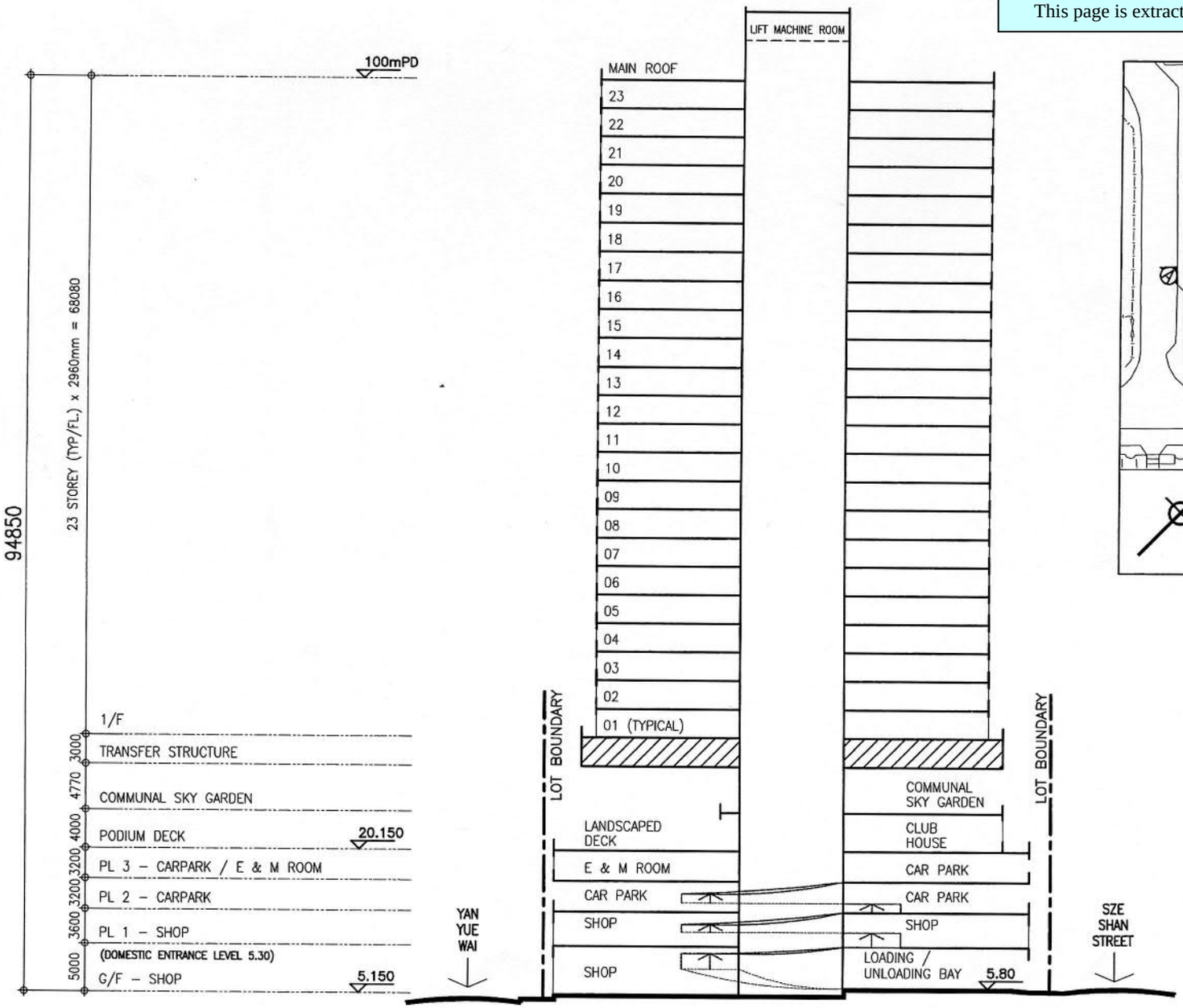

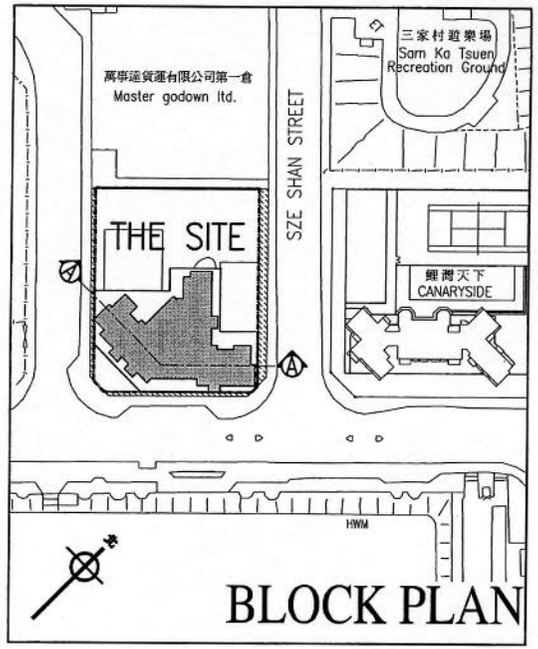

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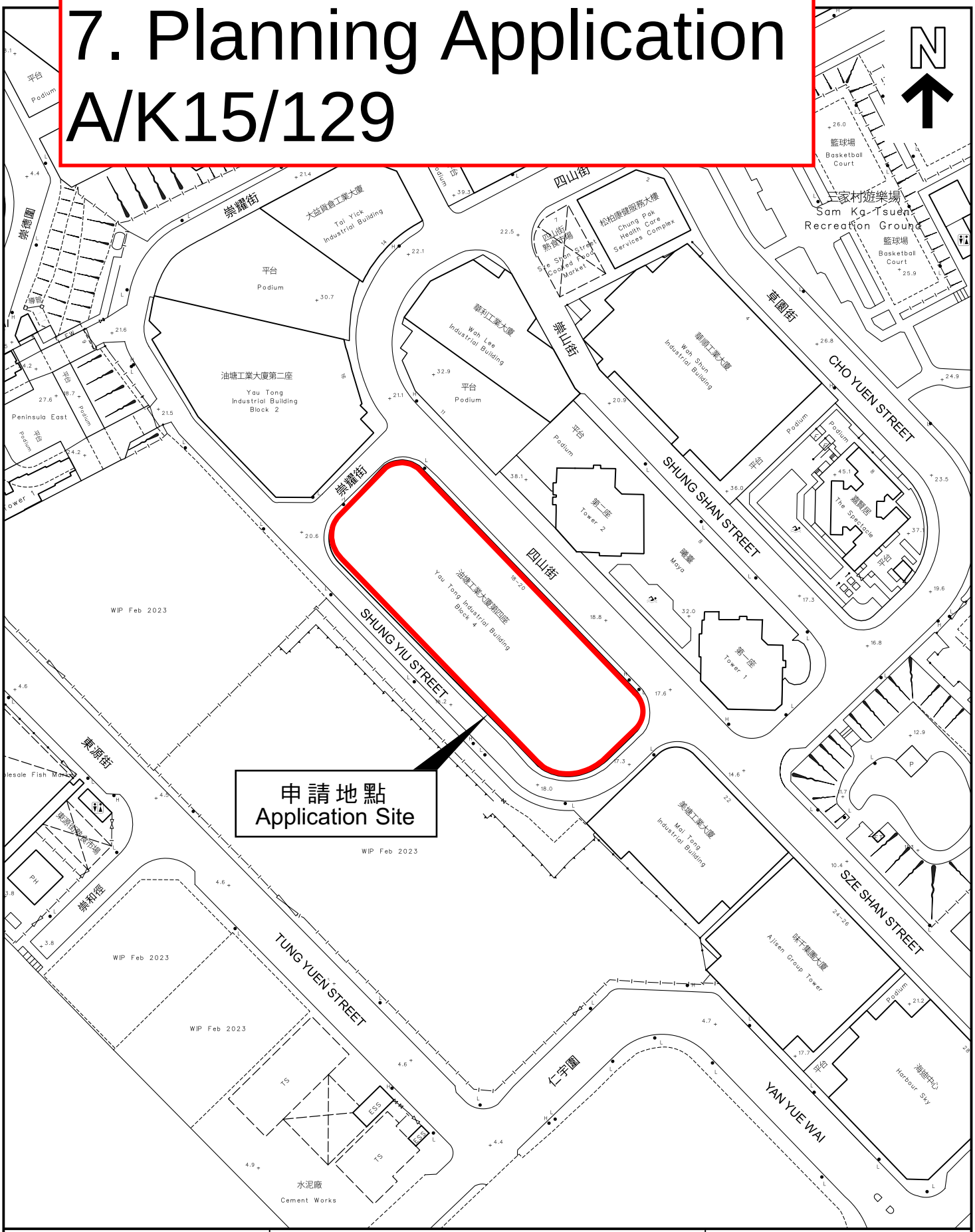
SCHEMATIC SECTION A-A

Figure 15 DWG. NO.: 0703-SK-13-11

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27

7. Planning Application A/K15/129



本摘要圖於2023年6月30日擬備，
所根據的資料為測量圖編號11-SE-4C
EXTRACT PLAN PREPARED ON
30.6.2023 BASED ON SURVEY SHEET
No. 11-SE-4C

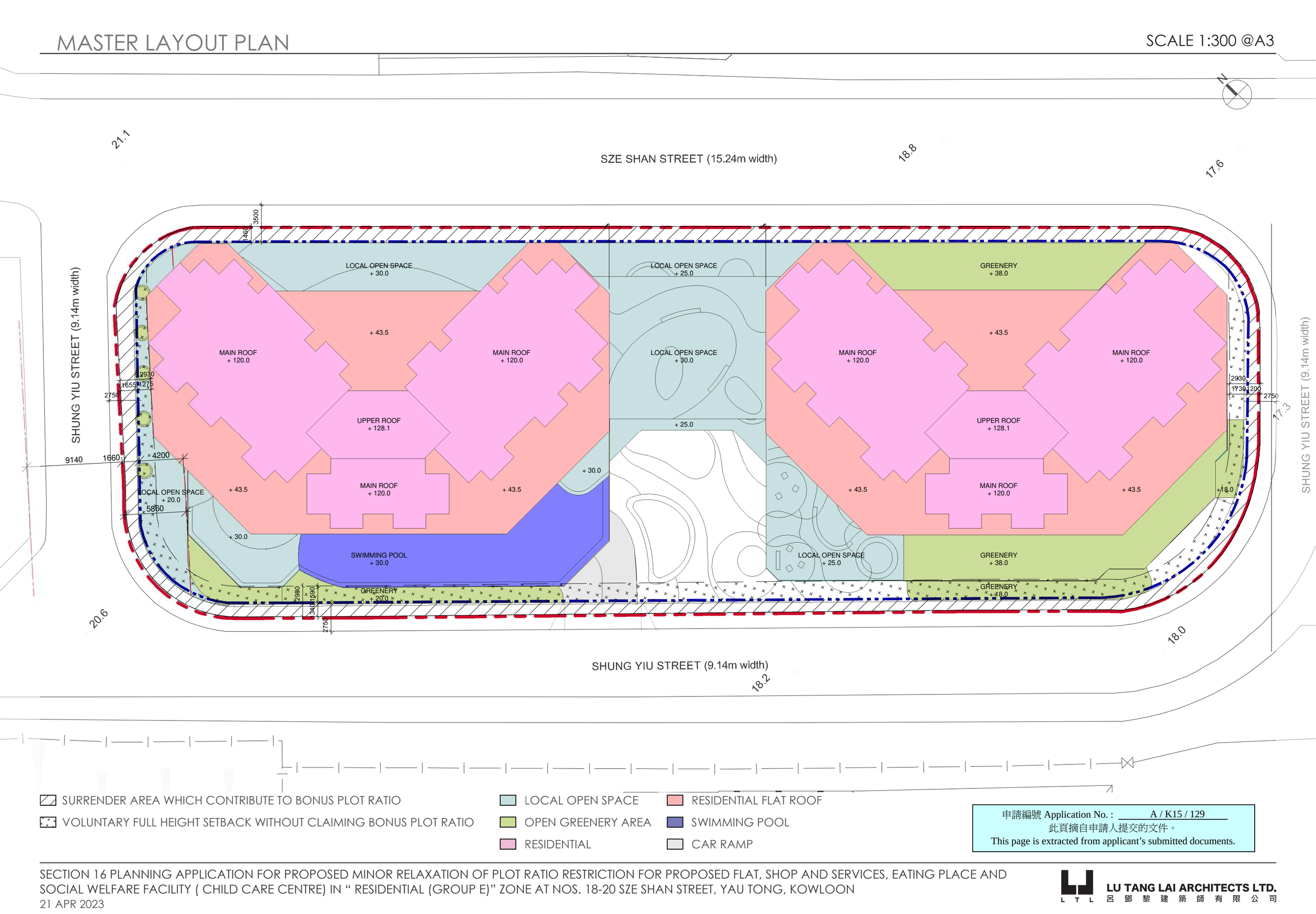
平面圖 SITE PLAN

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/K15/129

MASTER LAYOUT PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

LOCAL OPEN SPACE

OPEN GREENERY AREA

RESIDENTIAL

RESIDENTIAL FLAT ROOF

SWIMMING POOL

CAR RAMP

申請編號 Application No. : A / K15 / 129
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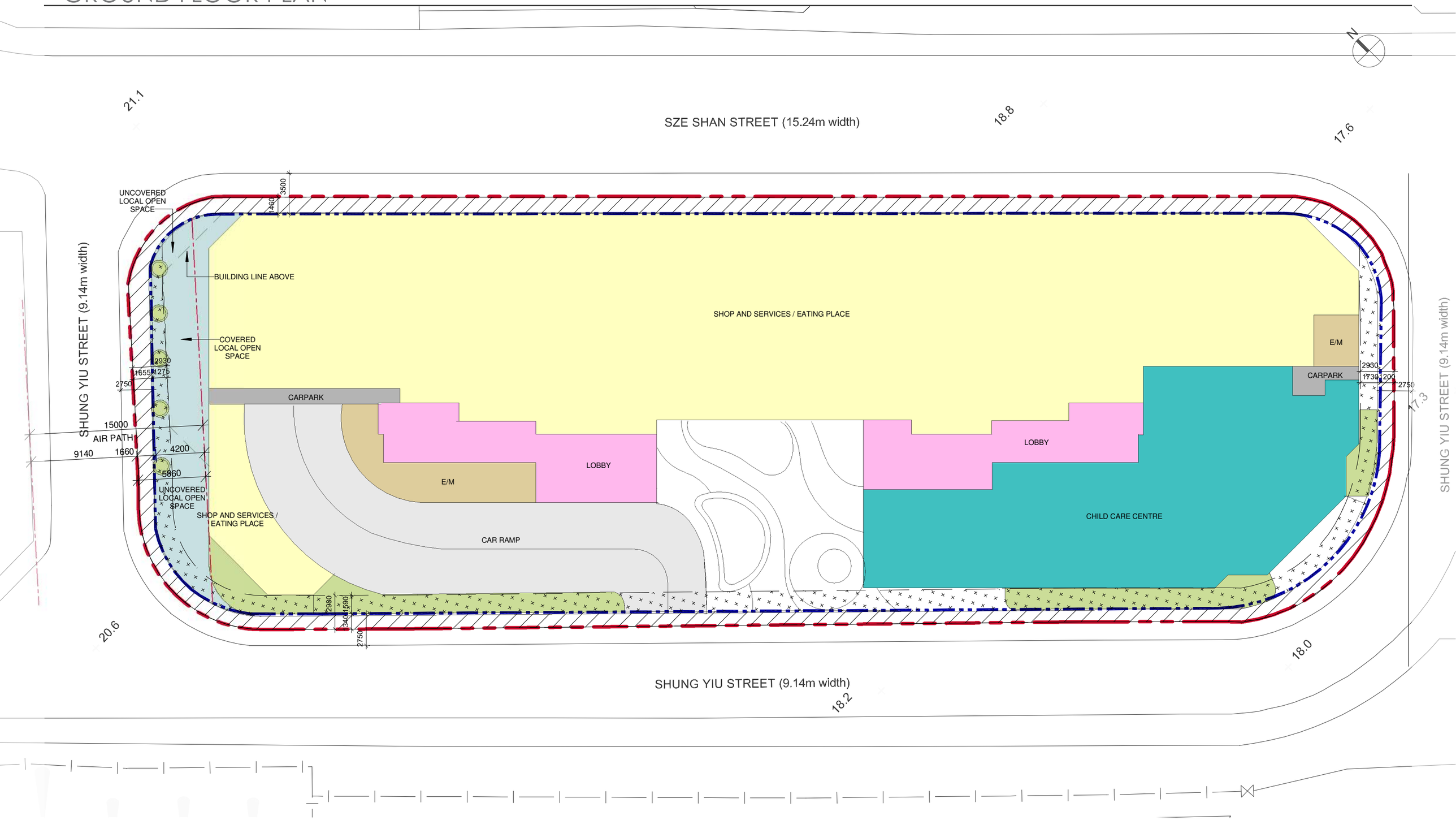
SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED FLAT, SHOP AND SERVICES, EATING PLACE AND SOCIAL WELFARE FACILITY (CHILD CARE CENTRE) IN " RESIDENTIAL (GROUP E)" ZONE AT NOS. 18-20 SZE SHAN STREET, YAU TONG, KOWLOON

21 APR 2023

LU TANG LAI ARCHITECTS LTD.
呂鄧黎建築師有限公司

GROUND FLOOR PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

LOCAL OPEN SPACE

OPEN GREENERY AREA

RESIDENTIAL

SHOP AND SERVICES / EATING PLACE

CHILD CARE CENTRE

E/M

CARPARK

CAR RAMP

申請編號 Application No. : A / K15 / 129

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21 APR 2023

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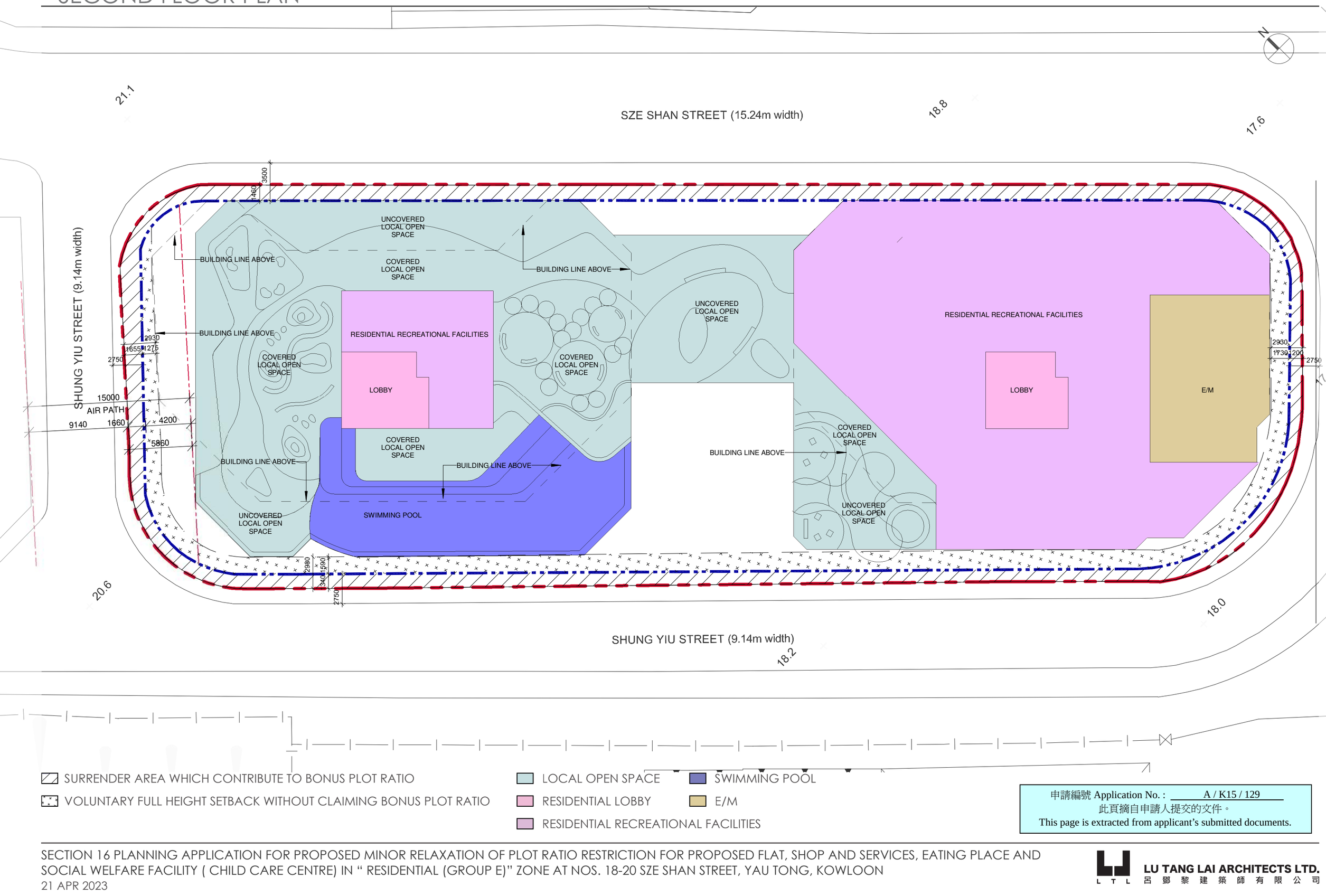
L T L 呂 鄧 黎 建 築 師 有 限 公 司

SECOND FLOOR PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

LOCAL OPEN SPACE

RESIDENTIAL LOBBY

RESIDENTIAL RECREATIONAL FACILITIES

SWIMMING POOL

E/M

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21 APR 2023

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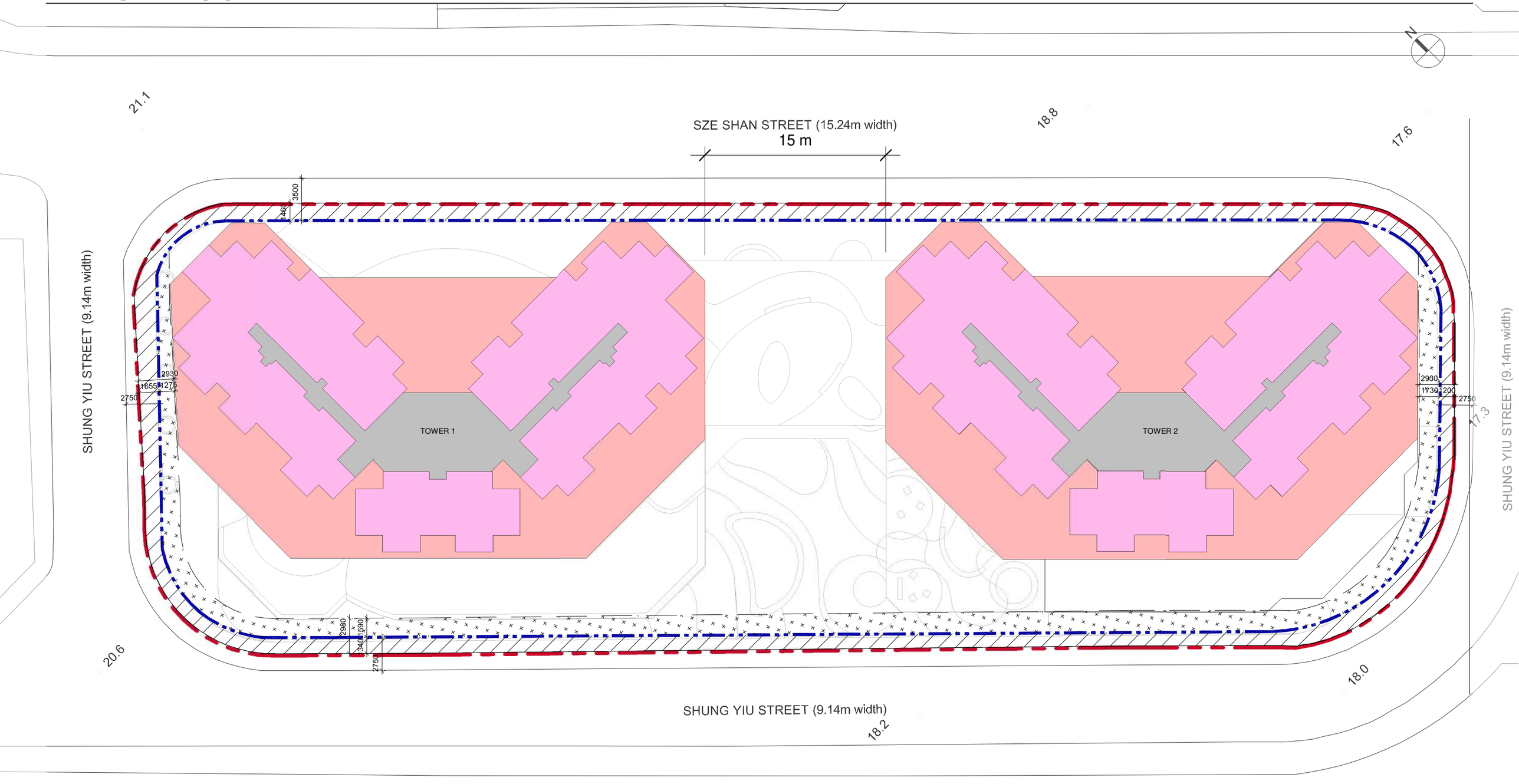
LTL 呂鄧黎建築師有限公司

TYPICAL FLOOR PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

RESIDENTIAL

RESIDENTAL FLAT ROOF

LIFT LOBBY, STAIRCASE AND CORRIDORS

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06 JUL 2023

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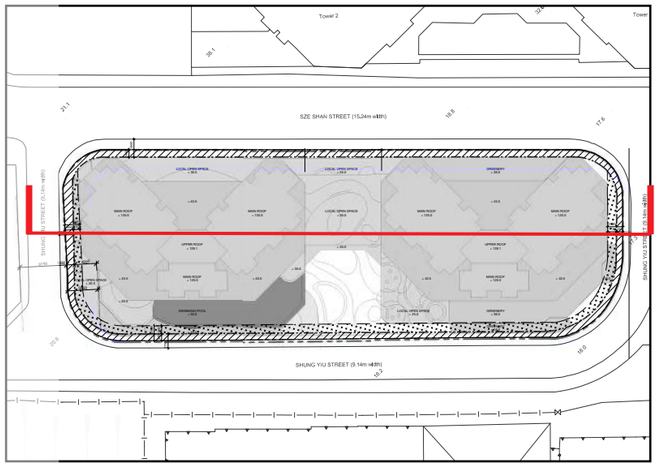
SECTION 1- 1

SCALE 1:500 @A3



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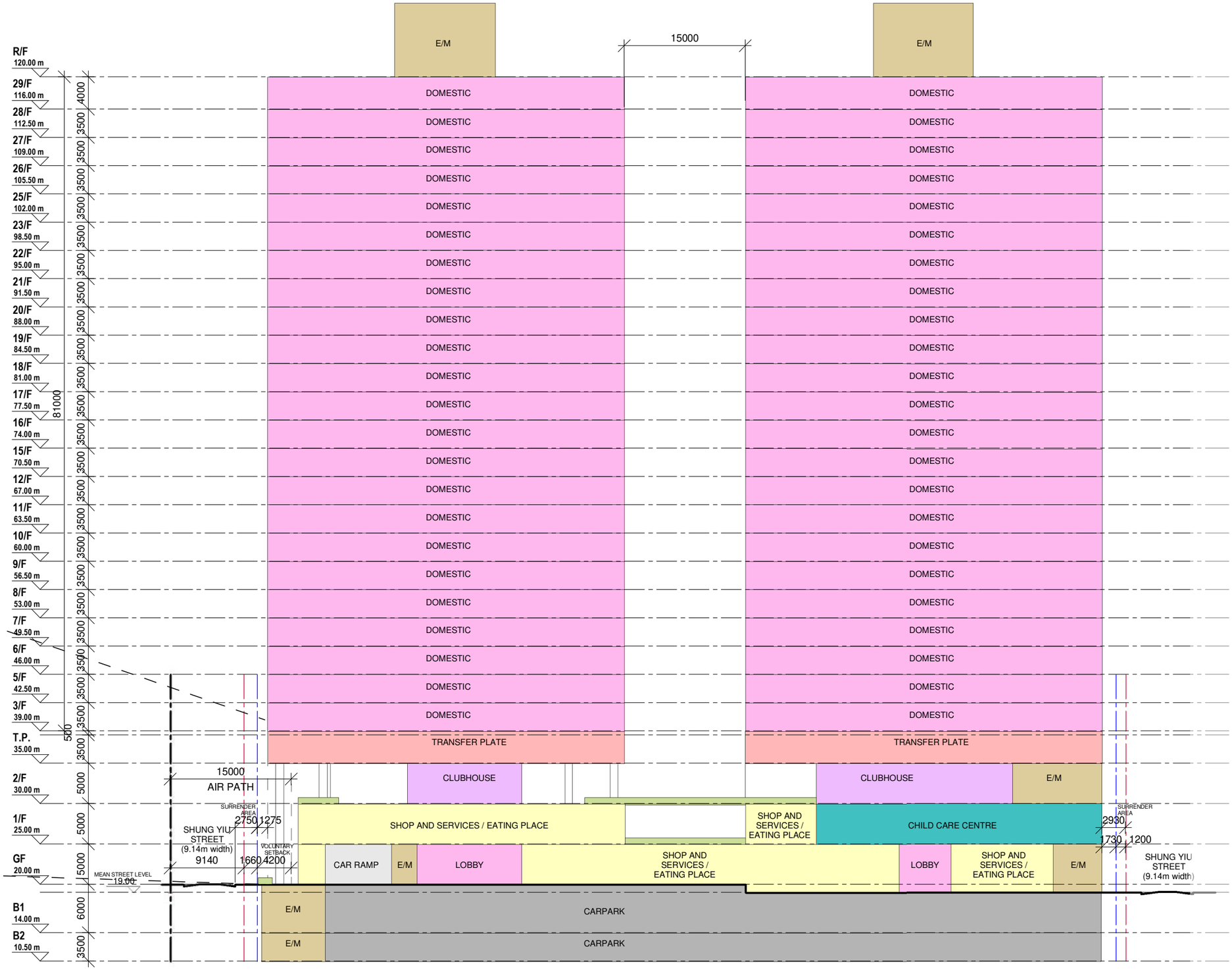
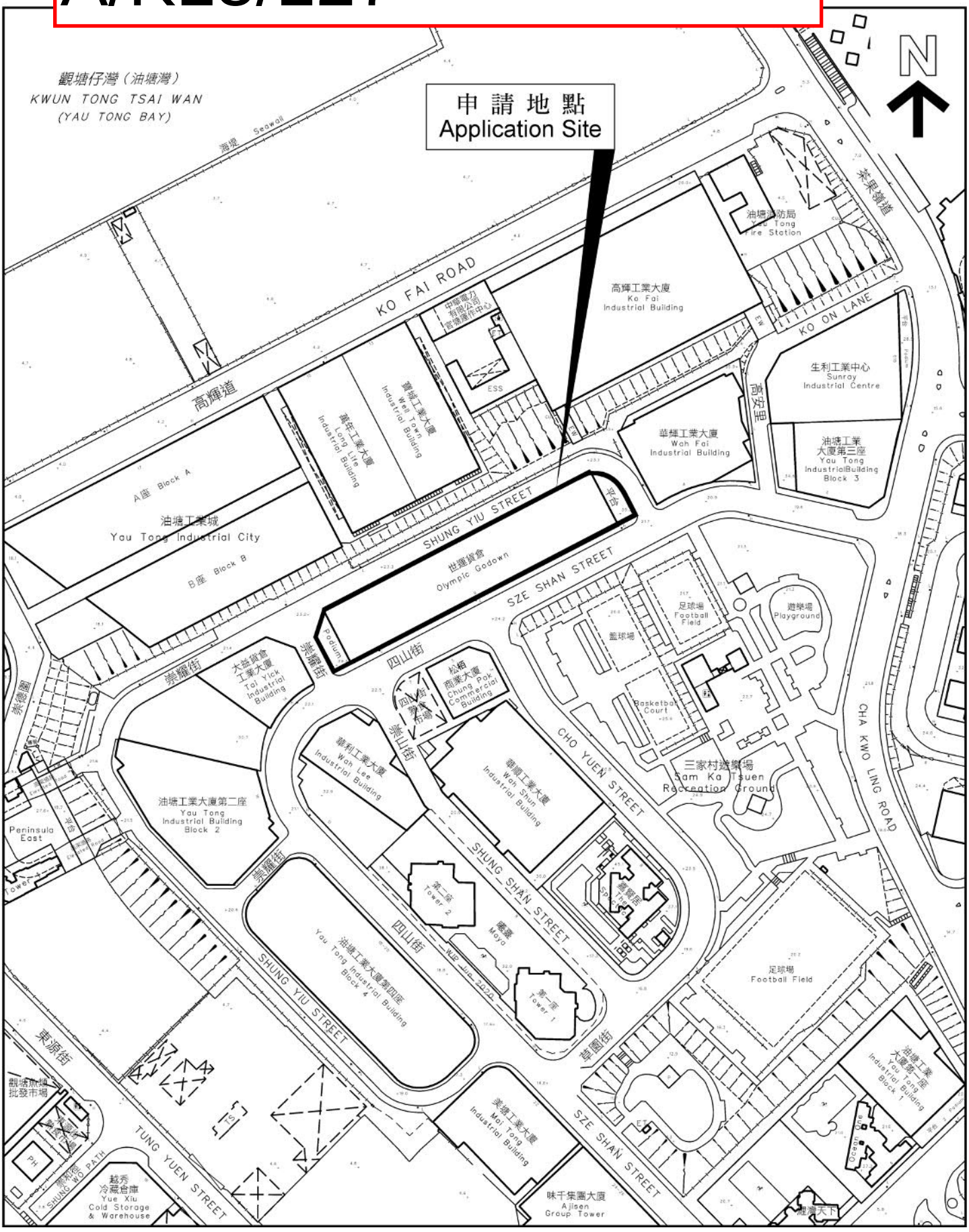
SECTION FOR SHUNG YIU STREET
1: 300



8. Planning Application A/K15/127



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油塘工業城
Yau Tong Industrial City

B座
Block B

萬年工業大廈
Long Life
Industrial Building

寶城工業大廈
Well Town
Industrial Building

CUL

EW

21.5

RUN-IN/OUT

23.3

A 崇耀街 SHUNG YIU STREET

23.1

23.2

48300

B.L.

7500

B.L.

SETBACK FOR PROPOSED STREET WIDENING

2150

LINE OF BUILDING ABOVE (AT 1/F)

LINE OF BUILDING ABOVE (AT 2/F)

2150

GREENERY

VC

B

B.L.

RETAIL ENTRANCE

2750

OPEN SQUARE

7750

M/E

18000

RAMP DN

1:8

20.20

1:6

23.20

5500

DROP OFF

PARKING SPACE FOR REFUSE VEHICLE

RSMRC

M/E

5500

COVERED PASSAGE BETWEEN SZE SHAN STREET & SHUNG YIU STREET

M/E

23.20

SHOP AND SERVICES

12950

SHOP AND SERVICES

HEAVY GOODS VEHICLE L/UL

3

2

1

TURNTABLE

23.20

6

5

LIGHT GOODS VEHICLE L/UL

4

SHOP AND SERVICES

T1A

RESIDENTIAL LOBBY

T1B

RESIDENTIAL LOBBY

RETAIL ENTRANCE

SHOP AND SERVICES

RETAIL ENTRANCE

2750

B.L.

21080

3000

11000

12720

10050

9250

7200

5500

23150

OPEN SQUARE

7000

UP TO 1/F

OPEN SQUARE

22.5

3500

1500

B.L.

RESIDENTIAL ENTRANCE (T1A)

RESIDENTIAL ENTRANCE (T1B)

21.7

HGV L/UL = 3 Nos.
LGV L/UL = 3 Nos.

LOADING/UNLOADING
(5.9M H.)

A

四山街 SZE SHAN STREET

24.2

22.5

7

四山街
熟食市場
Sze Shan Street
Cooked Food
Bazaar Market

5

松柏商業大廈
Chung Pak
Commercial Building

2

GROUND FLOOR PLAN (4.95M H.)

SCALE 1 : 400
2020-12-29

0 4 8 12 16 20m

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Architects & Urban Designers.
CYS
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TEL: 2858 6693 • FAX: 2858 9083 2858 9366 • E-MAIL: cys@cysarch.com.hk

A3 – 1:400

v:\cyscad\19-522 sze shan street planning\dgn\20201229 layout\20201229 layout

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR
8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

申請編號 Application No. : A / K15 / 127
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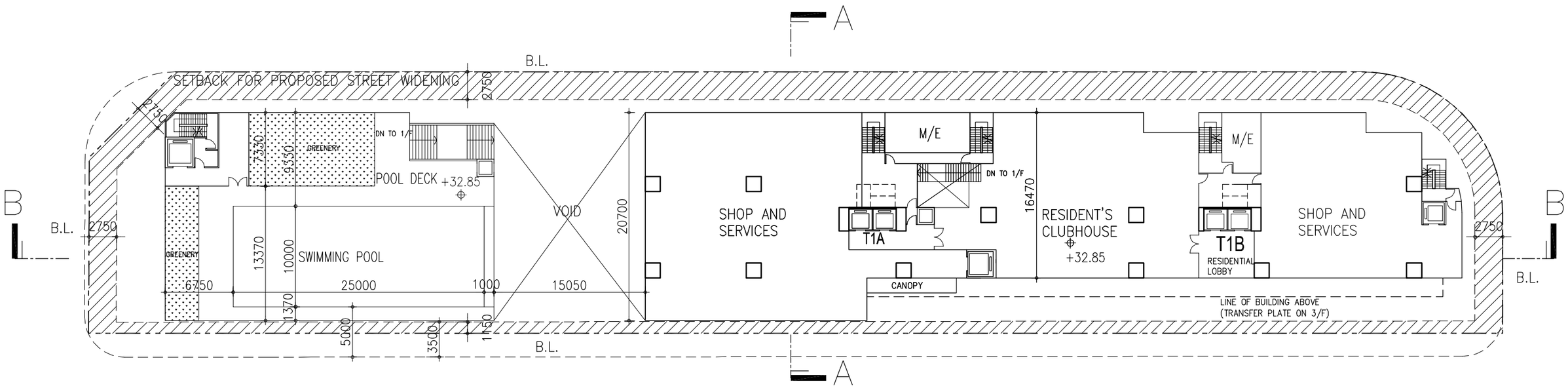

2/F PLAN (4.5M H.)

SCALE 1 : 400

2020-12-24

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR 8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

0 4 8 12 16 20m

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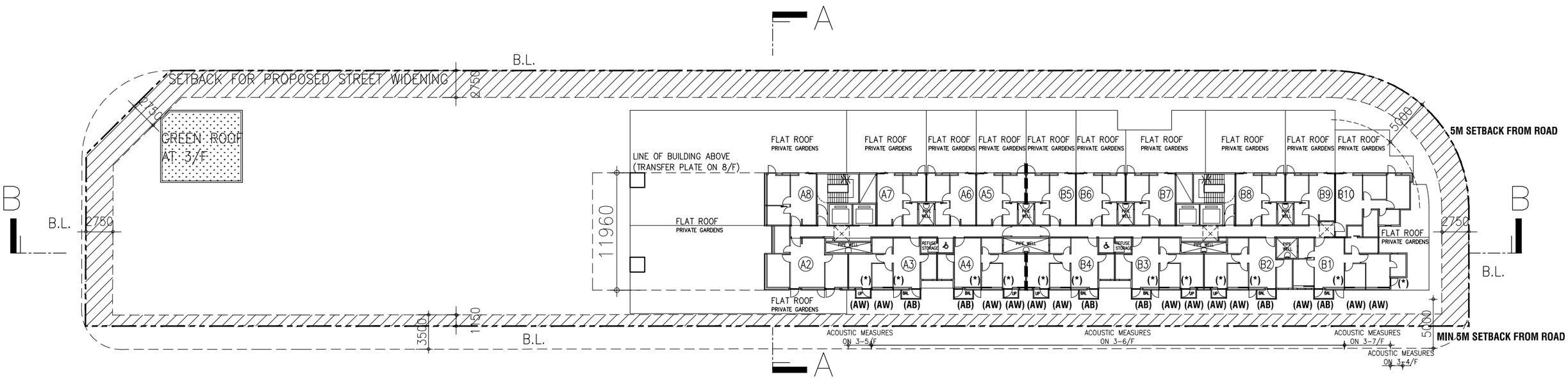

TOWER 1A **TOWER 1B**

LEGEND
(AB) ACOUSTIC BALCONY
(AW) ACOUSTIC WINDOW
(*) FIXED GLAZING / AUTO-CLOSE DOOR

LOCATION OF ACOUSTIC MEASURES FOR UNITS FACING SZE SHAN STREET ON 3/F - 7/F REFER TO PLAN

3/F PLAN (3.25M H.)

SCALE 1 : 400
2020-12-29

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR
8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

0 4 8 12 16 20m

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A3 – 1:400
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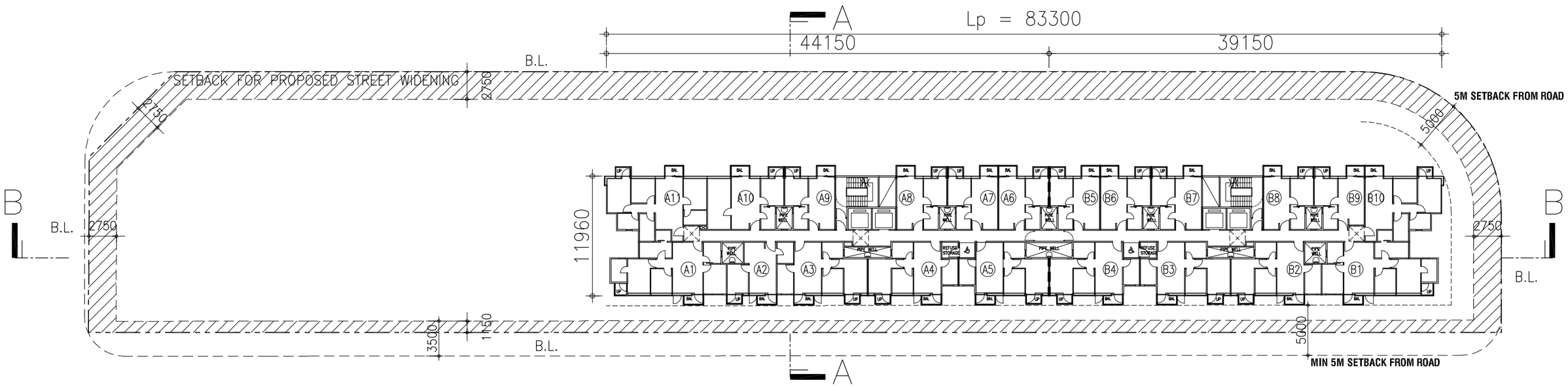

TYPICAL PLAN (3.25M H.)

SCALE 1 : 400
2020-12-24

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR
8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

0 4 8 12 16 20m

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A3 – 1:400

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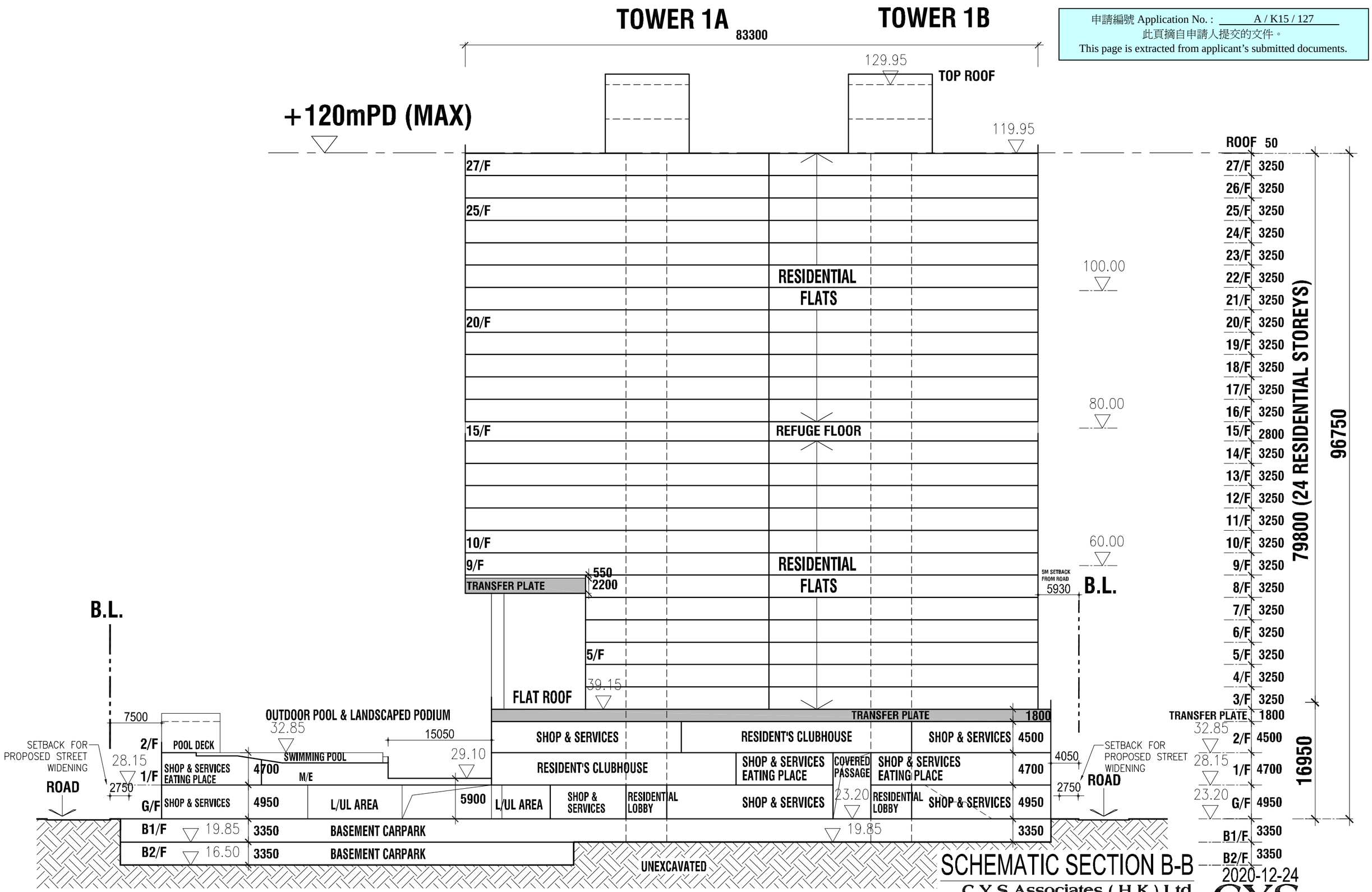

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR 8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

SCHEMATIC SECTION B-B

0 5 10 15 20 25m

A3 – 1:500

2020-12-24

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ARUP

Appendix I

Visual Impact Assessment

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Visual Impact Assessment

Final | November 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

Arup Hong Kong Limited
Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon
Hong Kong
arup.com

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1. INTRODUCTION

1.1.1 This Visual Impact Assessment (VIA) is prepared in support of the Section 16 Planning Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio (PR) and Building Height (BH) Restrictions in the "Residential (Group E)" ("R(E)") zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (Application Site).

1.1.2 The Application Site, with an area of about 2,419m^2, is a harbourfront site located at the northwestern fringe of the Yau Tong Industrial Area (YTIA). The Application Site is bounded by Yau Tong Sewage Pumping Station to its immediate north, Tung Yuen Street to its immediate east and an existing concrete batching plant to its immediate south. The Application Site is currently occupied by a 7-storey industrial building (IB) (i.e. Wah Tung Godown). According to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP), the Application Site is zoned "R(E)" and is subject to a maximum domestic PR of 5.0, a maximum non-domestic PR of 1.0 and a maximum BH of 80mPD.

1.1.3 With the intention of optimising housing supply at a convenient urban location, creating a continuous waterfront promenade connecting Lei Yue Mun, Yau Tong, and Kai Tak in East Kowloon, as well as providing pedestrian safety and comfort improvement measures for the community, the Proposed Scheme submitted under this Planning Application comprises one 22 to 28-storey residential tower with BH of 80 to 100mPD above a 2-storey podium for 'Shop and Services' and 'Eating Place' uses plus two basement levels for car parking and loading/unloading (L/UL) spaces as well as an additional waterfront promenade of not less than 15m-wide, seeks minor relaxation of domestic PR from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD (Proposed Scheme). Despite that the Application Site does not fall within the area covered by the planning briefs (PBs) for the Yau Tong Bay (YTB) and the YTIA "Comprehensive Development Area" ("CDA") zones, the Applicants have taken initiative to provide a waterfront promenade of not less than 15m-wide within the Application Site, alongside with a public access of 5m-wide connecting to the Tung Yuen Street. In respect of the requirement stipulated on the Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (ODP) No. D/K15C/1B, a full-height setback of 5m-wide from Tung Yuen Street is proposed for provision of a footpath of 3.5m-wide. In addition to the ODP footpath, the setback of 1.5m abutting the building façade is proposed with tree planting at the northwestern end of the proposed setback. With the fact that about one-fourth of the Application Site has been assigned for the additional voluntary waterfront promenade, and to accommodate the genuine intention to provide more residential flats, minor relaxation of BH (i.e. from 80mPD to 100mPD) for one of the two proposed residential bands at the inland portion is proposed. Notwithstanding this, the Proposed Scheme with two BH bands (i.e. 80mPD and 100mPD) would be compatible with the BH profile across Tung Yuen Street and respect the overall stepped BH profile concept for the YTIA. It is anticipated that the Proposed Scheme would set a desirable precedent to facilitate the transformation of existing YTIA into a quality harbourfront living neighbourhood.

1.1.4 Point (e) of Para. 2.3 of the TPB Guidelines (TPB PG) No. 41 states that a VIA is required when "*the proposal involves modification of development parameters of a site to deviate from the statutory planning restrictions applicable to the site or the neighbourhood, and the modification will amount to pronounced increase in development scale and intensity*

and visual changes from key public viewing points". Accordingly, this VIA is prepared to assess the visual impact of the Proposed Scheme in support of this planning application.

1.1.5 The VIA approach adopted in this report has considered the approved/planned developments in the surrounding Yau Tong area under the Baseline and Proposed Schemes. The approved/planned developments incorporated in the Baseline and Proposed Schemes create a reasonably near future condition for the evaluation of visual impacts. This VIA evaluates the visual compatibility and degree of anticipated visual impacts of the Proposed Scheme on the Visually Sensitive Receivers (VSRs) relevant to the Application Site. Based on the evaluation, the VIA comments on the visual acceptability of the Proposed Scheme.

1.1.6 The outline for the VIA is set out below:

- **Section 2** outlines the visual context of the Application Site and its Surrounding Area;
- **Section 3** describes the key planning and design principles for the Proposed Scheme;
- **Section 4** identifies the Assessment Area and provides an analysis of the viewing points (VPs);
- **Section 5** assesses the visual impacts; and
- **Section 6** concludes the VIA.

2. VISUAL CONTEXT OF THE APPLICATION SITE AND ITS SURROUNDING AREA

2.1 Site Context and Existing Land Use

2.1.1 The Application Site is located at the northwestern fringe of the YTIA with direct view across the Victoria Harbour to Quarry Bay and Shau Kei Wan on the Hong Kong Island. With a site area of about 2,419m^2, the Application Site with a site level of 4.4mPD has a gentle relief surrounded by rising topographies of Chiu Keng Wan Shan and Devil's Peak towards the southwest.

2.1.2 The Application Site is currently occupied by a 7-storey IB for godown use (i.e. Wah Tung Godown).

2.2 Surrounding Context

2.2.1 With rapid transformation taking place in the YTIA over the past decade, the Application Site is currently surrounded by a cluster of existing/planned residential developments intermixed with existing industrial developments. High-dense residential developments including Peninsula East, Montego Bay, The Spectacle, Maya, Canaryside, Ocean One and One East Coast and other planned residential development can be found within the YTIA. Besides, some of the existing public housing developments within Yau Tong including Ko Chun Court, Ko Yee Estate, Yau Mei Court, Yau Tong Estate, Lei Yue Mun Estate and other planned developments can also be found on the rising topographies towards the northwest.

2.2.2 To the **immediate north** across Ko Fai Road, **further northeast** and **further north** across the open water of the YTB are mainly the vacant land with a few existing individual industrial developments within the YTB "CDA" zone. The whole YTB "CDA" site is the subject of an Approved Application No. A/K15/130 for a comprehensive development with minor relaxation of PR restriction from 4.5 to 5 (Approved YTB Development). The Approved YTB Development includes a total of 29 residential towers at T1 to T14 and T17 as well as three hotels at T15, T16 and T18 with a stepped BH profile descending from 120mPD to 60.5mPD and 72mPD at the western and northern end of the "CDA" zone respectively. Whilst the site of Wing Shan Industrial Building is the subject of a partially agreed S12A Application No. Y/K15/6 for commercial development with BH of not more than 120mPD, the site of Yau Tong Ice Plant is the Development Site of Approved Application No. A/K15/130 (or Phase III of the whole YTB "CDA" development) for residential development with BH of 115mPD. Besides, there is a long-term planning intention from the Government for a waterfront promenade of not less than 15m-wide along YTB. The proposed waterfront promenade will connect Lei Yue Mun, Yau Tong to Cha Kwo Ling and further to the Kowloon East area.

2.2.3 To the **immediate south** is an existing concrete batching plant and a planned comprehensive residential development under Approved Application No. A/K15/122 (i.e. The Coast Line I & II under construction) (80 to 100mPD) within the waterfront portion of the "CDA(1)" site and the inland portion of the "CDA(1)" site across Tung Yuen Street. To the **further south**, the adjoined "CDA(2)" zone is currently occupied by Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market. To the **southeast**

across Shung Wo Path are the planned comprehensive residential development (80mPD to 100mPD) under Approved Application No. A/K15/126 within the waterfront portion and inland portion of "CDA(3)" zone, and another planned comprehensive residential development (80mPD) under the Approved Application No. A/K15/121 within "CDA(4)" zone. To the **further southeast** bounded by Yan Yue Wai is Montego Bay (80mPD to 100mPD) within the "CDA(5)" zone. Similar to the YTB "CDA" zone, there is a long-term planning intention for a waterfront promenade of not less than 15m-wide along the YTIA as specified in the PB of the YTIA and designated in the OZP. The waterfront promenade will connect Lei Yue Mun to YTB and Cha Kwo Ling and further to the Kowloon East area. To the **further southeast** beyond Shung Shun Street are Sam Ka Tsuen Ferry Pier, Lei Yuen Mun Typhoon Shelter Breakwater Sitting Out Area and Sam Ka Tsuen Typhoon Shelter.

2.2.4 To the **immediate east** and **southeast** across Tung Yuen Street are "R(E)" zones and the inland portion of "CDA(1)", "CDA(3)" and "CDA(5)" zones with BH restriction of 100mPD. To the **further east** and **further southeast** bounded by Shung Yiu Street or across Yan Yue Wai are the other two (E)" zones with BH restrictions of 100mPD and 120mPD. Whilst there is an existing residential development with BH exceeding the restriction as stipulated in the OZP (i.e. Peninsula East (147mPD)), the BH bands of about 100mPD and 120mPD among the stepped BH profile descending from towards the waterfront can still be formed alongside with other planned comprehensive/residential developments to the east of Tung Yuen Street. Other than those existing/planned residential developments, some existing IBs also can be identified in these zones, including Gloria Weaving & Knitting Factory Limited to be developed as transitional housing via wholesale conversion[1].

2.2.5 To the **east** and **southeast** beyond Sze Shan Street are other "R(E)" zones with BH restrictions of 120mPD and 140mPD respectively. High-rise residential developments including Canaryside (120mPD), Ocean One (120mPD), The Spectacle (148mPD) and Maya (140mPD) can be found within the two "R(E)" zones to the east of Sze Shan Street, forming other two BH bands of about 120mPD and 140mPD among the stepped BH descending towards Yau Tong waterfront. Except those residential developments, a few Government, Institution or Community (GIC) facilities including Sze Shan Street Cooked Food Market and Chung Pak Healthcare Services Complex can also be found. Sam Ka Tsuen Recreation Ground zoned "Open Space" is located in between in these two "R(E)" zones.

2.2.6 To the **further east** beyond Cha Kwo Ling Road are a cluster of existing/planned public housing developments with GIC facilities, including Ko Chun Court (122mPD to 124mPD), Ko Yee Estate (65mPD to 115mPD), Yau Mei Court (150mPD to 154mPD), Yau Tong Estate (132mPD to 144mPD), Lei Yue Mun Estate Phase I to III (126mPD to 151mPD), planned Lei Yue Mun Estate Phase IV (150mPD), planning public housing development with minor relaxed BH at Pik Wan Road (185mPD approved under Application No. A/K15/123) and other planned developments. Situating at the rising topographies of Chiu Keng Wan Shan and Devil's Peak, those existing/planned public

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[1] The transitional housing project 'Light Factory' for about 166 units and about 560 population at the Tung Yuen Street No.1 is estimated to be completed by Q3 2024 via wholesale conversion of the existing IB. For details, please refers to Housing Bureau's website (https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details_98.html).

housing generally would form part of the highest BH bands of the stepped BH profile in Yau Tong area.

2.2.7 To the **west** of Application Site is the Victoria Harbour.

2.2.8 In summary, a distinct gradation of height profile with descending BH towards the waterfront has been formed by the existing and planned comprehensive/residential developments in the Yau Tong area.

3. THE PROPOSED SCHEME

3.1 General Planning and Design Principles

3.1.1 **Contributing to Additional Private Housing Supply while Enhancing Liveability** – Situating at an urban centre location conveniently served by public transport services, there is an opportunity to optimise the precious land resource at the Application Site for contributing to the housing supply at the territorial level. Meanwhile, the Proposed Scheme would fully align with the latest Government policy of minimum flat size requirement of 26m^2 to enhance liveability with more spacious living space. Therefore, the Applicants seek minor relaxation of domestic PR from 5.0 to 6.0 to facilitate the provision of additional private housing flats (equivalent to additional flats of about 60) with enhanced living space in the proposed residential development at the Application Site.

3.1.2 **Providing an Additional Waterfront Promenade to Celebrate the Iconic Victoria Harbourfront –** the Applicants have taken initiative to provide a voluntary waterfront promenade of not less than 15m-wide within the Application Site, alongside with a 5m-wide public access connecting to the Tung Yuen Street. The additional waterfront promenade, owned by the Applicants, will be open for public enjoyment and the Applicants would take up responsibility for its construction, maintenance and management, ensuring it is a well-maintained and inviting space for all visitors. Upon its completion, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area.

3.1.3 **Enhancing Pedestrian Connectivity, Safety and Comfort in addition to the Planned Setback –** To fully respect the ODP requirements, a full-height setback of about 5m-wide from Tung Yuen Street, of which including a footpath of 3.5m-wide under ODP requirement and an additional setback of 1.5m-wide, is incorporated in the Proposed Scheme to improve pedestrian circulation in the YTIA. Tree plantings will also be provided near the run-in/out and the public access along Tung Yuen Street to further improve pedestrian comfort and walking experience of the area.

3.1.4 **Respecting the Harbour Planning Principles and Guidelines and Local Expectations –** In view of the harbourfront location of the Application Site, the planning and design of the Proposed Scheme has fully respected the Vision and Mission Statements as well as the Harbour Planning Principles and Guidelines promulgated by the former Harbourfront Enhancement Committee. Besides, the Proposed Scheme with a voluntary waterfront promenade for public enjoyment would also respect the Harbour Planning Guidelines and relevant Urban Design Guidelines in Chapter 11 of HKPSG to "*bring people to the harbour and the harbour to the people*".

3.1.5 **Providing Suitable Amount of Non-domestic Floor Space for Retail Uses to Serve Surrounding Residents –** Respecting the planning intention of "R(E)" zone, the Proposed Scheme would obtain PR of 0.9 for non-domestic uses, in the form of 'Shop and Services' and 'Eating Place' uses at the lower floors of the Proposed Scheme. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade

would create an active shop frontage for a more vibrant street life and serve local essential needs.

3.1.6 **Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront –** Despite that the proposed residential band in the inland portion is with minor relaxed BH of 100mPD, the residential band fronting the Victoria Harbour would be kept at 80mPD, which is fully in line with the BH restriction on the "R(E)" zone along the waterfront. Besides, the relaxed BH for the residential band at inland portion will not exceed the BH restriction (i.e.100mPD) along Tung Yuen Street. The stepped BH profile for the Proposed Scheme will maintain the distinct gradation of height profile with descending BH towards the harbourfront, while at the same time accommodate additional flat supply and the additional waterfront promenade, resulting in a win-win scenario.

3.2 Key Development Parameters

3.2.1 The key development parameters of the Proposed Scheme as compared with the Baseline Scheme (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 3-1** below.

Table 3-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat', 'Shop and Services' and 'Eating Place' are Column 2 uses while 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	-
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691.1m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177.1m^2 [2]	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.082 [3] (to be included in Domestic PR) (Not more than 198m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	Total area of not less than 855m^2, which includes a voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20%	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	63 (incl. 2 accessible car parking spaces)	
- Residential	N/A	50	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	4	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature

of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.082 (equivalent to a GFA of not more than 198m^2) will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

4. ASSESSMENT AREA AND SELECTION OF VIEWING POINTS

4.1 Assessment Area

4.1.1 According to the TPB PG-No. 41, the Assessment Area is defined by approximately three times of overall maximum BH of the subject development, i.e. 95.6m (100mPD with 4.4mPD at ground level). Thus, a radius of 286.8m (i.e. 95.6m × 3) from the boundary of the Application Site defines the boundary of the Assessment Area (**Figure 2**).

4.2 Selection of Viewing Points

4.2.1 The Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG) have identified strategic viewing points for the consideration of harbourfront development (Figure 3 of Chapter 11 of HKPSG refers), of which the strategic VP at Quarry Bay Park is chosen for assessment purpose.

4.2.2 When assessing the potential visual impacts of the Proposed Scheme, the classification of VPs is categorised as follows:

Table 4-1 Classification of Visual Sensitivity

Receivers	Main Activities	Sensitivity
Recreational	Those viewers who would view the Application Site while engaging in recreational activities.	High
Travellers	Those viewers who would view the Application Site from vehicles or on foot.	Medium
Occupational	Those viewers who would view the Application Site from their workplaces.	Low

4.2.3 In summary, a total of 6 VPs are adopted in the VIA (**Figure 2**) to evaluate the medium-range and long-range VPs. They are:

- **VP1: Yau Lai Estate – Fung Lai House** – This VP is located on the podium of the southern part of Yau Lai Estate, a public housing estate which is located to the north of the Application Site with a distance of approximately 650m and a site level of about 35mPD. Since it serves as one of the important commuting routes for the residents travelling from Yau Lai Estate to Yau Tong MTR Station, this medium-range VP is selected to assess the travellers who have a direct view towards the YTB and the YTIA but not directly visit to the Application Site. Owing to the transient nature of this VP, visual sensitivity is considered **medium**.

- **VP2: The Rooftop Garden (the Outdoor Maze Area) atop Domain Mall** – This VP is situated about 550m to the northeast of the Application Site across Cha Kwo Ling Road. This VP has been selected since it is one of the major public open spaces where residents in the adjacent public housing estates (such as Yau Tong Estate) would visit for passive recreation activities. Besides, the Rooftop Garden is also a famous

destination for visitors from other districts due to its unique architectural design. It is a medium range VP to represent views of the local residents and visitors from this recreation area towards the YTIA where the Application Site is located. The visual sensitivity of this VP is considered **high**.

- **VP3: Devil's Peak – Wilson Trail –** Located to the southeast of the Application Site with a distance of about 900m, this VP is taken on Devil's Peak presenting a long-range VP with panoramic view towards the YTIA where many new/planned residential developments are situated. From this VP, a distinct stepped height profile with descending BH towards the waterfront can be observed from a higher ground. It represents views of the hikers on this popular Wilson Trail on the Devil's Peak. The compatibility of the Proposed Scheme with the stepped building height profile at Yau Tong will be assessed through this VP. The visual sensitivity of this VP is considered **high**.

- **VP4: Lighthouse at Lei Yue Mun Rest Garden –** This VP is located at the waterfront area of Lei Yue Mun Rest Garden, which is situated about 700m to the southeast of the Application Site. It is a medium-range VP to represent views of the visitors and local villages/residents in Lei Yue Mun Village towards the planned/existing residential developments along the waterfront area of the YTIA. The compatibility of the Proposed Scheme with the stepped BH profile at Yau Tong will be assessed through this VP. The visual sensitivity of this VP is considered **high**.

- **VP5: Quarry Bay Park –** This VP is situated on the Hong Kong Island at about 1500m away from the southwest of the Application Site, which is a strategic VP as set out in the Urban Design Guidelines to assess impacts on the views to Kowloon Peak and other major Kowloon ridgelines. It is a long-range VP representing visitors or residents who engage in passive recreational activities such as walking, sitting-out and resting purposes while having a view towards the Application Site with the Victoria Harbour in the foreground. The compatibility of the Proposed Scheme with the overall visual composition of Eastern Kowloon from across the Victoria Harbour will be assessed via this VP. The visual sensitivity of this VP is considered **high**.

- **VP6: Kai Tak Runway Park –** This VP is located to the northwest from the Application Site with a distance of about 2,100m. This VP is selected due to its representation of a major long-range vantage point towards the Application Site along the harbour, as well as its popularity with local users for outdoor recreational activities, sitting-out and walking and overseas visitors from the Kai Tak Cruise Terminal. It is a VP to assess visual impacts of the Proposed Scheme with consideration of the overall visual composition of Kowloon East against the backdrop of Devil's Peak. Due to its prominent location and containing both passive and active recreational space with a medium duration of view, the visual sensitivity of this VP is considered **high**.

5. ASSESSMENT OF VISUAL IMPACT

5.1.1 This Section examines the visual impact of the Proposed Scheme by comparing it with the Baseline Scheme. While the planned / approved developments in the surroundings are included in both Proposed and Baseline Conditions, an OZP Scenario Scheme for the future development at the Application Site would be incorporated into the Baseline Condition for assessment. The OZP Scenario Scheme in this VIA refers to a residential development with domestic PR of 5, non-domestic PR of 1 and BH of 80mPD. The waterfront promenade is not provided under that OZP Scenario Scheme.

5.1.2 Reference is made to TPB PG No. 41, and **Table 5-1** summarises the relevant appraisal aspects. The visual appraisal for the Proposed Scheme is evaluated on the basis of 'visual composition', 'visual obstruction', 'effect on public viewers' and 'effect on visual resources.

Table 5-1 Appraisal Aspects

Appraisal Aspects	Major Considerations
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and character vis-à-vis the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the proposed scheme from all key public viewing points within the assessment area.
Effect on Public Viewers	The effects of visual changes from key public viewing points with direct sightlines to the proposed scheme should be assessed and demonstrated in the VIA. The changes in views to the existing and future public viewers should be compared before and after the proposed scheme. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible
Effect on Visual Resources	The condition, quality and character of the assessment area may change positively or negatively as a result of a development. The applicant should appraise if the proposed scheme may improve or degrade the condition, quality and character of the assessment area and any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development.

5.1.3 TPB PG No. 41 sets out the classifications of visual impact and its associated description. The classifications are tabulated in **Table 5-2** to appraise the Overall Visual Resultant Impact of the Proposed Scheme on the VSRs (Para. 4.11 of the HKPSG refers). This Section evaluates the visual impact of the Proposed Scheme as compared with the Baseline Scheme with the existing and planned developments in the surroundings.

Table 5-2 Classification of Overall Resultant Visual Impact

Classification of Overall Resultant Visual Impact	Description
Enhanced	If the Proposed Scheme in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/Partly Adverse	If the Proposed Scheme will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points
Negligible	If the Proposed Scheme will, with or without mitigation measures, in overall terms have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly Adverse	If the Proposed Scheme will, with or without mitigation measures, result in overall terms in some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the Proposed Scheme will, with or without mitigation measures, result in overall terms in negative visual effects to most of the key identified key public viewing points.
Significantly Adverse	If the Proposed Scheme will in overall terms cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

VP1: Yau Lai Estate –Fung Lai House (Figure 3)

5.1.4 This medium-range VP represents travellers in the neighbourhood of Yau Lai Estate with a transient view towards the Proposed Scheme at the Application Site on their way to/from the MTR station.

5.1.5 **Effects on Visual Composition** – The foreground of this VP is occupied by a cul-de-sac with roadside greenery within Yau Lai Estate while the middle-ground is dominated by clusters of residential buildings including the planned residential developments in the YTB. Both the Baseline and Proposed Schemes can be seen at the backdrop with other residential developments in the YTIA. The Proposed Scheme will blend in with other planned residential developments in the vicinity upon completion. Therefore, there will be **negligible** impact to the concerned visual composition.

5.1.6 **Effects on Visual Obstruction and Visual Permeability –** Only a small portion of both the Baseline and Proposed Schemes will be seen in the background, with most part of it hidden behind the approved YTB development. Thus, minor relaxation of BH for the Proposed Scheme will only create very minor additional visual obstruction as compared to the Baseline Scheme with the adjacent planned residential developments. Therefore, the Proposed Scheme will have **negligible** effect on visual obstruction and visual permeability.

5.1.7 **Effects on Public Viewers –** From this VP, more kinetic public viewers will be walking along the podium within Yau Lai Estate. Given that the Proposed Scheme will blend in with the planned and existing developments in the YTIA, it is unlikely to attract public

viewers' attention with the minor relaxation of BH as compared to the Baseline Scheme. Therefore, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.8 **Effects on Visual Elements/Resources –** The Proposed Scheme will not be highly visible as it will blend in well to building clusters in the background of this VP. The cul-de-sac with roadside greenery within Yau Lai Estate in the foreground and high-rise residential developments such as the Peninsula East (147mPD) will remain as significant components of the VP with the Proposed Scheme. The open sky view will not be affected by the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.9 Based on the above, the Proposed Scheme will bring **negligible** visual impact to the public viewers in this VP.

VP2: The Rooftop Garden (the Outdoor Maze area) atop Domain Mall (Figure 4)

5.1.10 This medium-range VP represents views of local residents or visitors from other districts who enjoyed passive recreation activities at the Rooftop Garden atop Domain Mall (the Outdoor Maze area). From this VP, only the topmost part of the Baseline Scheme or Proposed Scheme is visible at the background as they are mostly intercepted by existing developments in the foreground.

5.1.11 **Effects on Visual Composition –** The visual composition from this VP consists of low to medium-rise IBs in the foreground as well as the existing and planned high-rise residential developments in the YTIA and the YTB such as planned residential under Approved Application No. A/K15/127 (120mPD), Maya (140mPD), Peninsula East (147mPD) and The Coast Line II (100mPD) under construction etc. In view of that both the Baseline and Proposed Scheme blends in well with the existing and planned high-rise residential developments with only the topmost portion visible, views to the waterfront will not be affected with the minor relaxation of BH under the Proposed Scheme. The impact to visual composition caused by the Proposed Scheme is thus **negligible**.

5.1.12 **Effects on Visual Obstruction and Visual Permeability –** In view of the insignificant visual change of the Proposed Scheme at this VP, slight additional visual obstruction created by the Proposed Scheme is considered minimal at this VP as compared to the Baseline Scheme. While those high-rise developments near Quarry Bay across the Victoria Harbour still can be seen in this VP, the Proposed Scheme largely maintains the visual permeability which is comparable to the Baseline Scheme. Hence, the potential effects visual obstruction and visual permeability caused by the Proposed Scheme are **negligible**.

5.1.13 **Effects on Public Viewers –** Only the upper levels of the Proposed Scheme will be visible between the planned residential developments and blends in well with the high-rise residential developments in the surrounding. The change of BH under the Proposed Scheme might be unnoticeable to the public viewers given that existing and planned high-rise developments (e.g. Peninsula with BH of 147mPD, Maya with BH of 140mPD and Approved Application No. A/K15/127 of 120mPD) will likely attract visual attention at this VP. The Proposed Scheme remains highly compatible and integrated with the design

of the building masses of the surrounding high-rise developments. Hence, the Proposed Scheme has caused **negligible** effect on public viewers.

5.1.14 **Effects on Visual Elements/Resources –** In view of that Proposed Scheme is visually integrated into the high-rise existing and planned residential developments in the background, the cityscape of this VP would generally be remained. The minor relaxation of BH might not be highly noticeable from this VP. The visual resources have been gradually amended by the on-going transformation of the YTB and YTIA under the Baseline Condition. The Proposed Scheme would bring no significant changes on the key visual elements/ resources from this VP, including the view towards Victoria Harbour. The effect on visual elements/ resources is therefore considered **negligible**.

5.1.15 Based on the above, the Proposed scheme will bring **negligible** visual impact to the recreational users in the Rooftop Garden atop Domain Mall.

VP3: Devil's Peak – Wilson Trail (Figure 5)

5.1.16 This long-range VP represents views of hikers and travellers who are hiking along the Wilson Trail of Devil's Peak. From this VP, only a slight part of both the Baseline and Proposed Schemes are visible at the background as they are intercepted by the existing residential development including Maya, Spectacle and Lei Yue Mun Estate Phase 1 – 3 as well as the planned Lei Yue Mun Estate Phase 4.

5.1.17 **Effects on Visual Composition –** The visual composition from this VP consists of vegetations in the foreground and high-rise residential developments in the YTIA and Lei Yue Mun in the middle-ground (i.e. Lei Yue Mun Estate Phase 1-3, planned Lei Yue Mun Estate Phase 4, and other existing and planned residential developments such as The Spectacle, Maya, Ocean One, Canary side, One East Coast and Montego Bay). The Victoria Harbour view constitutes the background of this VP. In view of that the Proposed Scheme blends in with the existing and planned high-rise residential developments with only a small portion visible, the view towards the waterfront is not affected as compared to the Baseline Condition. Hence, the impact to visual composition caused by the Proposed Scheme is considered **negligible**.

5.1.18 **Effects on Visual Obstruction and Visual Permeability –** In view of the insignificant visual change of the Proposed Scheme at this VP, the slight additional visual obstruction created by the Proposed Scheme is considered minor at this VP. The visual permeability to the Victoria Harbour at the background is largely maintained in the Proposed Condition with the minor relaxation. Hence, potential effects visual obstruction and visual permeability caused by the Proposed Scheme are **negligible**.

5.1.19 **Effects on Public Viewers –** The upper levels of the Proposed Scheme will only be visible at the narrow gap between the planned residential clusters at the foreground and blends in well with the residential development at the backdrop. The change in the BH is largely unnoticeable to the public viewers hiking along the trail. The Proposed Scheme remains highly compatible and integrated with the design of the building masses of the surrounding high-rise developments. The public viewers may pay attention to the overall urban profile

of the YTIA and Lei Yue Mun area instead of the minor relaxation of BH of the Proposed Scheme. Hence, the Proposed Scheme has caused **negligible** effect on public viewers.

5.1.20 **Effects on Visual Elements/Resources –** The Proposed Scheme is visually integrated into the existing and planned high-rise residential developments in the middle-ground and is hardly noticeable from this VP. The visual resources have been gradually amended by the on-going transformation of the YTIA and Lei Yue Mun area under the Baseline Scheme. The Proposed Scheme would bring no significant changes on the key visual elements/resources from this VP, including the view towards Victoria Harbour and Hong Kong Island in this VP. The effect on visual elements/ resources is therefore considered **negligible**.

5.1.21 In gist, the Proposed Scheme will bring **negligible** visual impact at this VP on the visual composition, visual obstruction and permeability, public viewers, and visual elements/resources.

VP4: Lighthouse at Lei Yue Mun Rest Garden (Figure 6)

5.1.22 This VP is located at the waterfront area of Lei Yue Mun Rest Garden. This medium-range VP is taken to represent the public view of the visitors enjoying in this recreational area and local villages/residents in Lei Yue Mun Village. Part of the Baseline and Proposed Scheme are both visible in the middle-ground of the VP.

5.1.23 **Effects on Visual Composition –** The existing view from this medium range VP primarily comprises the beach in the foreground with some high-rise residential developments in the middle-ground, with Victoria Harbour and the Lion Rock at the background. The Proposed Scheme located behind the planned residential under construction (i.e. The Coast Line I) at the centre of the middle-ground will integrate with the planned and existing residential development at both sides of Tung Yuen Street with BH ranging from 80mPD to 147mPD in the background. Upon completion, the form and scale of the Proposed Scheme (80mPD to 100mPD) will be in harmony with the surroundings, echoing with the stepped BH profile of YTIA as observed at this VP. Therefore, impact to the visual composition caused by the Proposed Scheme is thus **negligible**.

5.1.24 **Effects on Visual Obstruction and Visual Permeability –** Only the topmost portion of the Proposed Scheme will be observed at this VP, with majority part of the building bulk screened off by planned residential development in front. The minor relaxation of BH at the inland portion of the Application Site will not bring obstruction of views towards the skyline and waterfront, indeed in harmony with the stepped BH profile from this VP. Besides, as compared with the Baseline Scheme, the waterfront promenade under the Proposed Scheme also enhances the permeability along the waterfront. Thus, visual obstruction and visual permeability under the Proposed Scheme would be **partly enhanced**.

5.1.25 **Effects on Public Viewers –** The public viewers from this VP at the lighthouse of Lei Yue Mun Rest Garden will be able to view the Proposed Scheme in the centre of middle-ground. Besides, the public viewers are more interested to appreciate the open view of the Victoria Harbour with the cityscape as the backdrop for this VP. Provided that the development scale of the Proposed Scheme is compatible with other surrounding residential development upon completion, the effect on public viewers will be finite as it

will be viewed as part of the skyline. Therefore, the visual impact to the public viewers is **negligible**.

5.1.26 **Effects on Visual Elements/Resources –** The compatible building profile of the Proposed Scheme (maintaining a stepped BH of 80mPD to 100mPD) with the adjacent planned residential development will create visual interests by the stepped building height profile from this VP. Victoria Harbour in the foreground and open sky view with Lion Rock in the background will be retained upon completion. No additional interception to the skyline and waterfront will be resulted with the Proposed Scheme as compared with the Baseline Scheme. In this regard, the Proposed Scheme will have **negligible** effects on the visual elements/resources.

5.1.27 In view of the above, the Proposed Scheme will generally bring **negligible** impacts on the visual composition, visual obstruction and permeability, public viewers and visual resources associated with this VP at the lighthouse in Lei Yue Mun Rest Garden.

VP5: Quarry Bay Park (Figure 7)

5.1.28 This VP is situated at about 1500m away from the southwest of the Application Site, which is a strategic VP identified in the Urban Design Guidelines to assess impacts on the views to Kowloon Peak and other major Kowloon ridgelines. It is a long-range VP representing recreational users and public viewers who engage in passive recreational activities such as sitting-out and resting purposes while having a view toward the Application Site with the Victoria Harbour in the foreground.

5.1.29 **Effects on Visual Composition –** The foreground of this VP is occupied by the Victoria Harbour while the middle-ground is dominated by clusters of buildings in Kowloon East. The ridgelines of Devil's Peak, Chiu Keng Wan Shan and Black Hill can be seen alongside with the open sky view in the background. The Proposed Scheme will blend in with existing and planned residential developments in the vicinity, maintained the stepped BH profile towards the Kowloon waterfront, with no impact to the ridgeline of Devil's Peak upon completion. Therefore, there will be **negligible** impact to the concerned visual composition towards the Kowloon ridgelines.

5.1.30 **Effects on Visual Obstruction and Visual Permeability –** The Proposed Scheme will only be seen in the middle-ground. Thus, the Proposed Scheme will be blending in the surrounding high-rise developments and will not create additional visual obstruction to the ridgeline and skyline as compared to the Baseline Scheme with the adjacent planned residential developments. Therefore, the Proposed Scheme will have **negligible** effect on visual obstruction and visual permeability.

5.1.31 **Effects on Public Viewers –** From this VP, more kinetic public viewers would walk along the waterfront promenade in Quarry Bay Park. Instead of focusing on one individual development, more attention may be paid to the overall visual profile of East Kowloon and its relationship with the ridgeline of this VP by the recreational users. Given that the Proposed Scheme will be well blend with building cluster and form part of the stepped BH profile in Yau Tong, it is unlikely to attract public viewers' attention with the minor

relaxation of BH at its inland portion. Therefore, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.32 **Effects on Visual Elements/Resource –** The Proposed Scheme will not be highly visible as it will be mixed into the clusters of building in the middle-ground of this VP. Views to the Victoria Harbour in the foreground and the open sky view in the background will remain as a significant component of the VP with the Proposed Scheme. The view to the ridgelines in Kowloon will not be affected upon completion of the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.33 Based on the above, the Proposed Scheme will bring **negligible** visual impact on the visual composition, visual obstruction and permeability, public viewers and visual resources associated with this VP.

VP6: Kai Tak Runway Park (Figure 8)

5.1.34 This VP is located approximately 2100m to the northwest from the Application Site and is selected due to its representation of a major long-range vantage point towards the Application Site along the harbour, as well as its popularity with local users for outdoor recreational activities, sitting-out and walking and overseas visitors from the Kai Tak Cruise Terminal. It is a VP to assess visual impacts of the Proposed Scheme with the considerations of the overall visual composition of Kowloon East against the backdrop of Kowloon Peak and Devil's Peak from Kai Tak. Due to its prominent location and containing both passive and active recreational space with a medium duration of view, the visual sensitivity of this VP is considered **high**.

5.1.35 **Effects on Visual Composition –** The visual composition of this VP comprises of Kai Tak Runway Park and the Victoria Harbour in the foreground, and clusters of buildings and green knolls of Cha Kwo Ling in the middle-ground. The ridgeline of Kowloon and open sky view occupies the background of this VP. While both the Baseline and the Proposed Scheme will not be standout from this VP as both of them will be well-blended with other planned and existing residential developments along Kowloon East waterfront, the stepped BH profile design under the Proposed Scheme will be coherent with the gradual descending ridgeline towards Victoria Harbour. Therefore, the effects on visual composition will be **negligible**.

5.1.36 **Effects on Visual Obstruction and Visual Permeability** – Given that the Proposed Scheme in the middle ground will be fully blended into the stepped BH profile of the Yau Tong waterfront, there will be no noticeable additional visual obstruction to the cityscape along the harbourfront. Besides, the visual permeability with the proposed minor relaxation of BH towards visual elements such as the Victoria Harbour, the Kowloon ridgelines and the open skyline would generally be remined as compared to the Proposed Scheme. Therefore, the Proposed Scheme will cause **negligible** visual obstruction as compared to the Baseline Scheme with the adjacent planned residential developments.

5.1.37 **Effects on Public Viewers –** The public viewers visiting Kai Tak Runway Park will only be able to view the Proposed Scheme as part of the urban landscape of Kowloon East from this VP. Given that the Proposed Scheme will be well blend with building cluster and form part of the stepped BH profile in Yau Tong, it is unlikely to attract public viewers'

attention with the minor relaxation of BH at its inland portion. As such, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.38 **Effects on Visual Elements/Resource –** As compared to the Baseline Scheme, the Proposed Scheme will not degrade the existing condition as it does not obstruct any views to existing visual resources and is fully integrated with the surrounding environment. Views to the Victoria Harbour in the foreground and the open sky view in the background will be preserved. Besides, the view to the ridgelines in the Kowloon East will not be affected upon completion of the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.39 Based on the above, the Proposed scheme will bring **negligible** visual impact to the recreational users in Kai Tak Runway Park.

5.1.40 Please refer to **Table 5-3** for summary of visual impacts as discussed in the above section.

Table 5-3 Visual Impact Assessment Summary

VP	Visual Sensitivity	Appraisal Components				Conclusion
		Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	
VP1: Yau Lai Estate – Fung Lai House	Medium	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP2: The Rooftop Garden (the Outdoor Maze area) atop Domain Mall	High	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP3: Devil's Peak – Wilson Trail	High	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP4: Lighthouse at Lei Yue Mun Rest Garden	High	Negligible	Partly Enhanced	Negligible	Negligible	**Negligible**
VP5: Quarry Bay Park	High	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP6: Kai Tak Runway Garden	High	Negligible	Negligible	Negligible	Negligible	**Negligible**

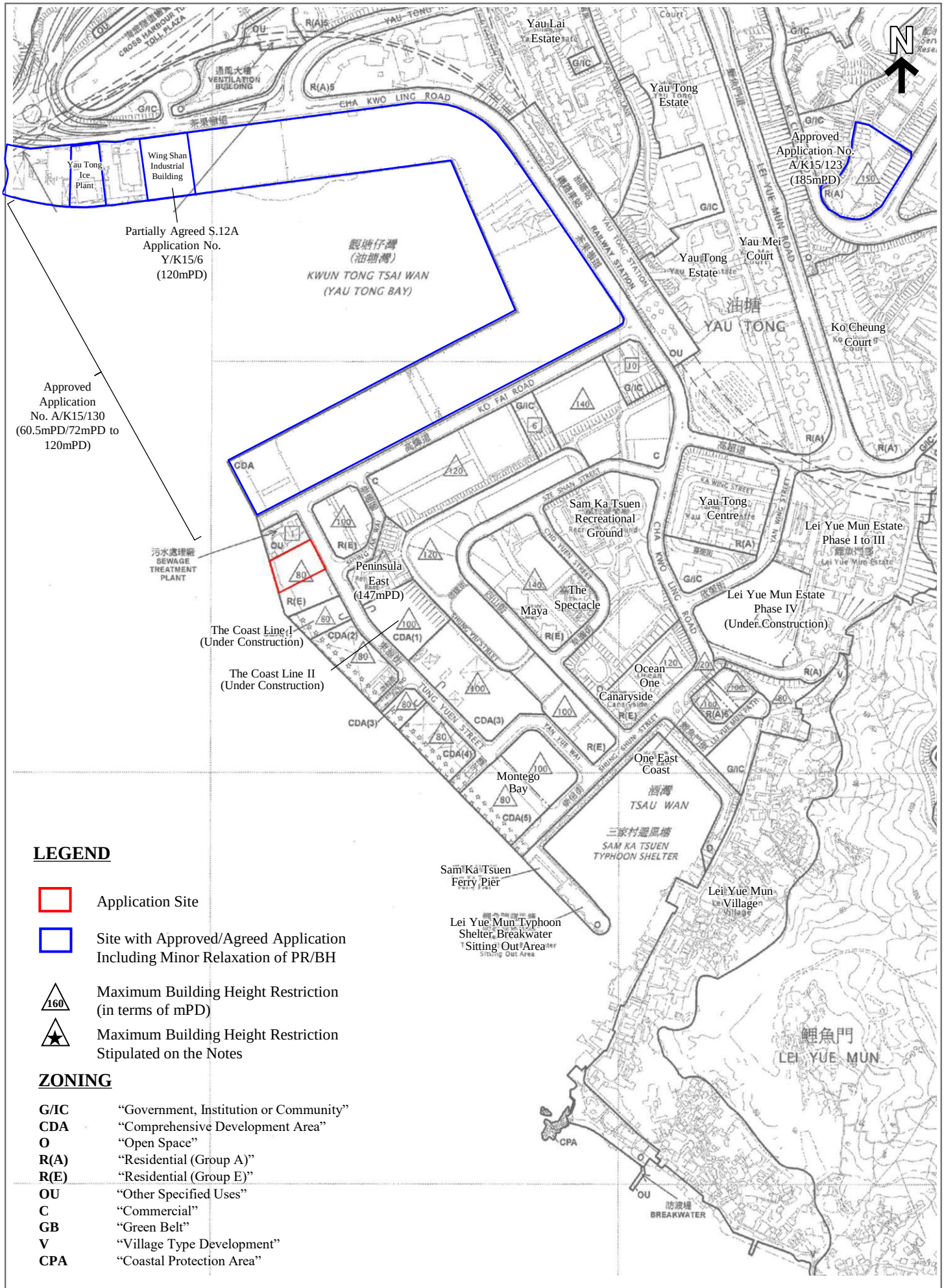
6. CONCLUSION

6.1.1 This VIA is prepared in support of the Planning Application for Permission under S16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Places with Minor Relaxation of PR and BH Restrictions in "R(E)" zone, No. 4 Tung Yuen Street, Yau Tong, Kowloon. To respond to the pressing demand on housing units and to facilitate the phasing out of incompatible industrial uses at the transforming neighbourhood of the YTIA, the Applicants have formulated the Proposed Scheme to create a quality harbourfront residential development with about 342 flats and a voluntary waterfront promenade of not less than 15m-wide that integrates with the surrounding and creates a more harmonised and balanced skyline at the prominent harbourfront location at the YTIA.

6.1.2 With the proposed minor relaxation of BH from 80mPD to 100mPD for only one residential band on its inland portion, the stepped height profile descending towards the waterfront can be maintained by the two bands of BH designed within the Application Site, respecting the planning intention for the Yau Tong area. In order to assess the visual impact, comparisons have been made between the Proposed Scheme and Baseline Scheme (OZP Scenario Scheme).

6.1.3 A total of 6 VPs, including one strategic VP identified with reference to the Urban Design Guidelines of the HKPSG were assessed in this VIA. Findings of the VIA concludes that the Proposed Scheme will result with negligible impact as compared with the Baseline Scheme. Based on the above, the Proposed Scheme is considered to be fully acceptable in terms of visual impact.

Figures



LEGEND

- Application Site
- Site with Approved/Agreed Application Including Minor Relaxation of PR/BH
- 160 — Maximum Building Height Restriction (in terms of mPD)
- ★ — Maximum Building Height Restriction Stipulated on the Notes

ZONING

G/IC	"Government, Institution or Community"
CDA	"Comprehensive Development Area"
O	"Open Space"
R(A)	"Residential (Group A)"
R(E)	"Residential (Group E)"
OU	"Other Specified Uses"
C	"Commercial"
GB	"Green Belt"
V	"Village Type Development"
CPA	"Coastal Protection Area"

Figure No.	*Scale*	*Figure Title*	
1	1:6,000		**Location Plan**
ARUP	*Date* November 2024	*Source*	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

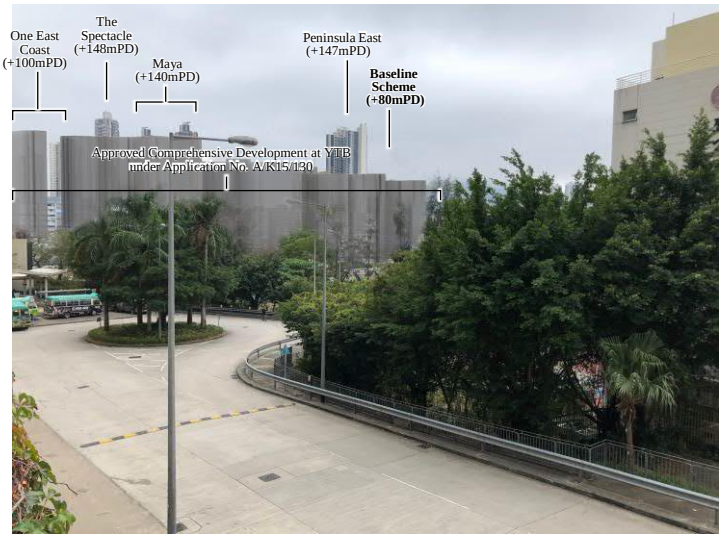


Figure No.	Scale	Figure Title	
2	1:8,000		**Location Plan**
ARUP	Date: November 2024	Source	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

Existing Condition



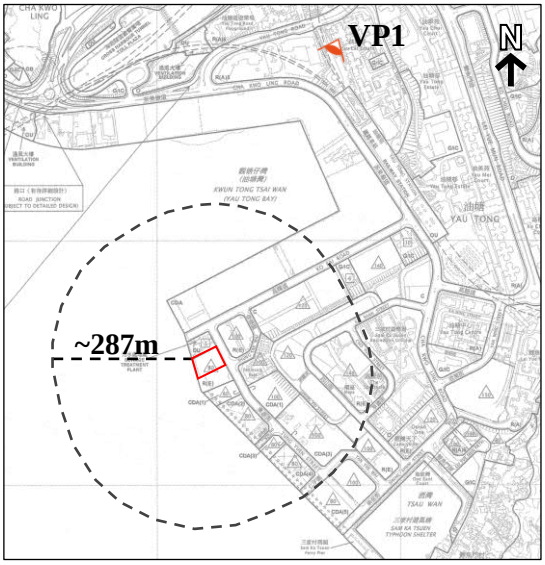
Baseline Scheme



Proposed Scheme



Key Plan

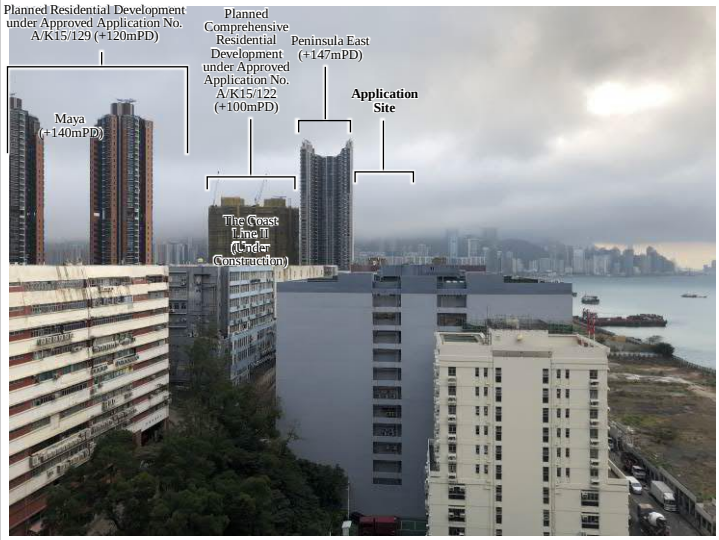


LEGEND

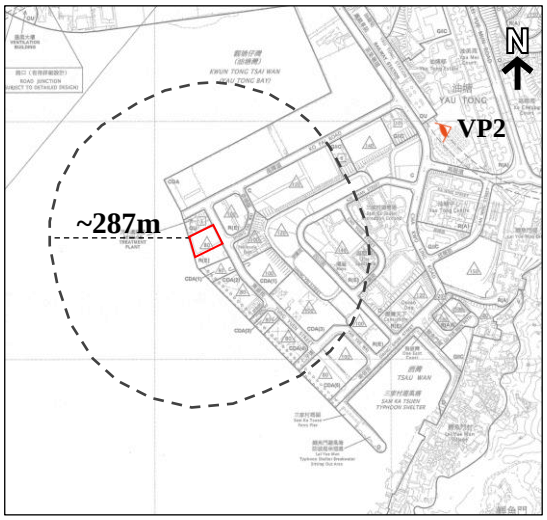
- Application Site
- Assessment Area
- Viewing Point

Figure No.	Scale	Figure Title	
3	-		**Viewing Point 1: Yau Lai Estate – Fung Lai House**
ARUP	Date: November 2024	Source	Photomontage for illustrative purpose only

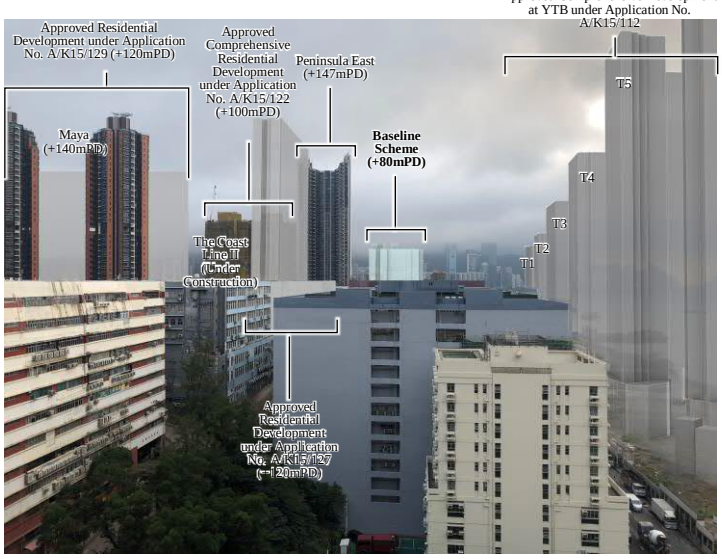
Existing Condition



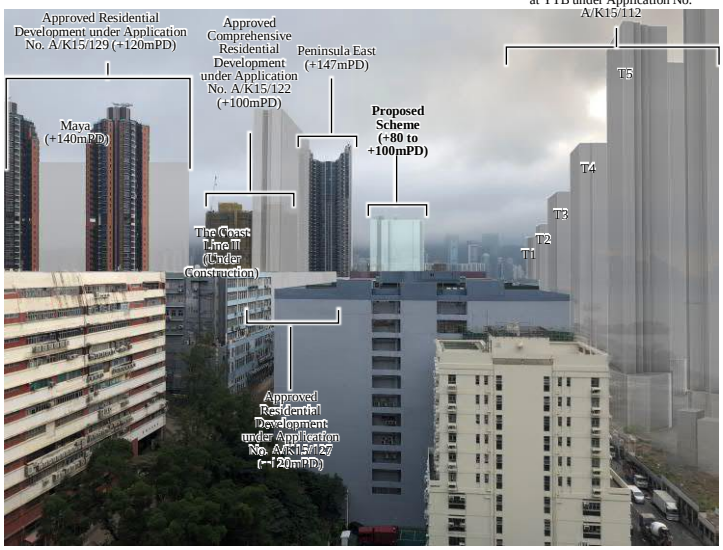
Key Plan



Baseline Scheme



Proposed Scheme

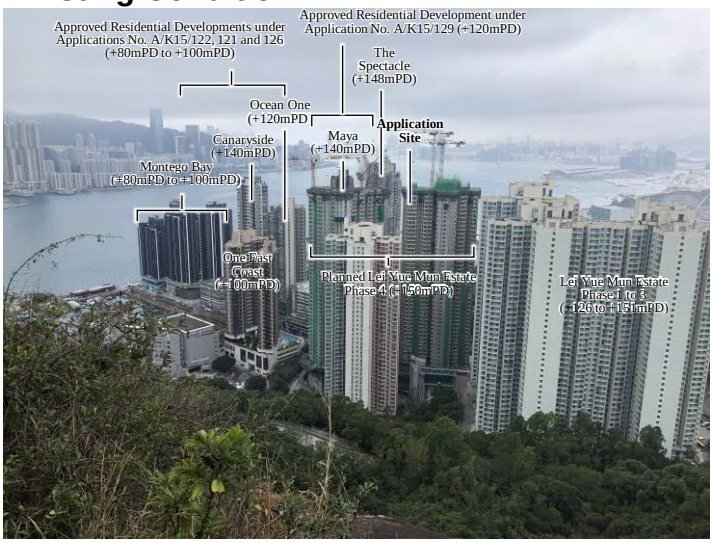


LEGEND

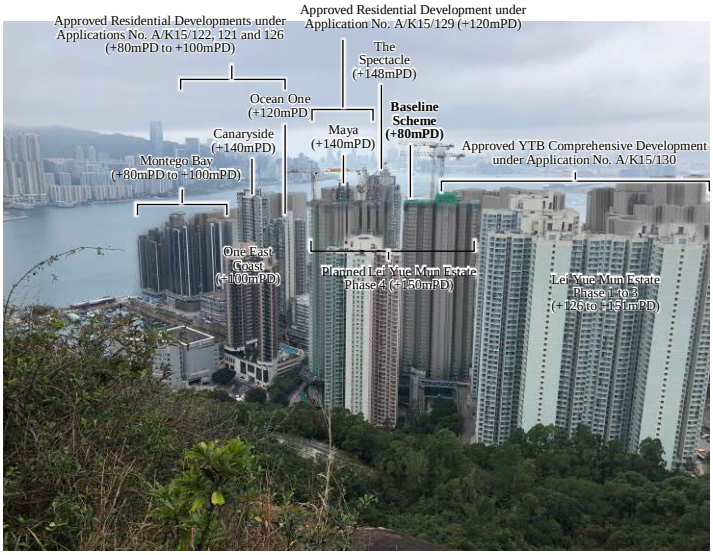
- Application Site
- Assessment Area
- Viewing Point

Figure No.	Scale	Figure Title	**Viewing Point 2 : The Rooftop Garden (the Outdoor Maze area) atop Domain Mall**
4	-		
ARUP	Date: November 2024	Source	Photomontage for illustrative purpose only

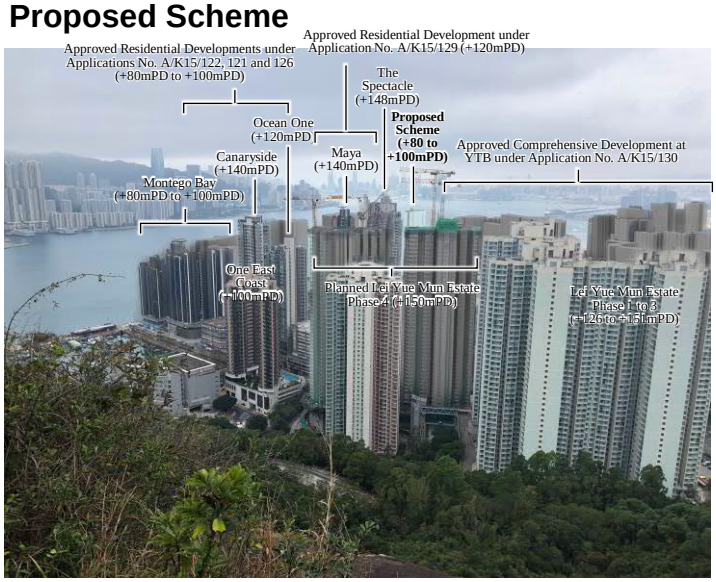
Existing Condition



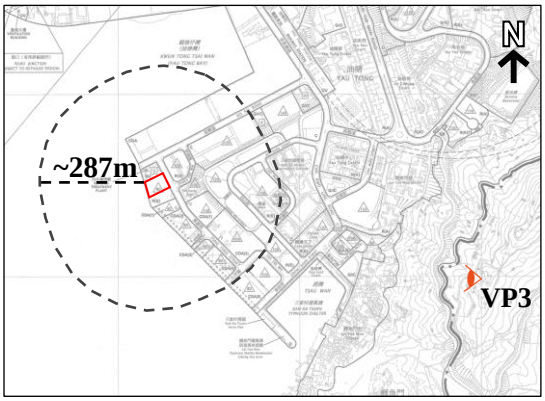
Baseline Scheme



Proposed Scheme



Key Plan



LEGEND

- Application Site
- Assessment Area
- Viewing Point

Figure No.	Scale	Figure Title
5	-	**Viewing Point 3: Devil's Hill – Wilson Trail**
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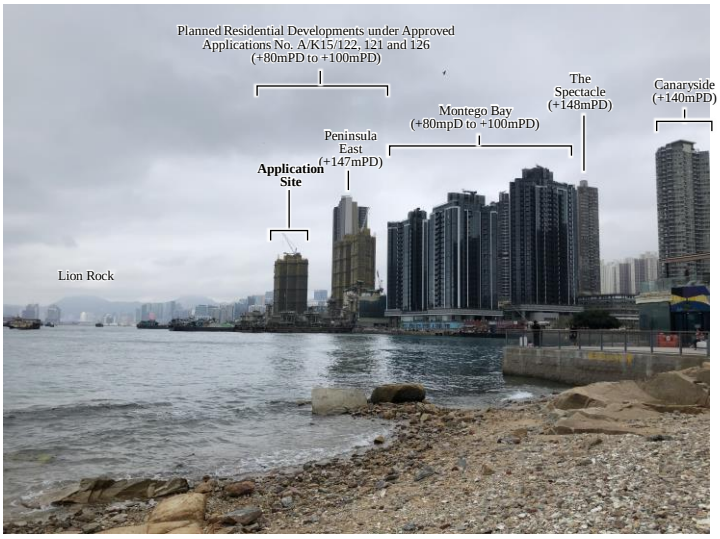
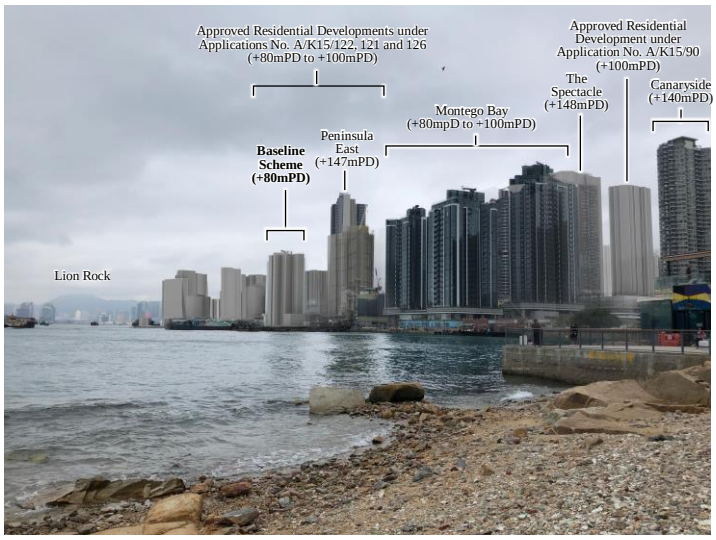
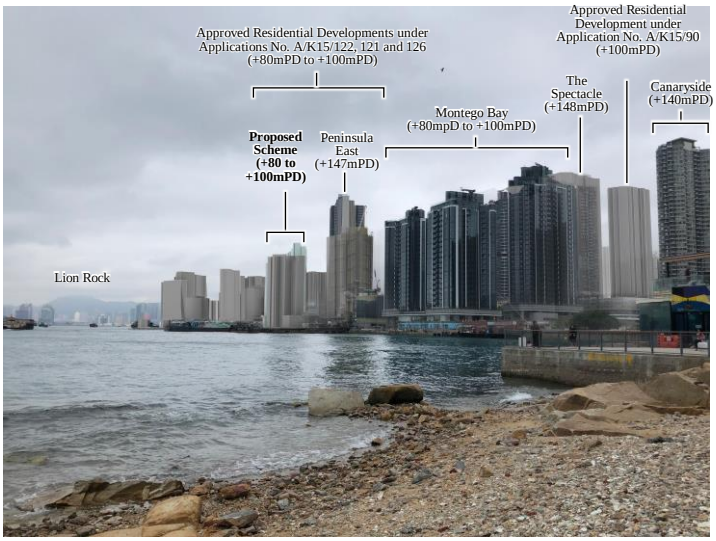
Existing Condition



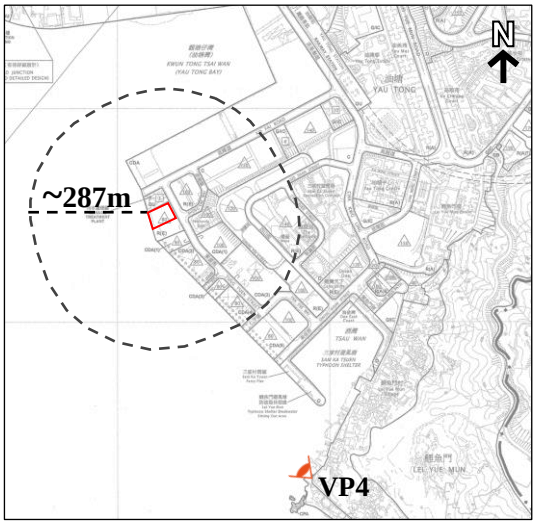
Baseline Scheme



Proposed Scheme



Key Plan

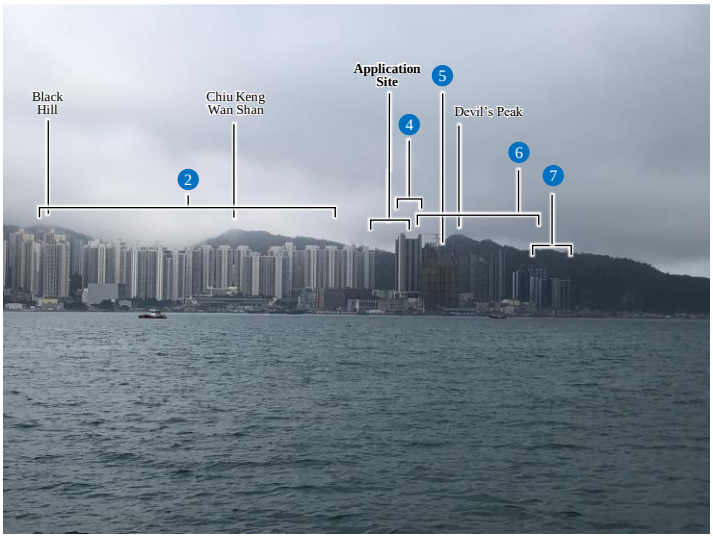


LEGEND

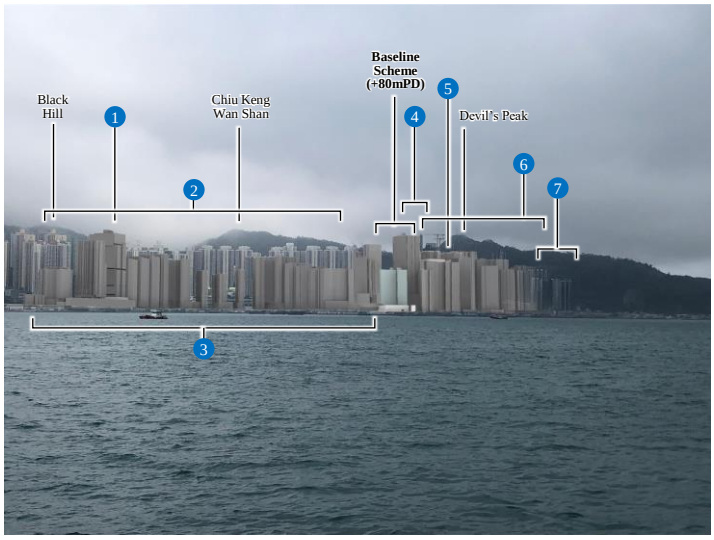
- Application Site
- Assessment Area
- Viewing Point

Figure No.	Scale	Figure Title	
6	-		**Viewing Point 4: Lighthouse at Lei Yue Mun Rest Garden**
ARUP	Date: November 2024	Source:	Photomontage for illustrative purpose only

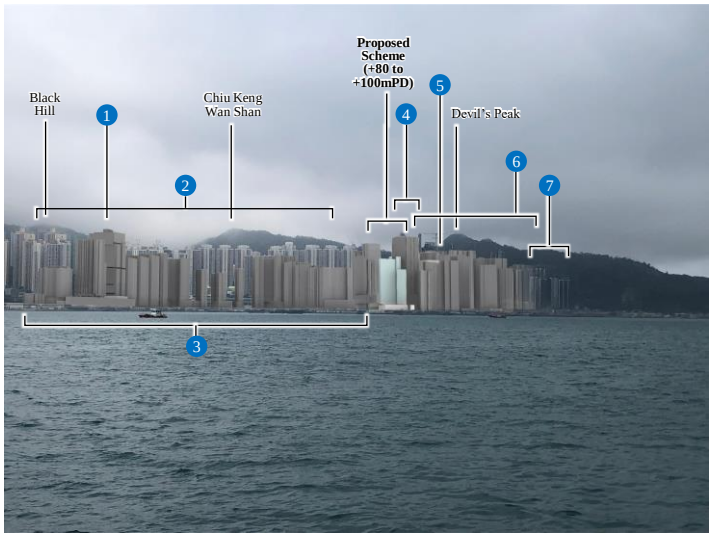
Existing Condition



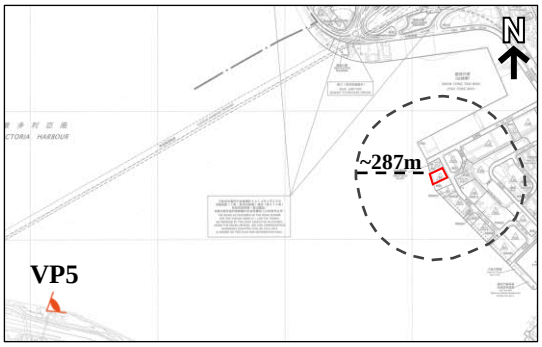
Baseline Scheme



Proposed Scheme



Key Plan



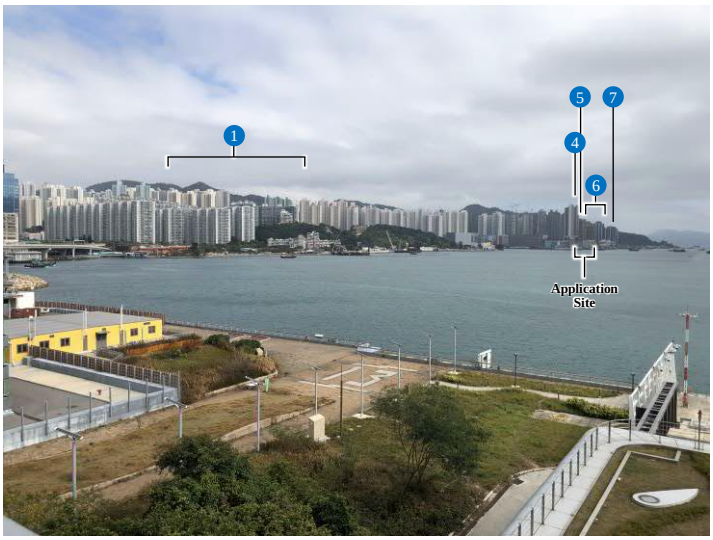
LEGEND

- Application Site
- Assessment Area
- Viewing Point

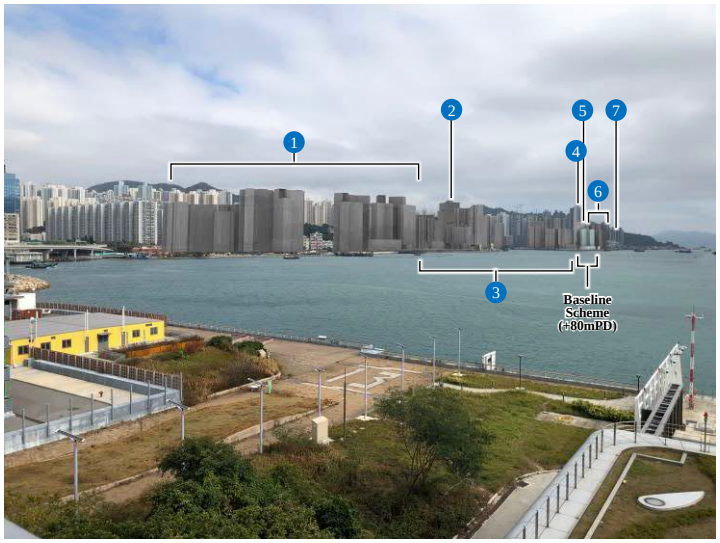
1. Indicative Commercial Tower under the Planning Application No. Y/K15/6
2. Yau Lai Estate, Yau Tong Estate and Yau Mei Court (+132 to +167mPD)
3. Approved Comprehensive Development at YTB under Application No. A/K15/130
4. Peninsula East (+147mPD)
5. Approved Residential Developments under the Application No. A/K15/129
6. Approved No. A/K15/122, 121 and 126 (+80 to +100mPD) Residential Developments under the Applications
7. Montego Bay (+80 to +100mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 5: Quarry Bay Park**
7	-		
ARUP	*Date* November 2024	*Source*	Photomontage for illustrative purpose only

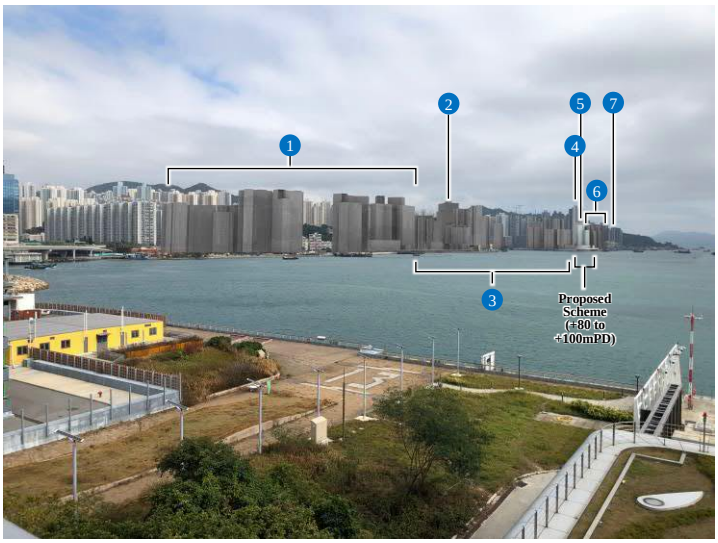
Existing Condition



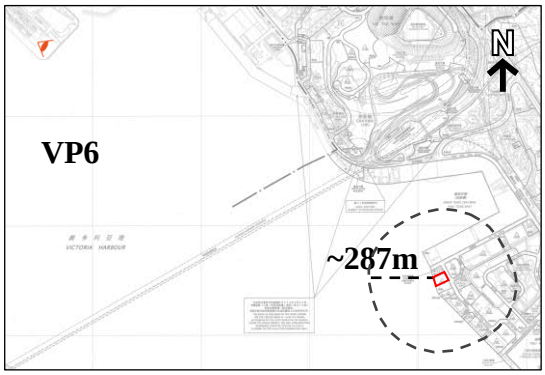
Baseline Scheme



Proposed Scheme



Key Plan



LEGEND

- Application Site
- Assessment Area
- Viewing Point

1. Planned CKLV Public Housing Development & Planned Ex-CKLKMS Public Housing Development (Phase 2) (+110 to +140mPD)
2. Indicative Commercial Tower under the Planning Application No. Y/K15/6
3. Approved Comprehensive Development at YTB under Application No. A/K15/130
4. Peninsula East (+147mPD)
5. Approved Residential Developments under the Application No. A/K15/129 (+120mPD)
6. Approved Residential Developments under the Applications No. A/K15/122, 121 and 126 (+80 to +100mPD)
7. Montego Bay (+80 to +100mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 6: Kai Tak Runaway Garden**
8	-		
ARUP	*Date* November 2024	*Source*	Photomontage for illustrative purpose only

Your ref TPB/A/K15/132
Our ref 298523/00/WSTY/MYNL/LYRC/05404

ARUP

Level 5, Festival Walk
80 Tat Chee Avenue
Kowloon Tong
Kowloon
Hong Kong
t +852 2528 3031
f +852 2779 8428
[redacted]
www.arup.com

By Hand and Email (tpbpd@pland.gov.hk)

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

28 January 2025

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments from Environmental Protection Department on the captioned S16 Planning Application received on 16 January 2025.

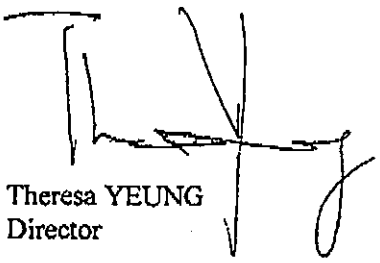
We are pleased to submit via shared link and 4 copies of CD rom herewith the noise modelling files, air modelling files as well as EMFAC files and all calculation spreadsheets of emission inventories of Environmental Assessment and Air Quality Impact Assessment reports in support of the Planning Application for your consideration.

This submission only serves as technical clarifications without changing the scheme or includes any major changes in the assumptions, methodologies, findings and the proposed mitigation measures, and thus should be exempted from recounting requirement.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Ms. Natalie LEUNG at [redacted] or our Mr. Ryan CHAN at [redacted].

Yours faithfully,



Theresa YEUNG
Director



c.c. - DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
- DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)
Base Case

T1																													
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	74	74	73	72	75	75	73	73	73	74	74	74	74	74	74	74	71	63	57	55	54	54	53	53	52	51	51	50	49	45
2	24.2	74	74	72	72	74	74	73	74	74	74	74	74	74	74	74	74	71	64	57	56	55	54	54	53	53	52	52	51	51	47
3	27.3	73	74	72	72	74	74	73	73	73	73	73	73	73	73	73	73	71	64	57	56	55	55	54	54	53	53	52	52	51	47
4	30.4	73	73	71	71	73	73	73	73	73	73	73	73	73	73	73	73	71	64	57	56	56	55	54	54	53	53	53	52	52	48
5	33.5	73	73	71	71	73	73	72	73	73	73	73	73	73	73	73	73	70	63	57	56	56	55	55	54	54	53	53	53	52	48
6	36.6	72	72	71	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	53	53	53	52	48
7	39.7	72	72	70	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	54	53	53	53	49
8	42.8	72	72	70	70	72	72	71	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	54	53	53	53	49
9	45.9	71	71	70	69	71	72	71	71	71	71	71	71	71	71	71	71	69	63	57	56	56	55	55	54	54	54	53	53	53	49
10	49	71	71	69	69	71	71	71	71	71	71	71	71	71	71	71	71	69	63	57	56	56	55	55	54	54	54	53	53	53	49
11	52.1	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	55	54	54	54	53	53	53	49
12	55.2	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	54	54	54	53	53	53	53	48
13	58.3	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	57	56	55	55	54	54	54	53	53	53	53	48
14	61.4	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	55	54	54	54	53	53	53	53	48
15	64.5	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	53	48
16	67.6	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
17	70.7	69	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
18	73.8	69	69	68	67	69	69	69	69	69	69	69	69	69	69	69	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	53	52	52	48
20	80.3	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
21	83.45	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	53	53	53	53	52	52	52	48
22	86.6	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
23	89.75	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
24	92.9	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	48
25	96.05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	61	55	54	--	--	--	--	--	--	52	52	52	48
		12	12	6	5	12	12	10	12	12	12	12	12	12	12	12	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		74	74	73	72	75	75	73	74	74	74	74	74	74	74	74	74	71	64	57	56	56	55	55	54	54	54	53	53	53	49
Exceedance		12			12			12		12		12		12		12		4				0			0			0			

T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	53	53	53	54	55	55	56	52	52	51	51	50
2	24.2	55	56	56	56	57	57	57	54	53	53	52	51
3	27.3	56	57	57	57	57	58	58	54	54	54	53	52
4	30.4	57	57	57	58	58	58	58	55	54	54	53	52
5	33.5	57	58	58	58	58	58	58	55	54	54	53	53
6	36.6	58	58	58	58	58	58	59	55	55	54	53	53
7	39.7	58	58	58	58	58	58	59	55	55	54	54	53
8	42.8	58	58	58	58	58	59	59	55	55	54	54	53
9	45.9	58	58	58	58	58	58	59	55	55	54	54	53
10	49	58	58	58	58	58	58	58	55	55	54	54	53
11	52.1	58	58	58	58	58	58	58	55	55	54	54	53
12	55.2	58	58	58	58	58	58	58	55	55	54	54	53
13	58.3	58	58	58	58	58	58	58	55	55	54	54	53
14	61.4	58	58	58	58	58	58	58	55	54	54	54	53
15	64.5	58	58	58	58	58	58	58	55	54	54	53	53
16	67.6	57	58	58	58	58	58	58	55	54	54	53	53
17	70.7	57	57	58	58	58	58	58	54	54	54	53	53
18	73.8	57	57	57	58	58	58	58	54	54	54	53	53
19	76.9	57	57	57	57	58	58	58	54	54	54	53	53
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	59	59	55	55	54	54	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	88
Compliance Level:	74%
Max. Noise Level:	75

Noted:
Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)
Base Case

T1																													
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	74	74	72	72	74	74	73	73	73	73	74	74	74	74	74	74	71	63	56	55	54	53	53	52	51	51	50	50	49	45
2	24.2	73	74	72	72	74	74	73	73	73	74	74	74	74	74	74	74	71	63	57	55	55	54	53	53	52	52	51	51	50	46
3	27.3	73	73	72	71	73	73	73	73	73	73	73	73	73	73	73	73	71	63	57	56	55	54	54	53	53	52	52	51	51	47
4	30.4	73	73	71	71	73	73	72	73	73	73	73	73	73	73	73	73	70	63	57	56	55	54	54	53	53	53	52	52	51	47
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6	36.6	72	72	70	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	55	55	54	54	53	53	53	52	52	48
7	39.7	72	72	70	70	72	72	71	72	72	72	72	72	72	72	72	72	69	63	57	56	55	55	54	54	54	53	53	52	52	48
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9	45.9	71	71	69	69	71	71	71	71	71	71	71	71	71	71	71	71	69	63	57	56	55	55	54	54	54	53	53	53	52	48
10	49	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	54	54	54	53	53	53	52	48
11	52.1	70	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	56	56	55	55	54	54	54	53	53	53	52	48
12	55.2	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	54	54	54	53	53	53	53	52	48
13	58.3	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
14	61.4	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
15	64.5	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	53	53	53	53	52	52	48
16	67.6	69	69	68	68	70	70	69	70	70	70	70	70	70	70	70	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
17	70.7	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
18	73.8	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
20	80.3	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
21	83.45	68	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	47
22	86.6	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	52	52	52	52	52	47
23	89.75	68	68	66	66	68	68	68	68	68	68	68	68	68	68	68	69	66	60	55	54	54	53	53	53	52	52	52	52	52	47
24	92.9	68	68	66	66	68	68	68	68	68	68	68	68	68	68	68	68	66	60	55	54	54	53	53	53	52	52	52	52	51	47
25	96.05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	60	55	54	--	--	--	--	--	--	52	52	52	48
		10	11	5	5	11	11	9	11	11	11	11	11	11	11	11	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		74	74	72	72	74	74	73	73	73	74	74	74	74	74	74	74	71	63	57	56	55	55	54	54	54	53	53	53	52	48
Exceedance		11			11			11		11		11		11		11		3				0			0			0			

T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	52	53	53	54	54	55	55	52	51	51	50	49
2	24.2	55	55	55	56	56	57	57	53	53	53	52	51
3	27.3	56	56	57	57	57	57	57	54	54	53	52	51
4	30.4	57	57	57	57	58	58	58	54	54	53	53	52
5	33.5	57	57	57	58	58	58	58	54	54	54	53	52
6	36.6	57	57	58	58	58	58	58	54	54	54	53	52
7	39.7	57	58	58	58	58	58	58	55	54	54	53	53
8	42.8	58	58	58	58	58	58	58	55	54	54	53	53
9	45.9	58	58	58	58	58	58	58	55	54	54	53	53
10	49	58	58	58	58	58	58	58	55	54	54	53	53
11	52.1	58	58	58	58	58	58	58	55	54	54	53	53
12	55.2	57	58	58	58	58	58	58	55	54	54	53	53
13	58.3	57	57	58	58	58	58	58	55	54	54	53	53
14	61.4	57	57	57	58	58	58	58	54	54	54	53	53
15	64.5	57	57	57	58	58	58	58	54	54	54	53	53
16	67.6	57	57	57	57	57	58	58	54	54	54	53	53
17	70.7	57	57	57	57	57	57	57	54	54	54	53	52
18	73.8	57	57	57	57	57	57	57	54	54	53	53	52
19	76.9	57	57	57	57	57	57	57	54	54	53	53	52
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	58	58	55	54	54	53	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	80
Compliance Level:	77%
Max. Noise Level:	74

Noted:
Noise level exceed stardand of 70 dB(A)

Adjustment of Sound Attenuation for Traffic Noise Impact Assessment

Reference Case

Case ID	Acoustic Window/ Door System	SAM at 100mm gap	MPA	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)
BAL	AB(BT)-EPD PN	No	No	100	≥100	14	8.0

Case ID	Acoustic Window/ Door System	SAM at 100mm gap	MPA	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)
W	AW(BT)-EPD PN	No	No	100 to 175	≥100	8	6.0

Proposed Development							Reference Case					
NSRs with Acoustic Window / Balcony (Baffle Type)	Tower	Room	Referred Case ID	Max. Noise Level, dB(A)	Required Max. Sound Attenuation, dB(A)	Room area (RA), m^2	Air Gap, mm	Overlapping length (Mullion Included), mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)	Adjustment: 10xlog(RA/RAref)	Adjusted sound attenuation, dB(A)
N1-01	T1	LIV/DIN	BAL	74	3.6	17.5	100	≥100	14	8.0	0.0	8.0
N1-02	T1	MBR	W	74	3.9	6.2	100 to 175	≥100	8	6.0	-1.1	4.9
N1-03	T1	BR	W	73	2.2	4.5	100 to 175	≥100	8	6.0	-2.5	3.5
N1-04	T1	BR	W	72	1.7	4.5	100 to 175	≥100	8	6.0	-2.5	3.5
N1-05	T1	MBR	W	75	4.1	6.2	100 to 175	≥100	8	6.0	-1.1	4.9
N1-06	T1	LIV/DIN	BAL	75	4.2	16.4	100	≥100	14	8.0	0.0	8.0
N1-07	T1	LIV/DIN	BAL	73	2.9	10.3	100	≥100	14	8.0	-1.3	6.7
N1-08	T1	MBR	W	74	3.2	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-09	T1	MBR	W	74	3.2	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-10	T1	LIV/DIN	BAL	74	3.3	10.3	100	≥100	14	8.0	-1.3	6.7
N1-11	T1	LIV/DIN	BAL	74	3.5	10.3	100	≥100	14	8.0	-1.3	6.7
N1-12	T1	MBR	W	74	3.7	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-13	T1	MBR	W	74	3.7	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-14	T1	LIV/DIN	BAL	74	3.7	10.3	100	≥100	14	8.0	-1.3	6.7
N1-15	T1	LIV/DIN	BAL	74	3.9	10.3	100	≥100	14	8.0	-1.3	6.7
N1-16	T2	MBR	W	74	3.9	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-17	T2	BR	W	71	1.0	5.4	100 to 175	≥100	8	6.0	-1.7	4.3

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs)
Mitigated Case

T1																														
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	66	69	69	69	70	67	66	68	68	67	67	70	70	67	68	70	67	63	57	55	54	54	53	53	52	51	51	50	49	45
2	24.2	66	69	69	68	69	66	67	69	69	67	67	69	69	67	67	70	67	64	57	56	55	54	54	53	53	52	52	51	51	47
3	27.3	65	69	68	68	69	66	66	69	69	67	67	69	69	67	67	69	67	64	57	56	55	55	54	54	53	53	52	52	51	47
4	30.4	65	68	68	68	68	65	66	69	69	66	66	69	69	66	66	69	66	64	57	56	56	55	54	54	53	53	53	52	52	48
5	33.5	65	68	67	67	68	65	66	68	68	66	66	68	68	66	66	68	70	63	57	56	56	55	55	54	54	53	53	53	52	48
6	36.6	64	67	67	70	68	64	65	68	68	66	66	68	68	66	66	68	70	63	57	56	56	55	55	54	54	53	53	53	52	48
7	39.7	64	67	70	70	67	64	65	68	68	65	65	68	68	65	65	68	70	63	57	56	56	55	55	54	54	54	53	53	53	49
8	42.8	64	67	70	70	67	64	65	67	67	65	65	67	67	65	65	67	70	63	57	56	56	55	55	54	54	54	53	53	53	49
9	45.9	63	66	70	69	67	64	64	67	67	65	65	67	67	65	65	67	69	63	57	56	56	55	55	54	54	54	53	53	53	49
10	49	63	66	69	69	66	63	64	67	67	64	64	67	67	64	64	67	69	63	57	56	56	55	55	54	54	54	53	53	53	49
11	52.1	63	66	69	69	66	63	70	67	66	64	64	66	66	64	64	67	69	62	57	56	55	55	55	54	54	54	53	53	53	49
12	55.2	63	66	69	69	66	63	70	66	66	64	64	66	66	64	64	66	69	62	57	56	55	55	54	54	54	53	53	53	53	48
13	58.3	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	57	56	55	55	54	54	54	53	53	53	53	48
14	61.4	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	55	54	54	54	53	53	53	53	48
15	64.5	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	53	48
16	67.6	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
17	70.7	69	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
18	73.8	69	69	68	67	69	69	69	69	69	69	69	69	69	69	69	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	53	52	52	48
20	80.3	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
21	83.45	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	53	53	53	53	52	52	52	48
22	86.6	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
23	89.75	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
24	92.9	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	48
25	96.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	61	55	54	-	-	-	-	-	-	52	52	52	48
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64	57	56	56	55	55	54	54	54	53	53	53	49
Exceedance		0			0			0		0		0		0		0		0				0			0			0			

T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	53	53	53	54	55	55	56	52	52	51	51	50
2	24.2	55	56	56	56	57	57	57	54	53	53	52	51
3	27.3	56	57	57	57	57	58	58	54	54	54	53	52
4	30.4	57	57	57	58	58	58	58	55	54	54	53	52
5	33.5	57	58	58	58	58	58	58	55	54	54	53	53
6	36.6	58	58	58	58	58	58	59	55	55	54	53	53
7	39.7	58	58	58	58	58	58	59	55	55	54	54	53
8	42.8	58	58	58	58	58	59	59	55	55	54	54	53
9	45.9	58	58	58	58	58	58	59	55	55	54	54	53
10	49	58	58	58	58	58	58	58	55	55	54	54	53
11	52.1	58	58	58	58	58	58	58	55	55	54	54	53
12	55.2	58	58	58	58	58	58	58	55	55	54	54	53
13	58.3	58	58	58	58	58	58	58	55	55	54	54	53
14	61.4	58	58	58	58	58	58	58	55	54	54	54	53
15	64.5	58	58	58	58	58	58	58	55	54	54	53	53
16	67.6	57	58	58	58	58	58	58	55	54	54	53	53
17	70.7	57	57	58	58	58	58	58	54	54	54	53	53
18	73.8	57	57	57	58	58	58	58	54	54	54	53	53
19	76.9	57	57	57	57	58	58	58	54	54	54	53	53
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	59	59	55	55	54	54	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	0
Compliance Level:	100%
Max. Noise Level:	70

Noted:

- Noise level exceed stardand of 70 dB(A)
- Enhanced Acoustic Baclony (Baffle Type)- EPD PN
- Acoustic Window (Baffle Type)- EPD PN

Confidential

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessme

Daytime - Base Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136.4	817247.0	70	C	70
F1-02	842135.2	817249.4	68	C	70
F1-03	842114.5	817277.3	65	C	70
F1-04	842105.3	817272.9	65	C	70
F2-01	842096.6	817230.2	70	B	65
F2-02	842097.3	817232.3	69	B	65
F2-03	842097.9	817234.2	69	B	65
F2-04	842098.7	817236.8	68	B	65
F2-05	842099.6	817239.5	67	B	65
F2-06	842100.3	817241.9	67	B	65
F2-07	842100.9	817243.7	67	B	65

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	100.7	-48.1	0	3	59.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	295.8	-57.4	-10	3	31.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	296.5	-57.4	-10	3	30.8
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	301.1	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	301.6	-57.6	-10	3	35.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	291.9	-57.3	-10	3	30.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	294.0	-57.4	-10	3	33.6
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	330.5	-58.4	-10	3	36.6
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	246.9	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	259.7	-56.3	-10	3	33.0
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	269.7	-56.6	-10	3	38.4
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	164.9	-52.3	-10	3	15.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	112.2	-49.0	-10	3	36.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	117.7	-49.4	-10	3	24.4
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	326.0	-58.3	-10	3	25.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	330.1	-58.4	-10	3	25.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	24.6	-35.8	0	3	65.1
RLC_2		Cooling Tower	95.1	842140.879	817226.046	21.5	-34.6	0	3	63.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	18.5	-33.3	0	3	64.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.4	-44.2	-10	3	50.8
									Total	70
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	98.1	-47.8	-10	3	50.2
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	298.4	-57.5	-10	3	31.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	299.1	-57.5	-10	3	30.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	303.7	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	304.1	-57.7	-10	3	35.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	294.5	-57.4	-10	3	29.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	296.6	-57.4	-10	3	33.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	333.2	-58.5	-10	3	36.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	249.5	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	262.3	-56.4	-10	3	32.9
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	272.3	-56.7	-10	3	38.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	167.5	-52.5	-10	3	15.8
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	114.8	-49.2	-10	3	36.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.6	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	116.2	-49.3	-10	3	24.5
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	328.2	-58.3	-10	3	25.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	332.3	-58.4	-10	3	25.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	27.2	-36.7	0	3	64.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	24.0	-35.6	0	3	62.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	21.0	-34.4	0	3	63.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.9	-44.2	-10	3	50.8

Total	68
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	63.7	-44.1	0	3	63.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	333.2	-58.5	-10	3	30.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	333.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	338.5	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	338.9	-58.6	-10	3	34.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	329.3	-58.4	-10	3	29.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	331.3	-58.4	-10	3	32.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	367.7	-59.3	-10	3	35.7
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	284.2	-57.1	-10	3	38.3
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	297.1	-57.5	-10	3	31.8
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.5	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	202.3	-54.1	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	149.4	-51.5	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	162.4	-52.2	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	105.3	-48.5	-10	3	25.3
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	360.3	-59.1	-10	3	25.0
AGT_2		Cooling Tower	91.1	842424.433	817085.765	364.4	-59.2	-10	3	24.9
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	61.1	-43.7	-10	3	47.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	57.7	-43.2	-10	3	44.9
RLC_3		Cooling Tower	95.1	842139.389	817228.785	54.5	-42.7	-10	3	45.4
RLC_4		Derrick Barge	102.0	842085.196	817207.946	75.3	-45.5	-10	3	49.5

Total	65
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	64.5	-44.2	0	3	63.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	335.4	-58.5	-10	3	30.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	335.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	340.7	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	341.0	-58.7	-10	3	34.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	331.2	-58.4	-10	3	28.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	332.8	-58.4	-10	3	32.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	368.7	-59.3	-10	3	35.7
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	286.8	-57.2	-10	3	38.2
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	299.4	-57.5	-10	3	31.7
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.8	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	204.2	-54.2	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	150.8	-51.6	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	160.8	-52.1	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	114.9	-49.2	-10	3	24.6
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	365.9	-59.3	-10	3	24.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	370.0	-59.4	-10	3	24.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	62.3	-43.9	-10	3	47.0
RLC_2		Cooling Tower	95.1	842140.879	817226.046	58.8	-43.4	-10	3	44.7
RLC_3		Cooling Tower	95.1	842139.389	817228.785	55.8	-42.9	-10	3	45.2
RLC_4		Derrick Barge	102.0	842085.196	817207.946	68.0	-44.6	-10	3	50.4
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	105.0	-48.4	0	3	59.6
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	309.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	309.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	314.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	314.4	-57.9	-10	3	35.5
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	304.1	-57.7	-10	3	29.7
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	304.4	-57.7	-10	3	33.3
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	338.2	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	262.6	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	274.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	274.6	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.0	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	125.1	-49.9	-10	3	36.0
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	125.1	-49.9	-10	3	39.8
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	152.9	-51.7	-10	3	22.1
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.2	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.2	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.4	-41.0	-10	3	47.1
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.8	-40.6	-10	3	47.5
RLC_4		Derrick Barge	102.0	842085.196	817207.946	25.0	-36.0	0	3	69.0
									Total	70
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	102.9	-48.3	0	3	59.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	310.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	310.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	315.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	315.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	305.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	305.6	-57.7	-10	3	33.2
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	339.5	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	263.5	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	275.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	276.1	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.9	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.0	-50.0	-10	3	35.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	126.7	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	150.8	-51.6	-10	3	22.2
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.5	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.4	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.0	-40.9	-10	3	47.2
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.2	-40.5	-10	3	47.6
RLC_4		Derrick Barge	102.0	842085.196	817207.946	27.2	-36.7	0	3	68.3

Total	69
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	101.1	-48.1	0	3	59.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	311.3	-57.9	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	311.3	-57.9	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	316.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	316.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	306.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	306.7	-57.7	-10	3	33.2
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	340.7	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	264.3	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	276.0	-56.8	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	277.3	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	180.8	-53.1	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.8	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.2	-10	3	39.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	148.9	-51.5	-10	3	22.3
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.7	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.7	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.8	-40.4	-10	3	47.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	29.2	-37.3	0	3	67.7

Total	69
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	98.6	-47.9	0	3	60.1
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	312.5	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	312.6	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	317.9	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	317.8	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	307.6	-57.8	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	308.1	-57.8	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	342.3	-58.7	-10	3	36.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	265.5	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	277.2	-56.9	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	279.0	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	181.9	-53.2	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	127.9	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.0	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	146.3	-51.3	-10	3	22.5
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.0	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.0	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.1	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.4	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	31.9	-38.1	0	3	66.9

Total	68
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	96.0	-47.6	0	3	60.4
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	313.9	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	314.1	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	319.3	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	319.2	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	309.0	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	309.7	-57.8	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	344.0	-58.7	-10	3	36.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	266.7	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	278.5	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	280.9	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	183.2	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	129.2	-50.2	-10	3	35.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	132.1	-50.4	-10	3	39.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	143.6	-51.1	-10	3	22.7
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.4	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.4	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.4	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	34.7	-38.8	0	3	66.2
									Total	67
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	93.8	-47.4	0	3	60.6
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	315.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	315.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	320.5	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	320.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	310.3	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	311.0	-57.9	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	345.5	-58.8	-10	3	36.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	267.8	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	279.7	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	282.5	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	184.3	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	130.3	-50.3	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	133.9	-50.5	-10	3	39.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	141.3	-51.0	-10	3	22.8
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.7	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.7	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	37.2	-39.4	0	3	65.6

Total	67
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	92.1	-47.3	0	3	60.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	316.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	316.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	321.4	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	321.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	311.3	-57.9	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	312.1	-57.9	-10	3	33.0
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	346.7	-58.8	-10	3	36.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	268.6	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	280.6	-57.0	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	283.7	-57.1	-10	3	37.9
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	185.2	-53.4	-10	3	14.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	131.2	-50.4	-10	3	35.5
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	135.3	-50.6	-10	3	39.1
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	139.5	-50.9	-10	3	22.9
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	356.0	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	360.0	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.3	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	39.1	-39.8	0	3	65.2
									Total	67
									Daytime Noise Criteria	65
									Comply?	No

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessme

Nighttime - Base Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136.4	817247.0	46	C	60
F1-02	842135.2	817249.4	41	C	60
F1-03	842114.5	817277.3	55	C	60
F1-04	842105.3	817272.9	52	C	60
F2-01	842096.6	817230.2	40	B	55
F2-02	842097.3	817232.3	40	B	55
F2-03	842097.9	817234.2	40	B	55
F2-04	842098.7	817236.8	40	B	55
F2-05	842099.6	817239.5	40	B	55
F2-06	842100.3	817241.9	40	B	55
F2-07	842100.9	817243.7	40	B	55

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	100.7	-48.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	295.8	-57.4	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	296.5	-57.4	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	301.1	-57.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	301.6	-57.6	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	291.9	-57.3	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	294.0	-57.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	330.5	-58.4	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	246.9	-55.9	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	259.7	-56.3	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	269.7	-56.6	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	164.9	-52.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	112.2	-49.0	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	128.1	-50.1	-10	3	37.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	117.7	-49.4	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	326.0	-58.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	330.1	-58.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	24.6	-35.8	0	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	21.5	-34.6	0	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	18.5	-33.3	0	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	64.4	-44.2	-10	3	0.0
									Total	46
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	98.1	-47.8	-10	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	298.4	-57.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	299.1	-57.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	303.7	-57.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	304.1	-57.7	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	294.5	-57.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	296.6	-57.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	333.2	-58.5	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	249.5	-55.9	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	262.3	-56.4	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	272.3	-56.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	167.5	-52.5	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	114.8	-49.2	-10	3	35.4
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	130.6	-50.3	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	116.2	-49.3	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	328.2	-58.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	332.3	-58.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	27.2	-36.7	0	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	24.0	-35.6	0	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	21.0	-34.4	0	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	64.9	-44.2	-10	3	0.0
									Total	41
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	63.7	-44.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	333.2	-58.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	333.9	-58.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	338.5	-58.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	338.9	-58.6	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	329.3	-58.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	331.3	-58.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	367.7	-59.3	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	284.2	-57.1	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	297.1	-57.5	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	306.5	-57.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	202.3	-54.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	149.4	-51.5	-10	3	33.1
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	162.4	-52.2	-10	3	35.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	105.3	-48.5	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	360.3	-59.1	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	364.4	-59.2	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	61.1	-43.7	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	57.7	-43.2	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	54.5	-42.7	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	75.3	-45.5	-10	3	0.0
									Total	55
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	64.5	-44.2	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	335.4	-58.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	335.9	-58.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	340.7	-58.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	341.0	-58.7	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	331.2	-58.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	332.8	-58.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	368.7	-59.3	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	286.8	-57.2	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	299.4	-57.5	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	306.8	-57.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	204.2	-54.2	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	150.8	-51.6	-10	3	33.0
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	160.8	-52.1	-10	3	35.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	114.9	-49.2	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	365.9	-59.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	370.0	-59.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	62.3	-43.9	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	58.8	-43.4	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	55.8	-42.9	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	68.0	-44.6	-10	3	0.0
									Total	52
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	105.0	-48.4	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	309.3	-57.8	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	309.3	-57.8	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	314.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	314.4	-57.9	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	304.1	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	304.4	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	338.2	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	262.6	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	274.1	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	274.6	-56.8	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	179.0	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	125.1	-49.9	-10	3	34.7
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	125.1	-49.9	-10	3	37.9
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	152.9	-51.7	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.2	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.2	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.7	-41.4	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	44.4	-41.0	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	42.8	-40.6	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	25.0	-36.0	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	102.9	-48.3	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	310.3	-57.8	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	310.3	-57.8	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	315.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	315.5	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	305.2	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	305.6	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	339.5	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	263.5	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	275.1	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	276.1	-56.8	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	179.9	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	126.0	-50.0	-10	3	34.6
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	126.7	-50.1	-10	3	37.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	150.8	-51.6	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.5	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.4	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.4	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	44.0	-40.9	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	42.2	-40.5	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	27.2	-36.7	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	101.1	-48.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	311.3	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	311.3	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	316.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	316.5	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	306.2	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	306.7	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	340.7	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	264.3	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	276.0	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	277.3	-56.9	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	180.8	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	126.8	-50.1	-10	3	34.5
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	128.1	-50.2	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	148.9	-51.5	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.7	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.7	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.2	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.7	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.8	-40.4	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	29.2	-37.3	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	98.6	-47.9	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	312.5	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	312.6	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	317.9	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	317.8	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	307.6	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	308.1	-57.8	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	342.3	-58.7	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	265.5	-56.5	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	277.2	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	279.0	-56.9	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	181.9	-53.2	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	127.9	-50.1	-10	3	34.5
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	130.0	-50.3	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	146.3	-51.3	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.0	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.0	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.1	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.5	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.4	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	31.9	-38.1	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	96.0	-47.6	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	313.9	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	314.1	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	319.3	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	319.2	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	309.0	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	309.7	-57.8	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	344.0	-58.7	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	266.7	-56.5	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	278.5	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	280.9	-57.0	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	183.2	-53.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	129.2	-50.2	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	132.1	-50.4	-10	3	37.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	143.6	-51.1	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.4	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.4	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.2	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.4	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.2	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	34.7	-38.8	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	93.8	-47.4	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	315.1	-58.0	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	315.3	-58.0	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	320.5	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	320.4	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	310.3	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	311.0	-57.9	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	345.5	-58.8	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	267.8	-56.6	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	279.7	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	282.5	-57.0	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	184.3	-53.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	130.3	-50.3	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	133.9	-50.5	-10	3	37.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	141.3	-51.0	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.7	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.7	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.4	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.5	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.2	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	37.2	-39.4	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	92.1	-47.3	0	3	0.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	316.1	-58.0	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	316.3	-58.0	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	321.4	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	321.4	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	311.3	-57.9	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	312.1	-57.9	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	346.7	-58.8	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	268.6	-56.6	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	280.6	-57.0	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	283.7	-57.1	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	185.2	-53.4	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	131.2	-50.4	-10	3	34.2
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	135.3	-50.6	-10	3	37.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	139.5	-50.9	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	356.0	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	360.0	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.7	-41.4	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.7	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.3	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	39.1	-39.8	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessme

Daytime - Mitigated Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136	817247	70	C	70
F1-02	842135	817249	68	C	70
F1-03	842114	817277	65	C	70
F1-04	842105	817273	65	C	70
F2-01	842097	817230	63	B	65
F2-02	842097	817232	63	B	65
F2-03	842098	817234	63	B	65
F2-04	842099	817237	62	B	65
F2-05	842100	817240	62	B	65
F2-06	842100	817242	62	B	65
F2-07	842101	817244	62	B	65

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	100.7	-48.1	0	3	59.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	295.8	-57.4	-10	3	31.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	296.5	-57.4	-10	3	30.8
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	301.1	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	301.6	-57.6	-10	3	35.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	291.9	-57.3	-10	3	30.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	294.0	-57.4	-10	3	33.6
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	330.5	-58.4	-10	3	36.6
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	246.9	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	259.7	-56.3	-10	3	33.0
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	269.7	-56.6	-10	3	38.4
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	164.9	-52.3	-10	3	15.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	112.2	-49.0	-10	3	36.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	117.7	-49.4	-10	3	24.4
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	326.0	-58.3	-10	3	25.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	330.1	-58.4	-10	3	25.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	24.6	-35.8	0	3	65.1
RLC_2		Cooling Tower	95.1	842140.879	817226.046	21.5	-34.6	0	3	63.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	18.5	-33.3	0	3	64.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.4	-44.2	-10	3	50.8
									Total	70
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	98.1	-47.8	-10	3	50.2
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	298.4	-57.5	-10	3	31.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	299.1	-57.5	-10	3	30.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	303.7	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	304.1	-57.7	-10	3	35.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	294.5	-57.4	-10	3	29.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	296.6	-57.4	-10	3	33.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	333.2	-58.5	-10	3	36.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	249.5	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	262.3	-56.4	-10	3	32.9
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	272.3	-56.7	-10	3	38.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	167.5	-52.5	-10	3	15.8
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	114.8	-49.2	-10	3	36.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.6	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	116.2	-49.3	-10	3	24.5
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	328.2	-58.3	-10	3	25.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	332.3	-58.4	-10	3	25.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	27.2	-36.7	0	3	64.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	24.0	-35.6	0	3	62.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	21.0	-34.4	0	3	63.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.9	-44.2	-10	3	50.8
									Total	68
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	63.7	-44.1	0	3	63.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	333.2	-58.5	-10	3	30.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	333.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	338.5	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	338.9	-58.6	-10	3	34.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	329.3	-58.4	-10	3	29.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	331.3	-58.4	-10	3	32.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	367.7	-59.3	-10	3	35.7
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	284.2	-57.1	-10	3	38.3
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	297.1	-57.5	-10	3	31.8
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.5	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	202.3	-54.1	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	149.4	-51.5	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	162.4	-52.2	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	105.3	-48.5	-10	3	25.3
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	360.3	-59.1	-10	3	25.0
AGT_2		Cooling Tower	91.1	842424.433	817085.765	364.4	-59.2	-10	3	24.9
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	61.1	-43.7	-10	3	47.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	57.7	-43.2	-10	3	44.9
RLC_3		Cooling Tower	95.1	842139.389	817228.785	54.5	-42.7	-10	3	45.4
RLC_4		Derrick Barge	102.0	842085.196	817207.946	75.3	-45.5	-10	3	49.5
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	64.5	-44.2	0	3	63.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	335.4	-58.5	-10	3	30.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	335.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	340.7	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	341.0	-58.7	-10	3	34.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	331.2	-58.4	-10	3	28.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	332.8	-58.4	-10	3	32.5
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	368.7	-59.3	-10	3	35.7
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	286.8	-57.2	-10	3	38.2
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	299.4	-57.5	-10	3	31.7
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.8	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	204.2	-54.2	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	150.8	-51.6	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	160.8	-52.1	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	114.9	-49.2	-10	3	24.6
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	365.9	-59.3	-10	3	24.8
AGT_2		Cooling Tower	91.1	842424.433	817085.765	370.0	-59.4	-10	3	24.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	62.3	-43.9	-10	3	47.0
RLC_2		Cooling Tower	95.1	842140.879	817226.046	58.8	-43.4	-10	3	44.7
RLC_3		Cooling Tower	95.1	842139.389	817228.785	55.8	-42.9	-10	3	45.2
RLC_4		Derrick Barge	102.0	842085.196	817207.946	68.0	-44.6	-10	3	50.4
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	105.0	-48.4	0	3	59.6
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	309.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	309.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	314.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	314.4	-57.9	-10	3	35.5
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	304.1	-57.7	-10	3	29.7
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	304.4	-57.7	-10	3	33.3
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	338.2	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	262.6	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	274.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	274.6	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.0	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	125.1	-49.9	-10	3	36.0
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	125.1	-49.9	-10	3	39.8
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	152.9	-51.7	-10	3	22.1
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.2	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.2	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.4	-41.0	-10	3	47.1
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.8	-40.6	-10	3	47.5
RLC_4		Derrick Barge	102.0	842085.196	817207.946	25.0	-36.0	-10	3	59.0
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	102.9	-48.3	0	3	59.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	310.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	310.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	315.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	315.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	305.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	305.6	-57.7	-10	3	33.2
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	339.5	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	263.5	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	275.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	276.1	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.9	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.0	-50.0	-10	3	35.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	126.7	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	150.8	-51.6	-10	3	22.2
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.5	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.4	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.0	-40.9	-10	3	47.2
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.2	-40.5	-10	3	47.6
RLC_4		Derrick Barge	102.0	842085.196	817207.946	27.2	-36.7	-10	3	58.3
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	101.1	-48.1	0	3	59.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	311.3	-57.9	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	311.3	-57.9	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	316.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	316.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	306.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	306.7	-57.7	-10	3	33.2
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	340.7	-58.6	-10	3	36.4
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	264.3	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	276.0	-56.8	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	277.3	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	180.8	-53.1	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.8	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.2	-10	3	39.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	148.9	-51.5	-10	3	22.3
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	354.7	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	358.7	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.8	-40.4	-10	3	47.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	29.2	-37.3	-10	3	57.7

Total	63
Daytime Noise Criteria	65
Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	98.6	-47.9	0	3	60.1
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	312.5	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	312.6	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	317.9	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	317.8	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	307.6	-57.8	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	308.1	-57.8	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	342.3	-58.7	-10	3	36.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	265.5	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	277.2	-56.9	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	279.0	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	181.9	-53.2	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	127.9	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.0	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	146.3	-51.3	-10	3	22.5
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.0	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.0	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.1	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.4	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	31.9	-38.1	-10	3	56.9
									Total	62
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	96.0	-47.6	0	3	60.4
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	313.9	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	314.1	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	319.3	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	319.2	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	309.0	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	309.7	-57.8	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	344.0	-58.7	-10	3	36.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	266.7	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	278.5	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	280.9	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	183.2	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	129.2	-50.2	-10	3	35.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	132.1	-50.4	-10	3	39.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	143.6	-51.1	-10	3	22.7
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.4	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.4	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.4	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	34.7	-38.8	-10	3	56.2
									Total	62
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	93.8	-47.4	0	3	60.6
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	315.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	315.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	320.5	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	320.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	310.3	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	311.0	-57.9	-10	3	33.1
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	345.5	-58.8	-10	3	36.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	267.8	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	279.7	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	282.5	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	184.3	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	130.3	-50.3	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	133.9	-50.5	-10	3	39.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	141.3	-51.0	-10	3	22.8
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	355.7	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	359.7	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	37.2	-39.4	-10	3	55.6
									Total	62
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.0	842086.883	817334.718	92.1	-47.3	0	3	60.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	316.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	316.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	321.4	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	321.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	311.3	-57.9	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	312.1	-57.9	-10	3	33.0
CCC_7		Screw Pumping Barge	102.0	842299.555	816959.566	346.7	-58.8	-10	3	36.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	268.6	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	280.6	-57.0	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	283.7	-57.1	-10	3	37.9
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	185.2	-53.4	-10	3	14.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	131.2	-50.4	-10	3	35.5
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	135.3	-50.6	-10	3	39.1
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	139.5	-50.9	-10	3	22.9
AGT_1	Ajisen Group Tower	Cooling Tower	91.1	842421.433	817088.765	356.0	-59.0	-10	3	25.1
AGT_2		Cooling Tower	91.1	842424.433	817085.765	360.0	-59.1	-10	3	25.0
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.3	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	39.1	-39.8	-10	3	55.2
									Total	62
									Daytime Noise Criteria	65
									Comply?	Yes

Table 1 Calculation for Sewage Generation Rate of the Proposed Residential Development at the Application Site

1. Proposed Residential Development			**Remarks**
1. Residential Towers (T1-T3)			
a. Total number of units	=	342	units
b. Total number of residents	=	855	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.19	m^3/person/day -- (Private R1 in Table T-1 of GESF)
d. Sewage Generation rate	=	**162.5**	m^3/day
2. Club House			
a. Assumed used area	=	735	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	24	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**6.7**	m^3/day
3. Swimming Pool			
a. Assumed Area of Swimming Pool	=	250	m^2
b. Average Depth of Water	=	1.5	m (assumption)
c. Volume of Swimming Pool	=	375	m^3
d. Turnover Rate	=	6	hr
e. Surface Loading Rate of Filter	=	50	m^3/m^2/hr
f. Filter Areas required	=	1.3	m^2
g. Backwash Duration	=	3	min/d
h. Backwash flow rate	=	30	m^3/m^2/hr
i. Design flow for Swimming Pool Backwashing	=	37.5	m^3/hr
j. Design flow for Swimming Pool Backwashing	=	**10.4**	litre/sec
4. Retail			
a. Assumed used area	=	1306.2	m^2
b. Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
c. Total number of employees	=	46	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J4)
f. Sewage generation rate	=	**12.9**	m^3/day
5. F&B			
a. Assumed used area	=	870.8	m^2
b. Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
c. Total number of employees	=	44	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
f. Sewage generation rate	=	**69.5**	m^3/day
Total Flow at Manhole T0			
Flow Rate (Without Swimming Pool)	=	251.6	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	276.7	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	1025	people
Peaking factor	=	6	Refer to Table T-5 of GESF for population 1,000 - 5,000 including stormwater allowance
Peak Flow (Without Swimming Pool)	=	17.5	litre/sec
Peak Flow (With Swimming Pool)	=	**27.9**	litre/sec

Table 2a Hydraulic Capacity at Sewers along Tung Yuen Street, Yau Tong

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	900	41.7	0.97	0.94	9.81	0.0015	0.001	0.000001	0.75	0.64	0.48	477
S2-S3	FMH4034525	FMH4034509	900	8.0	0.94	0.93	9.81	0.0015	0.001	0.000001	0.99	0.64	0.63	629

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(5) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)

Table 3a Hydraulic Capacity of Sewers (Catchment A)

1. Full Bore of Pipes FWD4036773, FWD4036778 and FWD4125280 (Assumption)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Upstream Invert Level	Downstream Invert Level	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
FWD4036773	FMH4034555	FMH4034556	600	39.7	1.89	1.86	9.81	0.006	0.001	0.000001	0.48	0.28	0.14	137
FWD4036778	FMH4034561	FMH4034556	225	46.7	2.14	1.84	9.81	0.006	0.006	0.000001	0.72	0.04	0.03	29
FWD4125280	FMH4099933	FMH4034556	225	15.9	2.14	2.10	9.81	0.006	0.003	0.000001	0.45	0.04	0.02	18
													Sub-total	183

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

(5) The pipe information is obtained from Geoinfo Map.

2. 18 Tung Yuen Street (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewage Generation rate = 91 m^3/day (from EPD)

b. Sewage Generation rate at FMH4034558 = 136 m^3/day (from EPD)

c. Total Dewerage Generate rate = 227 m^3/day

3. Application for Proposed Admendments to Approved Scheme (under Application No. A/K15/119) in "CDA(3)" Zone and Area Shown as 'Road', at YTML No. 57, YTILs No. 4 sB and 9, and Adjoining Government Land, Tung Yuen Street, Yau Tong, Kowloon (R7481_v1.3)

a. Sewage Generation rate = 1075.2 m^3/day

4. Residential (Other Proposed Residential Development ref. YTML No. 69 & YTIL No. 4RP) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewage Generation rate = 627 m^3/day (from EPD)

5. Commercial (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewage Generation rate = 30 m^3/day

6. Peninsula East (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewerage Generate rate = 193.5 m^3/day

7. Industrial (Redland Concrete Limited) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewerage Generate rate = 27 m^3/day

Total Flow at Manhole S1 (FMH4034524), including Proposed Development and Catchment A

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	2431.3	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	2674.4	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	9905	people
Peaking factor	=	5	Refer to Table T-5 of GESF for population 5,000 - 10,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	323.8	litre/sec
Peak Flow (With Swimming Pool)	=	**334.2**	litre/sec

Table 4a Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	27.9	33.2%	OK	27.9	33.2%	OK	A
S1-S2	900	41.7	0.0007	477	27.9	5.9%	OK	334.2	70.1%	OK	A
S2-S3	900	8.0	0.0012	629	27.9	4.4%	OK	334.2	53.1%	OK	A

Calculations of Time-In-Mode (TIM) for Barge to/ from the Concrete Batching Plant (CBP)

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
China Concrete Co. Ltd.	Barge	581.7	NA	0	3.09	60	3.14
HK Concrete Co. Ltd.	Barge	592.4	NA	0	3.09	60	3.20
Redland Concrete Ltd.	Barge	483.5	NA	0	3.09	60	2.61

Notes:
[1] Length of sailing route within 500m assessment area.
[2] No information is available from the operator. The travelling speed of sand barges with similar nature and operation mode are recorded and can be found at https://www.marinetraffic.com. The recorded averaged speed of sand barges (i.e. about 6 knots, 3.09m/s) is adopted in this assessment, assuming the travelling speed of the barges is the same during their journey. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.
[3] Time-In-Mode (TIM) for hotelling - As advised by the operator, there would be one barge at one time serving each CBP and the barges would stay for around one to two days then depart. Given that the long duration of stay and infrequent sailing schedule of the barges, it is assumed that there would be one barge for each CBP hotelling continuously during the operation hours as a conservative assessment.
[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Concrete Batching Plant (CBP)
Marine Emission
Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
China Concrete Co. Ltd.	Barge	Main Engine	727	0.00	0.30	60	3.14	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.14	0.21	10.00	0.40	0.39
HK Concrete Co. Ltd.	Barge	Main Engine	727	0.00	0.30	60	3.20	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.20	0.21	10.00	0.40	0.39
Redland Concrete Ltd.	Barge	Main Engine	727	0.00	0.30	60	2.61	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	2.61	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.
[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.
[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh
[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.
[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the concrete batching plant.

Detailed Emission Rate

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
China Concrete Co. Ltd.	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.370E-03	1.141E-01	3.422E-03	3.308E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	5.420E-04	2.608E-02	1.043E-03	1.017E-03
HK Concrete Co. Ltd.	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.413E-03	1.162E-01	3.485E-03	3.368E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	5.520E-04	2.656E-02	1.063E-03	1.036E-03
Redland Concrete Ltd.	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.970E-03	9.480E-02	2.844E-03	2.749E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	4.505E-04	2.168E-02	8.672E-04	8.455E-04

Note:
[1] It is assumed that there would be one barge hotelling at each concrete batching plant during the operation hours.
[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering at China Concrete Co. Ltd. (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (116 x 0.43 x 10.0 x 3.246 / 60 / 1000)
= 0.02698 kg/hour

Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)

		Emission Factor	Unit	Reference
TSP	=	0.85	Mg/hectare/yr	Table 11.9.4 of AP-42 S11.9

Therefore,

RSP	=	0.40	Mg/hectare/yr	Multiplied by a conversion factor of 0.47 for TSP to RSP according to Table 2 of AP-42 S13.2.4
	=	1.27E-06	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.
FSP	=	0.06	Mg/hectare/yr	Multiplied by a conversion factor of 0.07 for TSP to FSP according to Table 2 of AP-42 S13.2.4
	=	1.89E-07	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.

Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)

$$E = k\,(sL)^{0.91} \times (W)^{1.02}$$

where

E= Emission factor in grams per vehicle kilomter travelled (g/veh-km)

k= Particle size multiplier, k = 0.62 g/veh-km for RSP and 0.15 g/veh-km for FSP as defined according to Table 2 of AP42 S13.2.1-1

sL= Road surface silt loading (g/m^2), as per AP-42 Table 13.2.1-3, mean silt loading for concrete batching plant is 12 g/m^2

W= Average weight (ton) of vehicles travelling on road, 22 tons is assumed as full load condition

RSP Emission Factor = 0.139 g/veh-m

FSP Emission Factor = 0.034 g/veh-m

Description	Source ID	Distance (m)	Road Width (m)	Road Surface Area (m^2)	Peak Hourly Flow of Mixer Trucks [1]	Dust Removal Efficiency (%) [2]	Emission Rate [3][5]	
							RSP ($g/s/m^2$)	FSP ($g/s/m^2$)
China Concrete Co. Ltd. [4]	L11	17	6	102	-	-	3.10E-05	7.49E-06
	L12	6	45	268	-	-	3.10E-05	7.49E-06
HK Concrete Co. Ltd.	L31	3	18	53	22	91.70%	4.01E-06	9.70E-07
	L32	37	3	113	22	91.70%	2.35E-05	5.69E-06
Redland Concrete Ltd.	L21	7	16	110	22	91.70%	4.44E-06	1.08E-06

Note:

1. Peak hourly mixer trucks count of each concrete batching plants based on site observations.
2. Calculation of Dust Removal Efficiency for HK Concrete Co. Ltd. and Redland Concrete Ltd.

$$= 100 - \frac{0.8pdt}{}$$

(ref.: Eq. 3-2 in Section 3.3.3 of USEPA Control of Open Fugitive Duat Sources - Final Report)

where

C = Average control efficiency, in percent

p = Potenial average hourly daytime evaporation rate, 0.23676 mm/h (p = 0.0049 x 48.3189 inch is equivalent to total evaporation of 1227.3mm obtained from Hong Kong Observatory)

d = Average hourly daytime traffic rate per hour, 22 veh/hr based on site observation

t = Time between applications in hour, once in each working hour as observed during site visit

i = Application intensity, 0.5 L/m^2 for haul road as minimum application intensity

Therefore,

C = 100-(0.8)(0.2368)(22)(1)/0.5 = 91.7%

3. Emission Rate(g/s) = Emission Factor x (1- Dust Removal Efficiently) x No. of Trucks per hour x Travelling Distance/Road Surface Area
4. According to the SP License for China Concret Co. Ltd. (L-3-194(4)), the maximum dust emission rate from paved roads is 0.215kg/hr with dust control equipment (i.e. water spray).
5. According to Table 2 of AP42 S13.2.1-1, Particle size multiplier (k) of TSP, RSP and FSP for paved road is defined as 3.23 g/veh-km, 0.62 g/veh-km and 0.15 g/veh-km, respectively. The conversion ratio of TSP to RSP and FSP for paved road has thus referenced to the particle size multiplier.

Calculations of Emission Sources within Concrete Batching Plant (CBP)

Description	Fugitive Emission (Y/N)	Source ID	Source ID from SPL	Emissions/ Parameters extracted from SP License [1]							Concentration	Emission Rate adjusted to Emission Concentration Limit (10 mg/m^3) [2][3]		Exit Velocity (m/s)	Operation Hours [4]
				Exhaust Gas Flowrate (m^3/h)	Exit Temp (K)	Emission Height (mAG)	Stack Width (m)	Stack Length (m)	Stack Diameter (m)	Max Emission Rate (kg/hr)	RSP (mg/m3)	RSP (g/s)	FSP (g/s)		
China Concrete Co. Ltd. [1][2]	N	P101	1	1750	298.15	31	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	0700 to 2100 (14 hours)
	N	P102	2	1750	298.15	31	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P103	3	1750	298.15	8	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P104	4	1750	298.15	8	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	Y	P105	5 or 5a	-	298.15	6	4	4	-	0.7750	-	0.00686	0.00202	-	
	N	P106	6	1750	298.15	30	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P107	7	1750	298.15	30	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P108	8	1750	298.15	30	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P109	9	1750	298.15	30	0.125	0.25	0.20	0.0875	26	0.00486	0.00143	15.6	
	N	P110	10	3500	298.15	12	0.25	0.25	0.28	0.1750	26	0.00972	0.00286	15.6	
	N	P111	11	3500	298.15	12	0.25	0.25	0.28	0.1750	26	0.00972	0.00286	15.6	
HK Concrete Co. Ltd. [1][2]	N	P301	EP1A (1)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	0700 to 1900 (12 hours)
	N	P302	EP1B (2)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P303	EP1C (3)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P304	EP1D (4)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P305	EP1E (5)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P306	EP1F (6)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P307	EP1G (7)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P308	EP1H (8)	1550	298.15	28	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P309	EP1I (9)	1550	298.15	33	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P310	EP2A (10)	1550	298.15	13	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P311	EP2B (11)	1550	298.15	13	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	N	P312	EP2C (12)	1550	298.15	13	0.125	0.25	0.20	0.0775	26	0.00431	0.00127	13.8	
	Y	P313	EP4(13)	-	298.15	9	2.5	5	-	0.7750	-	0.00878	0.00258	-	
Redland Concrete Ltd. [1][2]	N	P201	EP2	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	0700 to 1900 (12 hours)
	N	P202	EP3	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P203	EP4	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P204	EP5	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P205	EP6	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P206	EP7	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P207	EP8	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P208	EP9	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P209	EP10	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P210	EP18	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P211	EP19	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P212	EP20	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P213	EP21	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P214	EP22	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P215	EP23	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P216	EP24	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P217	EP25	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P218	EP26	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P219	EP27	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P220	EP28	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P221	EP29	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P222	EP30	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P223	EP31	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P224	EP32	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P225	EP33	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P226	EP35	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P227	EP36	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P228	EP38	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P229	EP39	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P230	EP46	10200	298.15	3	0.5	0.5	0.56	0.1700	9	0.02408	0.00708	11.3	

Note:

1. No information is provided by the operators, reference has been made to the Specified Processes (SP) License (L-3-194(4) for China Concrete Co. Ltd.; L-3-218(3) for HK Concrete Co. Ltd.; and L-3-117 (6) for Redland Concrete Ltd.).
2. According to Appendix B.2, General Particle Size Distributions, page B.2-13, AP-42, 1/95 version, USEPA, RSP and FSP are 51% and 15% of TSP for general concrete batching activity.
3. According to Annex I of A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process - Cement Works (Concrete Batching Plant) BPM3/2(16) (Februrary 2016), the concentration limit of Particulate Matter (PM) would be limited to 10mg/m^3 for license renewal by 1 January 2018 for all plants.
4. Operation hours of these three CBPs were made reference to Approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA258/2018).

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D01_GF	842121	817283	4.4	G	1.5	5.9	0.3
D01_L1	842121	817283	4.4	L1	5.50	9.90	0.3
D01_L2	842121	817283	4.4	L2	10.00	14.40	0.2
D01_1F	842121	817283	4.4	1	18.20	22.60	0.2
D01_2F	842121	817283	4.4	2	21.30	25.70	0.1
D01_3F	842121	817283	4.4	3	24.40	28.80	0.1
D01_4F	842121	817283	4.4	4	27.50	31.90	0.1
D01_5F	842121	817283	4.4	5	30.60	35.00	0.1
D01_6F	842121	817283	4.4	6	33.70	38.10	0.1
D01_7F	842121	817283	4.4	7	36.80	41.20	0.1
D01_8F	842121	817283	4.4	8	39.90	44.30	0.1
D01_9F	842121	817283	4.4	9	43.00	47.40	0.1
D01_10F	842121	817283	4.4	10	46.10	50.50	0.0
D01_11F	842121	817283	4.4	11	49.20	53.60	0.0
D01_12F	842121	817283	4.4	12	52.30	56.70	0.0
D01_13F	842121	817283	4.4	13	55.40	59.80	0.0
D01_14F	842121	817283	4.4	14	58.50	62.90	0.0
D01_15F	842121	817283	4.4	15	61.60	66.00	0.0
D01_17F	842121	817283	4.4	17	67.80	72.20	0.0
D01_19F	842121	817283	4.4	19	74.00	78.40	0.0
D01_22F	842121	817283	4.4	22	83.40	87.80	0.0
D01_25F	842121	817283	4.4	25	92.85	97.25	0.0
D02_GF	842128	817270	4.4	G	1.5	5.9	0.3
D02_L1	842128	817270	4.4	L1	5.50	9.90	0.3
D02_L2	842128	817270	4.4	L2	10.00	14.40	0.3
D02_1F	842128	817270	4.4	1	18.20	22.60	0.2
D02_2F	842128	817270	4.4	2	21.30	25.70	0.1
D02_3F	842128	817270	4.4	3	24.40	28.80	0.1
D02_4F	842128	817270	4.4	4	27.50	31.90	0.1
D02_5F	842128	817270	4.4	5	30.60	35.00	0.1
D02_6F	842128	817270	4.4	6	33.70	38.10	0.1
D02_7F	842128	817270	4.4	7	36.80	41.20	0.1
D02_8F	842128	817270	4.4	8	39.90	44.30	0.1
D02_9F	842128	817270	4.4	9	43.00	47.40	0.1
D02_10F	842128	817270	4.4	10	46.10	50.50	0.1
D02_11F	842128	817270	4.4	11	49.20	53.60	0.1
D02_12F	842128	817270	4.4	12	52.30	56.70	0.0
D02_13F	842128	817270	4.4	13	55.40	59.80	0.0
D02_14F	842128	817270	4.4	14	58.50	62.90	0.0
D02_15F	842128	817270	4.4	15	61.60	66.00	0.0
D02_17F	842128	817270	4.4	17	67.80	72.20	0.0
D02_19F	842128	817270	4.4	19	74.00	78.40	0.0
D02_22F	842128	817270	4.4	22	83.40	87.80	0.0
D02_25F	842128	817270	4.4	25	92.85	97.25	0.0
D03_GF	842134	817259	4.4	G	1.5	5.9	0.4
D03_L1	842134	817259	4.4	L1	5.50	9.90	0.3

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D03_L2	842134	817259	4.4	L2	10.00	14.40	0.3
D03_1F	842134	817259	4.4	1	18.20	22.60	0.2
D03_2F	842134	817259	4.4	2	21.30	25.70	0.1
D03_3F	842134	817259	4.4	3	24.40	28.80	0.1
D03_4F	842134	817259	4.4	4	27.50	31.90	0.1
D03_5F	842134	817259	4.4	5	30.60	35.00	0.1
D03_6F	842134	817259	4.4	6	33.70	38.10	0.1
D03_7F	842134	817259	4.4	7	36.80	41.20	0.1
D03_8F	842134	817259	4.4	8	39.90	44.30	0.1
D03_9F	842134	817259	4.4	9	43.00	47.40	0.1
D03_10F	842134	817259	4.4	10	46.10	50.50	0.1
D03_11F	842134	817259	4.4	11	49.20	53.60	0.1
D03_12F	842134	817259	4.4	12	52.30	56.70	0.0
D03_13F	842134	817259	4.4	13	55.40	59.80	0.0
D03_14F	842134	817259	4.4	14	58.50	62.90	0.0
D03_15F	842134	817259	4.4	15	61.60	66.00	0.0
D03_17F	842134	817259	4.4	17	67.80	72.20	0.0
D03_19F	842134	817259	4.4	19	74.00	78.40	0.0
D03_22F	842134	817259	4.4	22	83.40	87.80	0.0
D03_25F	842134	817259	4.4	25	92.85	97.25	0.0
D04_GF	842140	817247	4.4	G	1.5	5.9	0.4
D04_L1	842140	817247	4.4	L1	5.50	9.90	0.4
D04_L2	842140	817247	4.4	L2	10.00	14.40	0.3
D04_1F	842140	817247	4.4	1	18.20	22.60	0.2
D04_2F	842140	817247	4.4	2	21.30	25.70	0.1
D04_3F	842140	817247	4.4	3	24.40	28.80	0.1
D04_4F	842140	817247	4.4	4	27.50	31.90	0.1
D04_5F	842140	817247	4.4	5	30.60	35.00	0.1
D04_6F	842140	817247	4.4	6	33.70	38.10	0.1
D04_7F	842140	817247	4.4	7	36.80	41.20	0.1
D04_8F	842140	817247	4.4	8	39.90	44.30	0.1
D04_9F	842140	817247	4.4	9	43.00	47.40	0.1
D04_10F	842140	817247	4.4	10	46.10	50.50	0.1
D04_11F	842140	817247	4.4	11	49.20	53.60	0.1
D04_12F	842140	817247	4.4	12	52.30	56.70	0.0
D04_13F	842140	817247	4.4	13	55.40	59.80	0.0
D04_14F	842140	817247	4.4	14	58.50	62.90	0.0
D04_15F	842140	817247	4.4	15	61.60	66.00	0.0
D04_17F	842140	817247	4.4	17	67.80	72.20	0.0
D04_19F	842140	817247	4.4	19	74.00	78.40	0.0
D04_22F	842140	817247	4.4	22	83.40	87.80	0.0
D04_25F	842140	817247	4.4	25	92.85	97.25	0.0
D05_GF	842125	817239	4.4	G	1.5	5.9	**0.4**
D05_L1	842125	817239	4.4	L1	5.50	9.90	0.4
D05_L2	842125	817239	4.4	L2	10.00	14.40	0.3

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D05_1F	842125	817239	4.4	1	18.20	22.60	0.2
D05_2F	842125	817239	4.4	2	21.30	25.70	0.1
D05_3F	842125	817239	4.4	3	24.40	28.80	0.1
D05_4F	842125	817239	4.4	4	27.50	31.90	0.1
D05_5F	842125	817239	4.4	5	30.60	35.00	0.1
D05_6F	842125	817239	4.4	6	33.70	38.10	0.1
D05_7F	842125	817239	4.4	7	36.80	41.20	0.1
D05_8F	842125	817239	4.4	8	39.90	44.30	0.1
D05_9F	842125	817239	4.4	9	43.00	47.40	0.1
D05_10F	842125	817239	4.4	10	46.10	50.50	0.0
D05_11F	842125	817239	4.4	11	49.20	53.60	0.0
D05_12F	842125	817239	4.4	12	52.30	56.70	0.0
D05_13F	842125	817239	4.4	13	55.40	59.80	0.0
D05_14F	842125	817239	4.4	14	58.50	62.90	0.0
D05_15F	842125	817239	4.4	15	61.60	66.00	0.0
D05_17F	842125	817239	4.4	17	67.80	72.20	0.0
D05_19F	842125	817239	4.4	19	74.00	78.40	0.0
D05_22F	842125	817239	4.4	22	83.40	87.80	0.0
D05_25F	842125	817239	4.4	25	92.85	97.25	0.0
D06_GF	842111	817232	4.4	G	1.5	5.9	0.4
D06_L1	842111	817232	4.4	L1	5.50	9.90	0.4
D06_L2	842111	817232	4.4	L2	10.00	14.40	0.3
D06_1F	842111	817232	4.4	1	18.20	22.60	0.1
D06_2F	842111	817232	4.4	2	21.30	25.70	0.1
D06_3F	842111	817232	4.4	3	24.40	28.80	0.1
D06_4F	842111	817232	4.4	4	27.50	31.90	0.1
D06_5F	842111	817232	4.4	5	30.60	35.00	0.1
D06_6F	842111	817232	4.4	6	33.70	38.10	0.1
D06_7F	842111	817232	4.4	7	36.80	41.20	0.0
D06_8F	842111	817232	4.4	8	39.90	44.30	0.0
D06_9F	842111	817232	4.4	9	43.00	47.40	0.0
D06_10F	842111	817232	4.4	10	46.10	50.50	0.0
D06_11F	842111	817232	4.4	11	49.20	53.60	0.0
D06_12F	842111	817232	4.4	12	52.30	56.70	0.0
D06_13F	842111	817232	4.4	13	55.40	59.80	0.0
D06_14F	842111	817232	4.4	14	58.50	62.90	0.0
D06_15F	842111	817232	4.4	15	61.60	66.00	0.0
D06_17F	842111	817232	4.4	17	67.80	72.20	0.0
D06_19F	842111	817232	4.4	19	74.00	78.40	0.0
D06_22F	842111	817232	4.4	22	83.40	87.80	0.0
D06_25F	842111	817232	4.4	25	92.85	97.25	0.0
D07_GF	842097	817225	4.4	G	1.5	5.9	0.3
D07_L1	842097	817225	4.4	L1	5.50	9.90	0.3
D07_L2	842097	817225	4.4	L2	10.00	14.40	0.3
D07_1F	842097	817225	4.4	1	18.20	22.60	0.2

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D07_2F	842097	817225	4.4	2	21.30	25.70	0.1
D07_3F	842097	817225	4.4	3	24.40	28.80	0.1
D07_4F	842097	817225	4.4	4	27.50	31.90	0.1
D07_5F	842097	817225	4.4	5	30.60	35.00	0.0
D07_6F	842097	817225	4.4	6	33.70	38.10	0.0
D07_7F	842097	817225	4.4	7	36.80	41.20	0.0
D07_8F	842097	817225	4.4	8	39.90	44.30	0.0
D07_9F	842097	817225	4.4	9	43.00	47.40	0.0
D07_10F	842097	817225	4.4	10	46.10	50.50	0.0
D07_11F	842097	817225	4.4	11	49.20	53.60	0.0
D07_12F	842097	817225	4.4	12	52.30	56.70	0.0
D07_13F	842097	817225	4.4	13	55.40	59.80	0.0
D07_14F	842097	817225	4.4	14	58.50	62.90	0.0
D07_15F	842097	817225	4.4	15	61.60	66.00	0.0
D07_17F	842097	817225	4.4	17	67.80	72.20	0.0
D07_19F	842097	817225	4.4	19	74.00	78.40	0.0
D07_22F	842097	817225	4.4	22	83.40	87.80	0.0
D07_25F	842097	817225	4.4	25	92.85	97.25	0.0
D08_GF	842083	817218	4.4	G	1.5	5.9	0.3
D08_L1	842083	817218	4.4	L1	5.50	9.90	0.3
D08_L2	842083	817218	4.4	L2	10.00	14.40	0.2
D08_1F	842083	817218	4.4	1	18.20	22.60	0.2
D08_2F	842083	817218	4.4	2	21.30	25.70	0.1
D08_3F	842083	817218	4.4	3	24.40	28.80	0.1
D08_4F	842083	817218	4.4	4	27.50	31.90	0.1
D08_5F	842083	817218	4.4	5	30.60	35.00	0.0
D08_6F	842083	817218	4.4	6	33.70	38.10	0.0
D08_7F	842083	817218	4.4	7	36.80	41.20	0.0
D08_8F	842083	817218	4.4	8	39.90	44.30	0.0
D08_9F	842083	817218	4.4	9	43.00	47.40	0.0
D08_10F	842083	817218	4.4	10	46.10	50.50	0.0
D08_11F	842083	817218	4.4	11	49.20	53.60	0.0
D08_12F	842083	817218	4.4	12	52.30	56.70	0.0
D08_13F	842083	817218	4.4	13	55.40	59.80	0.0
D08_14F	842083	817218	4.4	14	58.50	62.90	0.0
D08_15F	842083	817218	4.4	15	61.60	66.00	0.0
D08_17F	842083	817218	4.4	17	67.80	72.20	0.0
D08_19F	842083	817218	4.4	19	74.00	78.40	0.0
D08_22F	842083	817218	4.4	22	83.40	87.80	0.0
D08_25F	842083	817218	4.4	25	92.85	97.25	0.0
D09_GF	842079	817230	4.4	G	1.5	5.9	0.2
D09_L1	842079	817230	4.4	L1	5.50	9.90	0.2
D09_L2	842079	817230	4.4	L2	10.00	14.40	0.2
D09_1F	842079	817230	4.4	1	18.20	22.60	0.2
D09_2F	842079	817230	4.4	2	21.30	25.70	0.1

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D09_3F	842079	817230	4.4	3	24.40	28.80	0.1
D09_4F	842079	817230	4.4	4	27.50	31.90	0.0
D09_5F	842079	817230	4.4	5	30.60	35.00	0.0
D09_6F	842079	817230	4.4	6	33.70	38.10	0.0
D09_7F	842079	817230	4.4	7	36.80	41.20	0.0
D09_8F	842079	817230	4.4	8	39.90	44.30	0.0
D09_9F	842079	817230	4.4	9	43.00	47.40	0.0
D09_10F	842079	817230	4.4	10	46.10	50.50	0.0
D09_11F	842079	817230	4.4	11	49.20	53.60	0.0
D09_12F	842079	817230	4.4	12	52.30	56.70	0.0
D09_13F	842079	817230	4.4	13	55.40	59.80	0.0
D09_14F	842079	817230	4.4	14	58.50	62.90	0.0
D09_15F	842079	817230	4.4	15	61.60	66.00	0.0
D09_17F	842079	817230	4.4	17	67.80	72.20	0.0
D09_19F	842079	817230	4.4	19	74.00	78.40	0.0
D09_22F	842079	817230	4.4	22	83.40	87.80	0.0
D09_25F	842079	817230	4.4	25	92.85	97.25	0.0
D10_GF	842075	817244	4.4	G	1.5	5.9	0.2
D10_L1	842075	817244	4.4	L1	5.50	9.90	0.2
D10_L2	842075	817244	4.4	L2	10.00	14.40	0.2
D10_1F	842075	817244	4.4	1	18.20	22.60	0.1
D10_2F	842075	817244	4.4	2	21.30	25.70	0.1
D10_3F	842075	817244	4.4	3	24.40	28.80	0.1
D10_4F	842075	817244	4.4	4	27.50	31.90	0.1
D10_5F	842075	817244	4.4	5	30.60	35.00	0.0
D10_6F	842075	817244	4.4	6	33.70	38.10	0.0
D10_7F	842075	817244	4.4	7	36.80	41.20	0.0
D10_8F	842075	817244	4.4	8	39.90	44.30	0.0
D10_9F	842075	817244	4.4	9	43.00	47.40	0.0
D10_10F	842075	817244	4.4	10	46.10	50.50	0.0
D10_11F	842075	817244	4.4	11	49.20	53.60	0.0
D10_12F	842075	817244	4.4	12	52.30	56.70	0.0
D10_13F	842075	817244	4.4	13	55.40	59.80	0.0
D10_14F	842075	817244	4.4	14	58.50	62.90	0.0
D10_15F	842075	817244	4.4	15	61.60	66.00	0.0
D10_17F	842075	817244	4.4	17	67.80	72.20	0.0
D10_19F	842075	817244	4.4	19	74.00	78.40	0.0
D10_22F	842075	817244	4.4	22	83.40	87.80	0.0
D10_25F	842075	817244	4.4	25	92.85	97.25	0.0
D11_GF	842071	817257	4.4	G	1.5	5.9	0.2
D11_L1	842071	817257	4.4	L1	5.50	9.90	0.2
D11_L2	842071	817257	4.4	L2	10.00	14.40	0.2
D11_1F	842071	817257	4.4	1	18.20	22.60	0.1
D11_2F	842071	817257	4.4	2	21.30	25.70	0.1
D11_3F	842071	817257	4.4	3	24.40	28.80	0.1

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D11_4F	842071	817257	4.4	4	27.50	31.90	0.1
D11_5F	842071	817257	4.4	5	30.60	35.00	0.0
D11_6F	842071	817257	4.4	6	33.70	38.10	0.0
D11_7F	842071	817257	4.4	7	36.80	41.20	0.0
D11_8F	842071	817257	4.4	8	39.90	44.30	0.0
D11_9F	842071	817257	4.4	9	43.00	47.40	0.0
D11_10F	842071	817257	4.4	10	46.10	50.50	0.0
D11_11F	842071	817257	4.4	11	49.20	53.60	0.0
D11_12F	842071	817257	4.4	12	52.30	56.70	0.0
D11_13F	842071	817257	4.4	13	55.40	59.80	0.0
D11_14F	842071	817257	4.4	14	58.50	62.90	0.0
D11_15F	842071	817257	4.4	15	61.60	66.00	0.0
D11_17F	842071	817257	4.4	17	67.80	72.20	0.0
D11_19F	842071	817257	4.4	19	74.00	78.40	0.0
D11_22F	842071	817257	4.4	22	83.40	87.80	0.0
D11_25F	842071	817257	4.4	25	92.85	97.25	0.0
D12_GF	842084	817263	4.4	G	1.5	5.9	0.3
D12_L1	842084	817263	4.4	L1	5.50	9.90	0.3
D12_L2	842084	817263	4.4	L2	10.00	14.40	0.2
D12_1F	842084	817263	4.4	1	18.20	22.60	0.1
D12_2F	842084	817263	4.4	2	21.30	25.70	0.1
D12_3F	842084	817263	4.4	3	24.40	28.80	0.1
D12_4F	842084	817263	4.4	4	27.50	31.90	0.0
D12_5F	842084	817263	4.4	5	30.60	35.00	0.0
D12_6F	842084	817263	4.4	6	33.70	38.10	0.0
D12_7F	842084	817263	4.4	7	36.80	41.20	0.0
D12_8F	842084	817263	4.4	8	39.90	44.30	0.0
D12_9F	842084	817263	4.4	9	43.00	47.40	0.0
D12_10F	842084	817263	4.4	10	46.10	50.50	0.0
D12_11F	842084	817263	4.4	11	49.20	53.60	0.0
D12_12F	842084	817263	4.4	12	52.30	56.70	0.0
D12_13F	842084	817263	4.4	13	55.40	59.80	0.0
D12_14F	842084	817263	4.4	14	58.50	62.90	0.0
D12_15F	842084	817263	4.4	15	61.60	66.00	0.0
D12_17F	842084	817263	4.4	17	67.80	72.20	0.0
D12_19F	842084	817263	4.4	19	74.00	78.40	0.0
D12_22F	842084	817263	4.4	22	83.40	87.80	0.0
D12_25F	842084	817263	4.4	25	92.85	97.25	0.0
D13_GF	842096	817270	4.4	G	1.5	5.9	0.3
D13_L1	842096	817270	4.4	L1	5.50	9.90	0.3
D13_L2	842096	817270	4.4	L2	10.00	14.40	0.2
D13_1F	842096	817270	4.4	1	18.20	22.60	0.1
D13_2F	842096	817270	4.4	2	21.30	25.70	0.1
D13_3F	842096	817270	4.4	3	24.40	28.80	0.1
D13_4F	842096	817270	4.4	4	27.50	31.90	0.0

Confidential

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D13_5F	842096	817270	4.4	5	30.60	35.00	0.0
D13_6F	842096	817270	4.4	6	33.70	38.10	0.0
D13_7F	842096	817270	4.4	7	36.80	41.20	0.0
D13_8F	842096	817270	4.4	8	39.90	44.30	0.0
D13_9F	842096	817270	4.4	9	43.00	47.40	0.0
D13_10F	842096	817270	4.4	10	46.10	50.50	0.0
D13_11F	842096	817270	4.4	11	49.20	53.60	0.0
D13_12F	842096	817270	4.4	12	52.30	56.70	0.0
D13_13F	842096	817270	4.4	13	55.40	59.80	0.0
D13_14F	842096	817270	4.4	14	58.50	62.90	0.0
D13_15F	842096	817270	4.4	15	61.60	66.00	0.0
D13_17F	842096	817270	4.4	17	67.80	72.20	0.0
D13_19F	842096	817270	4.4	19	74.00	78.40	0.0
D13_22F	842096	817270	4.4	22	83.40	87.80	0.0
D13_25F	842096	817270	4.4	25	92.85	97.25	0.0
D14_GF	842108	817276	4.4	G	1.5	5.9	0.3
D14_L1	842108	817276	4.4	L1	5.50	9.90	0.3
D14_L2	842108	817276	4.4	L2	10.00	14.40	0.2
D14_1F	842108	817276	4.4	1	18.20	22.60	0.1
D14_2F	842108	817276	4.4	2	21.30	25.70	0.1
D14_3F	842108	817276	4.4	3	24.40	28.80	0.1
D14_4F	842108	817276	4.4	4	27.50	31.90	0.1
D14_5F	842108	817276	4.4	5	30.60	35.00	0.1
D14_6F	842108	817276	4.4	6	33.70	38.10	0.1
D14_7F	842108	817276	4.4	7	36.80	41.20	0.1
D14_8F	842108	817276	4.4	8	39.90	44.30	0.0
D14_9F	842108	817276	4.4	9	43.00	47.40	0.0
D14_10F	842108	817276	4.4	10	46.10	50.50	0.0
D14_11F	842108	817276	4.4	11	49.20	53.60	0.0
D14_12F	842108	817276	4.4	12	52.30	56.70	0.0
D14_13F	842108	817276	4.4	13	55.40	59.80	0.0
D14_14F	842108	817276	4.4	14	58.50	62.90	0.0
D14_15F	842108	817276	4.4	15	61.60	66.00	0.0
D14_17F	842108	817276	4.4	17	67.80	72.20	0.0
D14_19F	842108	817276	4.4	19	74.00	78.40	0.0
D14_22F	842108	817276	4.4	22	83.40	87.80	0.0
D14_25F	842108	817276	4.4	25	92.85	97.25	0.0
						Max.	0.4
						AQO	**5**

Note:

1. Shaded cell in orange denotes the predicted air quality exceeds the relevant HKAQOs.
2. Bolded cell denotes the largest value.

Your ref TPB/A/K15/132
Our ref 298523/00/WSTY/MYNL/LYRC/05542

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By Hand and Email (tpbpd@pland.gov.hk)

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

25 April 2025

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments from various Government departments on the captioned S16 Planning Application received between 27 January 2025 and 17 April 2025.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) together with Updated Architectural Layout of the Proposed Scheme (**Appendix A**), Replacement Pages of Updated Supporting Planning Statement (**Appendix B**), Replacement Pages of Updated LMP Report (**Appendix C**), Replacement Pages of Updated Visual Impact Assessment (**Appendix D**), Updated Drainage & Sewerage Impact Assessment (**Appendix E**), Updated Environmental Assessment (**Appendix F**), Updated Air Quality Impact Assessment (**Appendix G**), Replacement Pages of Updated Traffic Impact Assessment (**Appendix H**) and Justifications for Parking Provisions (**Appendix I**) in support of the Planning Application for your consideration.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Ms. Natalie LEUNG at [redacted] or our Mr. Ryan CHAN at [redacted].

Yours faithfully,

Theresa YEUNG
Director

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25 APR 2025
Town Planning Board

Encl. - 4 copies of the Responses-to-Comments Table (Attachment A) and Appendices A to I
c.c. - DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
- DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
- Clients

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No.70, No.4 Tung Yuen Street, Yau Tong, Kowloon
Responses to Comments

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COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Buildings Department, New Buildings Division 1, Kowloon Section, dated 24 February 2025**	
	1. Application for bonus PR in return for surrender of land for street widening under regulation 22(2) of the Building (Planning) Regulations (B(P)R) will be dealt with individually according to the special circumstances of each case subject to that the surrender is considered essential and acceptable to relevant government departments and the relevant criteria under PNAP APP-20 be complied with. Such application will be processed under the BO in the building plans submission stage.	Noted.
	2. It is noted that the applicant takes the initiative to dedicate such passage for public to connect the voluntary waterfront promenade (15m wide) with Tung Yuen Street. Whether such passage can be exempted from the GFA calculation required under B(P)R 23(3)(a) will depend on the justification to demonstrate a genuine need by the public and individual merits. Relevant criteria under PNAP APP-108 should be complied with. Such application for GFA exemption will be processed in the building plans submission stage.	Noted.
	3. All building works should comply with the Buildings Ordinance (BO) and its allied regulations.	Noted.
	4. Detailed comments under the BO will be provided at the building plans submission stage.	Noted.
2.	**Civil Engineering and Development Department, Civil Engineering Office, Port Works Division, District Section, dated 27 January 2025**	
	This office has no objection to the application with the following advisory comments:	
	(a) The applicant should maintain the seawall and other marine structures and facilities within, fronting or adjoining the site or formed for	Noted.

No.	Comments	Responses
	provision of services to or formed for the support or protection of the site at his own cost up to the satisfaction of the Government. (b) The maximum superimposed load behind the existing seawall shall be limited to such an extent so as not to render inadequate the margin of safety of, or impair the structural integrity and stability of, or cause danger to any existing seawall. (c) As the proposed location is relatively exposed under extreme conditions, the coastal flood risk is relatively high due to overtopping wave and relative low ground level. Coastal risk assessment should be carried out and appropriate resilience measures (e.g. management measures and installation of demountable flood barriers during extreme conditions) should be considered in planning and design stage. Sea level rise should be considered due to global warming. The proposed design and facilities should be adaptive and could be enhanced progressively to cater for the threat of sea level rise in the future.	Noted. Noted. Please refer to Section **2.2** in **Appendix E (Updated Drainage & Sewerage Impact Assessment)** for the discussion on the sea level rise due to climate change and its relevant mitigation measures.
3.	**Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 27 January 2025** 1. The subject site falls within the harbourfront area under the purview of Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF). The project proponent should take into account the Harbourfront Planning Principles and Guidelines (HPP&G), which set out the major considerations from the harbourfront enhancement angle. The HPP&G are provided at the following links – HPPs: http://www.hfc.org.hk/filemanager/files/harbour_planning_principles_e.pdf HPGs: http://www.hfc.org.hk/filemanager/files/harbour_planning_guidelines.pdf 2. We note that a public waterfront promenade (PWP) is included as a part of the	Noted. Please note that the Applicant intends to provide a voluntary waterfront promenade

No.	Comments	Responses
	development and that commercial/retail elements would be included in the subject site. The proponent is reminded that the PWP should be planned, designed and constructed in accordance with the relevant requirements of the concerned outline zoning plan as appropriate and coherent with the planning requirements with adjacent developments.	that will be open for public enjoyment on a 24/7 basis.
	3. As per established practice, the proponent should consult KTF on the proposed development ***preferably*** before the concerned application is to be discussed at TPB, including the detailed design of the PWP as well as other related matters such as details on greenery provision, connectivity and accessibility, planning permission, implementation programme, required works areas, etc. in good time before it is finalised.	Noted. The Applicants have consulted the KTF of the Harbourfront Commission on 14 Mar 2025. Please refer to our response to KTF's comments in the meeting in comment#19 below.
4.	**Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 26 February 2025**	
	Please find below comments on the AQIA report. It appears that the odour impact of the sewage pumping station is not properly assessed and thus no appropriate mitigation measures would be implemented, as elaborated below: -	Noted.
	2.11.1. -please clarify what A/K15/126 Approval Scheme is and provide the report for reference.	A/K15/126 is an approved planning application of Yau Tong Inland Lots (YTMLs) 4 S.B and 9, Yau Tong Marine Lot (YTML) 57 and adjoining Government Land, Tung Yuen Street, Yau Tong, Kowloon.
	2.11.3 -odour measurement in and around the sewage pumping station (SPS) shall be carried out more extensively, including and not limited to day/night and in different seasons (in or not prevailing wind conditions).	Several site visits were conducted on 23 August 2023, 18 & 25 September 2023, 28 February 2024 and 14 & 15 March 2025 to verify the potential odour sources which covered the different seasons. No noticeable odour was observed during the site visits.

No.	Comments	Responses
	2.11.3 -please provide the odour measurement and measuring instruments for reference.	As stated in **Section 2.11.4** of **Appendix G (Updated Air Quality Impact Assessment (AQIA))**, upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. In addition, according to the reply from EPD's regional office (see **Appendix 2.18** of **Appendix G**), there is no odour complaint in the concerned area including Yau Tong Sewage Pumping Station (YTSPS).
	2.11.3 -it is unrealistic to anticipate no odour impact from SPS, for reference, during the normal operation and maintenance (O&M) of the SPS, odour emission in the magnitude of 5 ppm (roughly 10,000 OU) could occur occasionally. The odour impact during the O&M activities shall be considered and mitigated by the proposed development.	There may be some odour emission during the maintenance period, it is only expected to be experienced for a short period of time. The temporary retention tank shall not impose unacceptable odour impact upon the nearby sensitive receiver. In addition, for the normal operation, according to the reply from EPD's regional office (see **Appendix 2.18** of **Appendix G**), there is no odour complaint in the concerned area including YTSPS. Also, no noticeable odour was observed during the site visits carried on 23 August 2023, 18 & 25 September 2023, 28 February 2024 and 14 & 15 March 2025. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.
	2.11.8 -while the DSD project is completed, the village sewer connection works is still in progress, please seek update from appropriate parties	According to the reply from EPD's regional office (see **Appendix 2.18** of **Appendix G**), there is no odour complaint in the concerned area including Sam Ka Tsuen Typhoon Shelter.
	2.11.10 -A quantitative odour impact assessment shall be carried out for YTSPS	With the consideration of the findings, odour impact from sewage pumping station is not anticipated, a quantitative odour impact assessment would not be carried out.
5.	**Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-**	

No.	Comments	Responses
	Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 11 March 2025 Please find the attached existing and proposed layout plan for you review on the feasibility of taking up the design and construction works of the waterfront promenade fronting existing YTSPS. Based on the preliminary information, the estimated width of setback for opening the waterfront promenade is around 4.3m. The demolition of existing boundary wall and reconstruction of existing boundary wall is required. DSD anticipated the setback area could be released starting from Q3 2026 the earliest. For the small section of rising mains falling within the setback area, DSD advised that it will be diverted by end 2025 tentatively. Yau Tong SPS_old layout_new wall.pdf DC202104_MIEL_DF _161B_markup.pdf	Noted. After reviewing the implementation programme and financial implications, the Applicants are unable to commit to taking up the design and construction work for the portion of promenade at the YTSPS site. Nonetheless, the Applicants welcome a future connection of the waterfront promenade at the YTSPS site with the voluntary waterfront promenade provided at the Application Site. The Applicants are committed to coordinating on the design to ensure a coherent and seamless public experience.
6.	**Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 9 January 2025** Comments on Sewerage Impact Assessment (i) Please state the intake year of your proposed development; (ii) Section 3.4.2 Table 3.1 - Please review the calculations of total number of employees and design flow under 2. Club House and 4. Retail; (iii) Section 3.4.2 Table 3.1 and Appendix 3.2 Table 1 - The catchment inflow factor should be 1.1 for East Kowloon, please revise the calculation of peak flow accordingly;	Noted. Please refer to **para 1.3.2** of **Appendix E**. Noted. It was a typo and has been revised. Noted. It was a typo and has been revised.

No.	Comments	Responses
	(iv) Appendix 3.2 - Please supplement your calculations in Excel format for review.	Noted and supplemented in **Appendix 3.2** of **Appendix E**.
	Comments on Drainage Impact Assessment	
	(i) Please request the project proponent to confirm whether any change to site conditions (e.g. change of site formation level) will alter the flow path. If affirmative, assessment will be required to ensure that there will be no impact to be induced to the existing drainage system; and	Please be advised that there will be no change in the gradient (i.e. ground level 4.9mPD) of the Application Site after redevelopment as confirmed by the Applicants. Please note that according to PNAP APP-152, at least 20% of greenery will be provided after development. The provision of a greenery area of approximately 480m^2 will further increase filtration of stormwater and minimize surface runoff. As there is a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. Adverse impact to the public drainage system is thus not anticipated. Upgrading works is considered not necessary.
	(ii) Since the development is in coastal area, please remind the project proponent should formulate appropriate measures against sea level rise due to climate change.	Noted. An additional **Section 2.2** in **Appendix E** has been supplemented to discuss the sea level rise due to climate change.
7.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 5 February 2025**	
	Please find the first batch comment from EPD on AQIA and DSIA :	Noted.
	We would provide further comments on EA wrt noise impact and waste management/land contamination aspect once available.	Noted.
	EPD's comments on AQIA at Appendix G	
	General Comments	
	1. We received supplementary information on air modelling files, files of vehicular emissions/EMFAC and calculation excel spreadsheets of emission inventories from PlanD on 28.1.2025 and we are still reviewing and checking the information. While we	Noted.

No.	Comments	Responses
	provided our comments below and some of these comments will involve adjustment/amendment on the air modelling inputs, please advise the applicant to review and address the comments, and revise the air modelling files accordingly for their next submission.	
	2. Please include the summary of emission factors generated by SAMP as appendices.	Due to the large file size, the summary of emission factors generated by SAMP is included in the modelling zip file for the checking.
	3. Please provide the contour maps at the worst hit levels for all the air pollutants and odour.	Noted, the contour maps at the worst hit levels for all the air pollutants and odour are shown in **Appendix 2.14** and **Appendix 2.18** of **Appendix G**.
	4. Based on the preliminary checking, it was found that the model output files (in .pst format) that contain the predicted hourly concentrations are missing. Please provide the information.	Please note the model output files (in .pst format) are provided for checking.
	Specific comments	
	Main Text	
	1. Section 2.1.2: Please clarify what 126 Approval Scheme is and provide the approved report for reference.	The odour emission information is referenced Approved Planning Application A/K15/126. To avoid confusion, the last two sentences in **Section 2.1.2** of **Appendix G** are removed.
	2. Section 2.2.2: Please note that the AQOs would be updated in year 2025 tentatively and the AQIA needs to follow the new AQOs when they are released.	The new AQOs is included in **Section 2.2.2** and **Table 2.1** of **Appendix G**.
	3. Section 2.2.9: Please specify "ProPECC PN2/96 - Control of Air Pollution in Car Parks" in the text.	**Section 2.2.9** of **Appendix G** is revised.
	4. Section 2.3.2: Please clarify why it only mentions "hourly background concentrations of NO2, RSP and FSP" in the text.	All pollutants in PATH 3.0 have been reviewed. **Section 2.3.2** of **Appendix G** is revised.
	5. Table 2.5: Please review if there is ASR to the northwest of Yau Tong Sewage Pumping Station (e.g. Architectural Salvage Store and	全記五金貿易有限公司 is identified and selected as a representative ASR (i.e. ASR A19).

No.	Comments	Responses
	Real Estate Agency as identified in Google Map).	
	6. Table 2.5: Please include the site to the northwest of A05, Yau Tong Industrial Building, Union Industrial Building and Sam Ka Tsuen Recreation Ground as representative ASRs.	Please note Sam Ka Tsuen Recreation Ground has already selected as a representative ASR (i.e. A17). The site to the northwest of A05 (i.e. Planned Residential Development (Application No. A/K15/122)) (i.e. A20), Yau Tong Industrial Building (i.e. A21) and Union Industrial Building (i.e. A22) are newly added as representative ASRs.
	7. Section 2.5: Please supplement and discuss whether there are any concurrent projects in the surrounding area and if yes, their cumulative air quality impact shall be addressed.	The list of concurrent projects in the vicinity and their cumulative air quality impact are included in **Section 2.5** of **Appendix G**.
	8. Section 2.5.2: Please supplement the amount of excavated materials to be handled and the number of marine vessels/dump trucks to be used per time over the work site; and discuss the measures in reducing the gaseous emissions from the operation of marine vessels/dump trucks.	The tentative excavation area is around 1,800m^2 with a depth of about 12m. As this planning application stage, there is no detailed information on the construction program; however, with reference to other similar scale projects, there is likely to be around 2 dump trucks per hour during the site formation stage of the Proposed Development. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the traveling of the dump trucks within the site. Above statement has been supplemented in **Section 2.5.3** of **Appendix G**.
	9. Section 2.5.6: Please supplement the number of mechanical equipment to be used per time over the work site.	With reference to other similar scale projects, the number of on-site diesel/petroleum fuelled machinery (2-3 machineries) to be used for construction works is limited owing to the small size of the work site with an area of 2,419 m^2. Above statement has been supplemented in **Section 2.5.2** of **Appendix G**.

No.	Comments	Responses
	10. Section 2.7: Please explain why quantitative AQIA is required for the Proposed Development.	As there are numerous industrial emissions (such as concrete batching plant) and marine vessels emissions identified within the 200m assessment area from the site boundary of the Application Site which cannot satisfied the buffer distance as stipulated in Table 3.1 of HKPSG Ch.9, a quantitative air quality impact assessment is therefore conducted to assess and ensure the future air sensitive receivers of the proposed development would not be under adverse air quality impact.
	11. Section 2.7.3: Please supplement if desktop review from relevant approved EIA reports and/or approved planning applications has been carried out to confirm that there are no active industrial chimneys in the assessment area.	As stated in **Section 2.7.4** of **Appendix G** (renumbered), several site visits were conducted to verify the presence of chimneys and other industrial activities. It is confirmed that there is no active chimney within 500m assessment area from the site boundary of the Site upon the visits.
	12. Please move Section 2.7.3 to under (i) Industrial Emissions with a suitable sub-heading. Also, please incorporate Section 2.7.4 into 2.7.29 accordingly. In addition, please revise the wordings in Section 2.7.5 to state that the details of the summary in Table 2.7 are discussed in corresponding sections.	Previous S2.7.3 and S2.7.4 have been moved to **Section 2.7.7** and **2.7.29** of **Appendix G**, respectively. The wordings in **Section 2.7.5** of **Appendix G** are revised.
	13. Section 2.7.8: Please provide the source reference for the identification of the three concrete batching plants. Besides, please incorporate the information in Section 2.7.7 into this section accordingly.	Reference is made to Hong Kong Environmental Database - SP licence search (https://sp-license.odensystems.net/SS), one concrete batching plant, Redland Concrete Limited, is recorded within 500m radius of the Application Site.
	14. Section 2.7.12: Please include the tailpipe emissions from trucks, including their running emissions and start emissions with precious approach, associated with their movement inside the concrete batching plants.	Based on on-site observations, there were no terminating trucks inside the concrete batching plant (CBP) and the peak hourly flow of mixer trucks (Heavy Good Vehicle>24t) within Redland Concrete Ltd Haul Road were 17 trucks. For the concerned emission from mixer trucks inside the CBP, the observed peak hourly flow of mixer trucks (17 trucks) were assumed in each operation hour and adopted in open road assessment (SAMP) during the operation period (From: 07:00 to 19:00) of Redland Concrete Ltd Concrete Batching

No.	Comments	Responses
		Plant as conservative approach in order to avoid underestimation. Please refer to **Appendix 2.11** of **Appendix G**.
	15. Section 2.7.13: Wind erosion should be included as one of the emissions from concrete batching plant. Besides, it is noted from Section 2.7.22, Figure 2.4 and Appendix 2.2 that wind erosion from barges are included. Please revise this section accordingly.	**Section 2.7.13** of **Appendix G** is revised.
	16. Section 2.7.16: The model input of marine vessel emissions is not shown in Appendix 2.1. Please rectify	**Appendix 2.1** of **Appendix G** presents the detailed calculation of marine vessel emissions. Typo in **Section 2.7.16** of **Appendix G** is revised.
	17. Section 2.7.16: Please include the marine vessels to/from Yau Tong Bay (including the Sand Depot as mentioned in Section 2.7.15 and the barging facility connected to Architectural Salvage Store as identified in Google Map).	Barge serving Architectural Salvage Store (全記五金貿易有限公司), Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext) are included in **Section 2.7.16** of **Appendix G**.
	18. Section 2.7.20: Appendix 2.5 should read Appendix 2.4. Please rectify.	Typo is revised.
	19. Section 2.7.26: Please review if the planned marine vessels has commenced operation and revise the discussion accordingly.	Montego Bay circular route (i.e. Sam Ka Tsuen Pier – Tsim Sha Tsui No.4 Pier – Central No.10 Pier) has been commenced operation on 15 December 2024. The emission from this circular route has been included in the assessment.
	20. Section 2.7.29: Please supplement that the major point sources are identified in Figure 2.6.	**Section 2.7.29** of **Appendix G** is revised.
	21. Section 2.7.30: Please update and review the cruise schedule from 2025. Cruise schedule in 2024 is outdated. Please revise the calculations in Appendix 2.7 as well. For conservative assessment, please assume that there are two cruises with the highest emissions hoteling concurrently at the cruise terminal.	The cruise schedule for Year 2025 has been reviewed. According to the latest cruise schedule Year 2025, Costa Serena has the highest engine power among all cruise ships. Given there are two berthing spaces at the Cruise Terminal, another cruise ships with the second-highest engine power have been identified, including Anthem of the Seas, Celebrity Solstice, Ovation of the Seas and Spectrum of the Seas which have the same

No.	Comments	Responses
		engine power. However, in view of the frequency of visit to Hong Kong of these four cruises, Spectrum of the Seas has therefore been selected as the second cruise ship for hoteling at Kai Tak Cruise Terminal at the same time for every hour of a day as Costa Serena for a conservative approach.
	22. Section 2.7.33: This section should be supplemented to discuss the identification and assessment approach of both bus termini, PTIs and on-site street parking spaces. Therefore, please review and supplement the on-site street parking spaces, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road. In addition, please include a Figure to show the locations of the bus termini, PTIs and on-site street parking spaces as identified. Please also explain the methodology of broad-brush approach.	In addition to bus terminuses, on-site street parking spaces were also identified based on the information from SAMP. In general, no starting emission will be applied if the roads with double yellow line and the road classified as District Distributor, Primary Distributor, Trunk Road & Expressway. In view of the on-site street parking spaces within 500m assessment area, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road, all roads are considered as with starting emission. Similar with bus terminus abovementioned, start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the on-site street parking spaces. Please refer to **Section 2.7.34** of **Appendix G**. Location of Bus Termini and on-site Street Parking Spaces from SAMP: 
	23. Section 2.8.6: The relative humidity and temperature are extracted from the meteorological output of the PATH grid in SAMP v2.1 where the road segment locates. The following approaches are used to generate the vehicular emission factors by the tool. Please review and rectify.	Please note the relative humidity and temperature are extracted from SAMP v2.1. As stated in **Section 2.8.6** of **Appendix G**, the monthly minimum temperature and relative humidity (RH) were applied for both short-term and long-term air quality impact of NO2 while annual minimum temperature

No.	Comments	Responses
		and RH were applied for both short-term and long-term air quality impact of RSP and FSP.
	➢ Short-term (i.e. hourly or daily average) or long term (i.e. annual): Use the daily profile of lowest temperature and relative humidity data in each hour for each month (i.e. 24 hours data in each month and for 12 months) to calculate the vehicular emission factors in the corresponding period on an hourly basis.	The revised road index plan is shown in **Appendix 2.11** of **Appendix G**.
	➢ Long-term only: Use the daily profile of averaged temperature and relative humidity data in each hour for each month (i.e. 24 hours data in each month and for 12 months) to calculate the vehicular emission factors in the corresponding period on an hourly basis.	Noted. The proportion of local and rural roads within Hong Kong of 3.615% is also updated based on ATC 2023.
	24. Section 2.8.11: Please provide a road link map which is overlayed with PATH grids and indicate the roads with and without start emissions in different colors.	The unit is provided in **Table 2.9** of **Appendix G**.
	25. Section 2.8.11: ATC 2023 is available. Please update.	Based on the latest discrete results, NO_2 concentrations at all locations of the Proposed Development comply with the relevant AQOs. **Section 2.10.3** of **Appendix G** is revised.
	26. Table 2.9: Please provide the unit of the presented concentrations and AQOs.	According to the reply from EPD's regional office (see **Appendix 2.18** of **Appendix G**), there is no odour complaint in the concerned area such as YTSPS, concrete batching plant & Wholesale Fish Market.
	27. Section 2.10.3: Please explain why there is exceedance of 19th highest 1-hour average at G/F lobby while the modelled concentrations in Table 2.9 does not show any.	Please refer to **Section 2.7.4** of **Appendix G** for the detail of the site visit. Repeated text regarding the site visit is removed accordingly.
	28. Section 2.11; Please check with regional office of EPD to see if there are any complaints for the odour sources identified in this section.	The detail of the site visit is included in **Section 2.7.4** of **Appendix G**. Repeated texts regarding the site visit are removed accordingly.
	29. Section 2.11.3: Please specify the date of the site visits.	The separation distance between the project and the Sam Ka Tsuen Typhoon Shelter in **Section 2.11.7** of **Appendix G** (renumbered) is revised.

No.	Comments	Responses
	30. Section 2.11.5: Please specify the date of the site visits.	Ref-2 in **Section 2.11.7** of **Appendix G** is removed and the link for Ref-8 is supplemented.
	31. Section 2.11.6: The separation distance between the project and the Sam Ka Tsuen Typhoon Shelter is more than 400m. Please review and revise.	The date of the odour patrol is provided.
	32. Section 2.11.7: Please review and revise the reference list (no Ref-2 and the link for Ref-8 is not accessible).	The summary table showing the odour result is presented in **Table 2.10** of **Appendix G**.
	33. Section 2.11.9: Please provide the date of the odour patrol.	The references have been further review. For the marine emission, the information required for air model including release height, exit temperature, exit velocity and internal diameter of its chimney of existing barges, passenger ferries and fishing vessels are referenced from Appendix 3.5 of approved EIA report for Lei Yue Mun Waterfront Enhancement Project (EIA-258/2018) due to lack of information available from the operators. For the planned local vessels (i.e. Route of SKT Ferry to/from LYM New Landing Facility), information required for the assessment is not available such as route, operator, schedule, etc. Therefore, the reference was made to the approved S16 Planning Application (Application No.: A/K15/121) for the information of the planned local vessels. For the schedule of the fishing vessels, reference was made to approved S16 Planning Application (Application No.: A/K15/121) as on-site survey on the frequency of fishing vessels was conducted with the consultation to AFCD on the operating activities at Kwun Tong Whole Sale Fish Market. In view of the operation of the whole sale fish market is similar as before, the assumed frequency of fishing vessels in approved planning application is therefore adopted in the assessment.

No.	Comments	Responses
	34. Section 2.11.11: Please summarize and present the odour assessment results in a table.	SAMP v2.1 is adopted in the study. Typos are revised.
	35. Please review which reference, whether EIA for Lei Yue Mun Waterfront Enhancement Project (EIA-258/2018) or the approved planning application A/K15/121 or A/K15/126 should be adopted, for the marine vessel emission parameters in different Appendix and ensure the consistency. Please provide justifications if different references are needed for the calculation of different marine vessel emissions from their respective routes.	Typos are revised.
	36. The prevailing version of SAMP is v2.1. Please use the prevailing version and revise SAMP v2.0 to v2.1 across the report.	The detail of the site visit is included in **Section 2.7.4** of **Appendix G**. Repeated texts regarding the site visit are removed accordingly.
	37. Air Pollution Control (Fuel Restriction) Regulation should read Air Pollution Control (Fuel Restriction) Regulations. Please amend the relevant information throughout the report.	The list of concurrent projects in the vicinity and their cumulative air quality impact are included in **Section 2.5** of **Appendix G**.
	38. Please use a single section to present the details of the site visit and quote the section if necessary instead of repeating the site visit throughout the text.	The tentative excavation area is around 1,800m^2 with a depth of about 12m. As this planning application stage, there is no detailed information on the construction program; however, with reference to other similar scale projects, there is likely to be around 2 dump trucks per hour during the site formation stage of the Proposed Development. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the traveling of the dump trucks within the site. Above statement has been supplemented in **Section 2.5.3** of **Appendix G**.
	Figures	
	39. Figure 2.2: The ASRs should be identified as a point of the nearest air sensitive uses from the sites to the proposed development. Please review and revise (e.g. A05 & A06).	Location of A05 and A06 are revised.

No.	Comments	Responses
	40. Figure 2.4: Please include the names of the concrete batching plants.	The names of the concrete batching plants are included in **Figure 2.4** of **Appendix G**.
	41. Figure 2.4: Please delete the marine routes of planned local vessel which are completed outside the assessment area.	The marine routes of planned local vessel which are completed outside the 500m assessment area are removed and excluded in the assessment.
	42. Figure 2.6: Please add the location of Cape Collinson Crematorium.	Location of Cape Collinson Crematorium is included in **Figure 2.6** of **Appendix G**.
	Appendix 2.2	
	43. Please provide a table listing the emission inventory of the marine emissions from barges and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).	Please note the **Appendix 2.2** of **Appendix G** aims to present the calculation of the emissions from concrete batching plant including the barges, paved road and wind erosion. The emission inventory of the emissions from concrete batching plant and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.
	44. Please provide a table listing the emission inventory of emissions from wind erosion and their emission parameters (including each emission source ID and coordinate/dimension, source type, release height, emission hour, emission rate, etc).	Please note the **Appendix 2.2** of **Appendix G** aims to present the calculation of the emissions from concrete batching plant including the barges, paved road and wind erosion. The emission inventory of the emissions from concrete batching plant and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.
	45. Please provide a table listing the emission inventory of paved road emissions and their emission parameters (including each emission source ID and coordinate/dimension, source type, release height, emission hour, emission rate, etc).	Please note the **Appendix 2.2** of **Appendix G** aims to present the calculation of the emissions from concrete batching plant including the barges, paved road and wind erosion. The emission inventory of the emissions from concrete batching plant and their emission parameters (including source ID,

No.	Comments	Responses
		XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.
	46. Please assess and include the tailpipe emissions from trucks, including their running emissions and start emissions with precious approach, associated with their movement inside the concrete batching plants.	Based on on-site observations, there were no terminating trucks inside the concrete batching plant (CBP) and the peak hourly flow of mixer trucks (Heavy Good Vehicle>24t) within Redland Concrete Ltd Haul Road were 17 trucks. For the concerned emission from mixer trucks inside the CBP, the observed peak hourly flow of mixer truck (17 trucks) were assumed in each operation hour and adopted in open road assessment (SAMP) during the operation period (From: 07:00 to 19:00) of Redland Concrete Ltd Concrete Batching Plant as conservative approach in order to avoid underestimation. Please refer to **Appendix 2.11** of **Appendix G**.
	47. Please provide the referenced webpage/report from AIS Marine Traffic website which indicates the assumed averaged speed at about 6 knots.	The travelling speed of barge is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018). (i.e. about 4.5 knots, 2.315m/s) and adopted in this assessment. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.
	48. Please review if there is loading/unloading from the barge SB04 to Redland Concrete Ltd and if yes, please review if the paved road should be extended to the location/unloading point from L21.	Based on the desktop review and site observation, there is no loading/ unloading from the barge SB04, therefore, the extension of paved road from L21 to loading/unloading point is not necessary.
	49. Please provide reference for the assumption of 22 tonnes as the average weight of vehicles in the calculation of emission factor for paved road.	Reference is made to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).
	50. Please review and check the correctness of the calculated values, e.g. wind erosion emission factors and haul road emission rates. The	The calculations have been updated accordingly.

No.	Comments	Responses
	values are slightly different from our checking which may be due to the adoption of different decimal places.	
	51. For the table of "Calculations of Emission Sources within Concrete Batching Plant (CBP)", please provide reference regarding the assumption for the locations of emission sources which are identified in Figure 2.4.	Reference is made to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).
	52. Please provide reference for the maximum emission rate assumed for P313 of HK Concrete Co. Ltd, which is not presented in the SP Licence.	Please note the emission from HK Concrete Co. Ltd is excluded in the assessment.
	53. Please provide reference for the assumption of stack dimension for P230 of Redland Concrete LTD, which is not presented in the SP Licence.	The stack diameter is calculated from the dimensions (i.e. length and width) of the emission source available in the SP Licence (L-3-117 (6)) (e.g. Stack Diameter = 2 x sqrt (Length of Emission Source x Width of Emission Source)/ π).
	Appendix 2.3	
	54. Please explain why only emissions of particulates from berthing activity of the barge/derrick lighter are considered. NO2 and SO2 emissions from the berthing activity and the emissions from the maneuvering activity of barge/derrick lighter should be considered and assessed.	The calculation of sand depot (YTML 25 &Ext) is updated, please refer to Appendix 2.3 for details.
	55. Please note that another updated VEP for the referenced EIA for Fill Bank at TKO137 is available. Please make reference to VEP-641/2024 if deemed appropriate.	The calculation of sand depot (YTML 25 &Ext) is updated, please refer to **Appendix 2.3** of **Appendix G** for details.
	56. Please provide a table listing the emission inventory of the marine emissions from barge/derrick lighter and the emissions from wind erosion at sand dunes and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).	Please note the **Appendix 2.3** of **Appendix G** aims to present the calculation of emissions from sand depot including the berthing emission from barge and derrick lighter, and wind erosion at sand dunes. The emission inventory of the emissions from sand depot and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.

No.	Comments	Responses
	Appendix 2.4	
	57. Please provide a table listing the emission inventory of the marine emissions and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).	Please note the **Appendix 2.4** of **Appendix G** aims to present the calculation of passenger ferry emission. The emission inventory of the passenger ferry emissions and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.
	58. Please explain why the engine powers under GRT 0-499 instead of under GRT>1,000 are adopted.	The engine powers under GRT>1,000 is adopted for the assessment.
	59. Regarding the passenger ferry schedule (Sam Ka Tsuen <-> Sai Wan Ho), the explanation for the assumed number of hoteling/maneuvering for departure/arrival is unclear. Please review and revise Note [2]. Besides, please explain why the assumed total sailing and hoteling time of 13min is referenced to another planning application A/K15/121 instead of the same assumption and reference made under Calculations of Time-In-Mode (TIM) for Marine Vessels (Note [2]) in this Appendix.	It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 6-7 is then adopted as the arrival hour of the ferry as a conservative approach.
	Appendix 2.5	
	60. Please provide a table listing the emission inventory of the marine emissions and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).	Please note the **Appendix 2.5** of **Appendix G** aims to present the calculation of fishing vessel emission. The emission inventory of the fishing vessel emissions and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in Appendix 2.8.
	61. Please provide the referenced webpage/report from AIS Marine Traffic website which indicates the assumed speed from 8.2 to 10.2 knots.	Averaged travelling speed of the fishing vessel was referenced Vessel Finder (https://www.vesselfinder.com/). The speed of the fishing vessels is about 3.4 knots. (1.75m3/h) is adopted as a conservative assumption due to the longest TIM resulted.

No.	Comments	Responses
		
	62. Please explain why the engine powers under GRT 0-499 instead of under GRT>1,000 are adopted.	The engine powers under GRT>1,000 is adopted for the assessment.
	63. Regarding the fishing vessels schedule, please review if the assumed frequency from the referenced report has been outdated as the report was approved few years ago. Please review if an on-site survey should be carried out to obtain the updated data for assessment purpose.	In view of the operation of the whole sale fish market is similar as before, the assumed frequency from the referenced report (i.e. Approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121)) is still valid.
	Appendix 2.6	
	64. The appendix should be revised to evaluate the emissions and present the emission inventory of the planned vessels which are considered in AQIA of the project. The extract of the referenced materials should be presented as a supporting document at the end of the Appendix.	The emission inventory of the planned vessels is presented in **Appendix 2.8** of **Appendix G**. **Appendix 2.6** of **Appendix G** is a supporting document showing the extract of the referenced materials.
	Appendix 2.7	
	65. Please provide a table listing the emission inventory of the marine emissions and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).	Please note the **Appendix 2.7** of **Appendix G** aims to present the calculation of cruise emission. The emission inventory of the marine emissions and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in **Appendix 2.8** of **Appendix G**.
	66. Emission rate of SO2 is missing. Please supplement.	Emission rate of SO2 is supplemented.
	67. Note [1] under Emission Rate (Hoteling) is irrelevant. Please remove.	Note [1] under Emission Rate (Hoteling) is removed.

No.	Comments	Responses
	EPD's comments on DSIA report at Appendix F **Specific comments** Section 1	
	Please advise the intake year of the proposed development	Noted. Please refer to **Section 1.3.2** of **Appendix E**.
	Section 3.2.3	
	The UFF for Job Type J11 Community, Social & Personal Services is missing in the Assessment Criteria and Methodology. Please supplement. – Section 3.2.3, Section 3.4.2 Table 3.1 (1), Appendix 3.2 Table 1	Noted and revised in **Section 3.2.3** of **Appendix E**.
	Please review the UFF of residential housing – Section 3.3.1, Section 3.5.3, Section 4.1.2, Appendix 3.1	Noted. UFF- R2 has been adopted as a conservative approach and revised in relevant sections and tables of **Appendix E**.
	Application No. A/K15/119 is superseded. Please propose mitigation measures (if any) under this submission – Section 3.4.2 Table 3.1 (2), Section 3.4.2 Table 3.1 (3), Section 3.4.2 Table 3.1 (4), Appendi.it 3.2 Table 1	Noted and revised in relevant sections of **Appendix E**.
	The UFF for commercial employee for Club House, Swimming Pool and Retail are missing in the calculations. Please revise – Section 3.4.2 Table 3.1 (2), Section 3.4.2 Table 3.1 (4), Appendix 3.2 Table 1	Noted and revised in relevant sections and tables of **Appendix E**.
	Please review the calculation steps on the estimation of employee number of Club House and Retail – Section 3.4.2 Table 3.1 (3), Appendix 3.2 Table 1	Noted and revised in relevant sections and table of **Appendix E**.
	Please advise if the swimming pool is outdoor or indoor; and review the turnover rate	Noted. It should be outdoor swimming pool, an updated calculation is provided in relevant sections and tables of **Appendix E**.

No.	Comments	Responses
	– Section 3.4.2 Table 3.1 (3), Appendix 3.2 Table 1 Please review the swimming pool backwash duration – Section 3.4.2 Table 3.1 Please review the catchment inflow factor of East Kowloon – Section 3.4.2 Table 3.1, Appendix 3.2 Table 1 Please review the calculation steps on peak flow (without swimming pool) Appendix 3.2 Please provide hydraulic calculation on downstream sewers until Yau Tong Sewage Pumping Station and propose mitigation measures for sewer sections with utilization over 90%, to ensure that the proposed development would not cause adverse impact to the public sewerage system Appendix 3.2 Table 3a Please review and provide estimation for the entire Table 3a as Application No. A/K15/119 is superseded; and include a layout plan to indicate the sewage catchments	Noted and revised and revised in relevant sections and tables of **Appendix E**. Noted and revised in **Section 3.4.2 Table 3.1** of **Appendix E**. Noted and revised in relevant sections and tables of **Appendix E**. The estimated sewage generated including existing development and Proposed Development is about 7166.5m^3/day, which the flow is occupied about 25% of the current capacity of YTSPS. It is unlikely that the YTSPS will be overloaded. Detailed calculation for the capacities of YTSPS is given in **Appendix 3.1** of **Appendix E**. Noted and revised in **Appendix 3.2 Table 3a** of **Appendix E**.

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No.70, No.4 Tung Yuen Street, Yau Tong, Kowloon
Responses to Comments

<table>
<tr><th>No.</th><th>Comments</th><th>Responses</th></tr>
<tr><td></td><td>
<table>
<tr><th>Reference</th><th>Comment</th></tr>
<tr><td>Section 1</td><td>Please advise the intake year of the proposed development</td></tr>
<tr><td>Section 3.2.3</td><td>The UFF for Job Type J11 Community, Social & Personal Services is missing in the Assessment Criteria and Methodology. Please supplement.</td></tr>
<tr><td>- Section 3.2.3
- Section 3.4.2 Table 3.1 (1)
- Appendix 3.2 Table 1</td><td>Please review the UFF of residential housing</td></tr>
<tr><td>- Section 3.3.1
- Section 3.5.3
- Section 4.1.2
- Appendix 3.1</td><td>Application No. A/K15/119 is superseded. Please propose mitigation measures (if any) under this submission</td></tr>
<tr><td>- Section 3.4.2 Table 3.1 (2)
- Section 3.4.2 Table 3.1 (3)
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- Appendix 3.2 Table 1</td><td>The UFF for commercial employee for Club House, Swimming Pool and Retail are missing in the calculations. Please revise</td></tr>
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<tr><td>Appendix 3.2 Table 3a</td><td>Please review and provide estimation for the entire Table 3a as Application No. A/K15/119 is superseded; and include a layout plan to indicate the sewage catchments</td></tr>
</table>
<u>General Comments</u>

1. Please re-visit the assessment based on the above comments.

2. Please note that the implementation of sewerage works shall also meet the satisfaction of DSD.

3. Please note that EPD only provides comments on contents related to sewerage planning. For contents related to drainage impact, please seek views from DSD.

4. The consultant is suggested to provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.
</td><td>Noted.

Noted.

Noted.

Noted.</td></tr>
<tr><td>8.</td><td>Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 24 February 2025</td><td></td></tr>
</table>

No.	Comments	Responses
	Further to our earlier email dd 5.2.2025 providing EPD's first batch of comments on AQIA and SIA for the captioned planning application, please find below EPD's further comments on EA. General	Please be advised that the AQIA and SIA have been revised based on the comments.
	Please include a separate section in both EA and AQIA to address Industrial/Residential (I/R) interface issue for the proposed development and discuss what specific design/mitigation measures would be incorporated in the proposed development e.g. setback, building orientation and deposition, height of podium, etc. in order to address the I/R interface issue.	Please be advised that a separate section to address I/R interface issue has been included in both revised EA (**Section 1.5** of **Appendix F**) and AQIA (**Section 2.7.1, 2.7.8 to 2.7.16** of **Appendix G)**.
	Waste management/land contamination (1) Para. 5.1.1	
	Please be advised that waste will also be generated during the project's operation phase. Please update the first sentence for clarity.	Please be advised that the first sentence has been revised to include the operation phase in **para 5.1.1** of **Appendix F (Updated Environmental Assessment (EA))**.
	(2) Para. 5.1.2	
	In view of the different nature and requirements of "Waste Management Implication" and "Land Contamination" aspects, the Consultant is advised to divide them into two standalone chapters. Please review and update as appropriate.	Noted and please be advised that two separate sections (**Section 5** and **6**) have been provided in **Appendix F**.
	(3) Para. 5.1.2	
	(a) Please review and incorporate all relevant Ordinances, Regulations, Guidelines, and Technical Circulars on waste management for this Project. For instance, (i) Public Health and Municipal Services Ordinance (Cap. 132), (ii) Land (Miscellaneous Provisions) Ordinance (Cap. 28) and (iii) Monitoring of Solid Waste in Hong Kong 2023.	Noted and please be advised that relevant ordinances, regulations, guidelines and technical circulars on waste management have been included in **para 5.1.2** of **Appendix F**.
	(b) According to Section 5.9 of this submission, the site was depicted as a sea area back in the 1960s, and the Consultant is advised to review whether the Project Site is situated on reclaimed land. If affirmative, please examine relevant information and confirm if	Noted and updated in **Section 5.9** of **Appendix F**.

No.	Comments	Responses
	land-based sediment is anticipated in this Study. Should land-based sediment be anticipated from this Project, the Consultant shall adequately address the potential environmental impacts and the handling and disposal of these excavated materials in accordance with "Guidance Note. No. 1/2024" under Dumping at Sea Ordinance, Cap. 466" and "Dumping at Sea Ordinance (Cap.466)".	
	(c) Please review the relevance of the "Project Administrative Handbook" to this private project.	Noted and included in the **Appendix F**.
	(4) Para. 5.2.2	
	(a) Per the quantity estimation of C&D materials in this Project, the Consultant shall review the relevance of DEVB TCW No. 9/2011 Enhanced Control Measures for Management of Public Fill. If it is deemed not applicable, the Consultant shall remove it accordingly to avoid confusion.	Please be advised that the quantity of C&D materials has been estimated, and stated in **para 5.4.5** of **Appendix F**.
	(b) CEDD TC No.03/2015 is outdated. Please refer to the latest edition of the CEDD Technical Circular for Management of Construction and Demolition Materials (i.e., Technical Circular No. 11/2019).	Noted and please be advised that the latest edition of the CEDD Technical Circular for Management of Construction and Demolition Materials (CEDD TC No. 11/2019) has been updated in **para 5.2.2** of **Appendix F**.
	(5) Para. 5.3.1	
	Please consistently use "operational phase" or "operation phase" throughout the report to avoid confusion.	Noted and revised in **para 5.3.1** of **Appendix F**.
	(6) Para. 5.4.1	
	The Consultant is advised to incorporate all major construction activities that would be considered in the quantity estimation and evaluation of waste impacts during the construction phase.	Noted and please be advised that key sources of C&D materials and construction activities have been included in **para 5.4.1** of **Appendix F**.
	(7) Para. 5.4.4	
	(a) Given that public filling areas are part of the CEDD-designated public fill reception	Noted. Original para 5.4.4 has been deleted. Please refer the updated **para 5.4.2** of **Appendix F** for details.

No.	Comments	Responses
	facilities; the Consultant is advised to update the first sentence to avoid confusion.	
	(b) The second part of Para. 5.4.4 duplicates the content of the last bullet in Para. 5.4.2. The Consultant is advised to review and update as appropriate.	Noted. Original para 5.4.4 has been deleted. Please refer the updated **para 5.4.2** of **Appendix F** for details.
	(8) Para. 5.4.5	
	Since surplus inert C&D materials will be delivered to Public Fill Reception Facilities for beneficial reuse in other projects, please avoid using the terms "dispose" and "disposal" in this connection. Please thoroughly review and update the entire submission.	Noted and revised in **para 5.4.5** of **Appendix F**.
	(9) Para. 5.4.8	
	According to the schematic layout and section drawing, two levels of basement floors are anticipated in the proposed development. The Consultant shall review and elaborate further on the fill demand of this Project and the estimated quantity for on-site reuse of inert C&D materials.	Noted. Please note that the current project is a planning application with preliminary information only. Nevertheless, the estimation under **Table 5.1** is included in **Appendix F**.
	(10) Para. 5.4.9	
	Since this is a private project, the Consultant shall review the relevance of the "Project Administrative Handbook" and the requirement of submitting C&DMMP in this Project, with reference to the estimated quantity in Table 5.1.	Noted and updated in **para 5.4.9** of **Appendix F**.
	(11) Para. 5.4.13, Para. 5.4.18 and Para. 5.5.11	
	Please revise “licensed collectors” to “licensed chemical waste collectors”.	Noted and relevant paragraphs have been revised in **Appendix F**.
	(12) Para. 5.4.13	
	The amount of chemical waste to be generated shall be quantified in the Waste Management Plan (WMP) as part of the Environmental Management Plan (EMP) to be prepared by the Contractor.	Noted and revised in **para 5.4.13** of **Appendix F**.
	(13) Para. 5.4.14	
	Please clarify the meaning of “general site wastes”.	Noted and revised in **para 5.4.14** of **Appendix F**.

No.	Comments	Responses
	(14) Para. 5.4.18 The Consultant is advised to update the disposal arrangement for ACM. Please be advised that the legislation requires that all asbestos wastes must be disposed of at designated or licensed facilities. In Hong Kong, the only proven method of disposing of asbestos is by secure burial in a landfill site. Please specify such outlet to avoid confusion.	Noted and updated in **para 5.4.19** of **Appendix F**.
	(15) Table 5.1 (a) The Consultant is advised to elaborate further on the excavation extent (i.e., area and depth) of the basement of the proposed development site to facilitate the vetting of the quantity estimation for inert C&D materials. Please carefully review the accuracy of the current estimation with reference to the schematic layout and section drawing enclosed in Appendix 1.1.	Noted. **Table 5.1** of **Appendix F** has been updated.
	(b) As presented in Para. 6.4.8, excavated materials will be refilled on-site, the Consultant shall elaborate further on the fill demand for this Project.	Noted. **Table 5.1** of **Appendix F** has been updated.
	(c) Please specify that the destination of inert C&D materials is subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010.	Noted. **Table 5.1** of **Appendix F** has been updated.
	(d) Please specify that the disposal of non-inert C&D materials at designated landfill shall be subject to agreement with the relevant section of the EPD.	Noted. **Table 5.1** of **Appendix F** has been updated.
	(e) To tally the presentation between inert and non-inert C&D materials, the Consultant shall individually assess and estimate the waste quantity for (i) demolition of the existing building and (ii) excavation of basements.	Noted. **Table 5.1** of **Appendix F** has been updated.
	(f) Although no information is currently available for the quantity estimation for ACM, the Consultant shall specify the nature of the concerned construction activity as well as the recommended disposal outlet.	Noted. **Table 5.1** of **Appendix F** has been updated.

No.	Comments	Responses
	(16) Para. 5.5.7 Food waste is the main source of unpleasant odour and environmental hygiene concerns. Please consider separating food waste from other waste to facilitate the recycling of food waste on-site or off-site. Recycling bins should be placed in prominent places to promote waste separation at the source.	Noted. Please refer to **para 5.5.8** of **Appendix F**.
	(17) Para. 5.5.9 The Consultant shall review whether it is appropriate to incorporate the recommendations below	
	"All dump trucks engaged on-site for delivery of inert and non-inert C&D material from the site to the designated disposal location, including PFRFs, landfill etc., should be equipped with GPS or equivalent system for tracking and monitoring of their travel routings and parking locations by the Contractor to prohibit illegal dumping and landfilling of materials; and	Noted and updated in **para 5.5.10** of **Appendix F**.
	"The data collected by GPS or equivalent system should be recorded properly for checking and analysis the travel routing and parking locations of dump truck engaged on site."	Noted and updated in **para 5.5.10** of **Appendix F**.
	(18) Para. 5.5.14 In addition to ProPECC PN2/97, Handling of Asbestos Containing Materials in Buildings, the Consultant is advised to review whether other Code of Practice related to the handling and disposal of Asbestos Containing Materials shall be referred to.	Noted and updated in **para 5.5.15** of **Appendix F**.
	(19) Para. 5.6.1 (a) The Monitoring of Solid Waste in Hong Kong 2023 has been published in December 2024. The Consultant is advised to refer to the latest information on quantity estimation. Please share the calculation for further vetting and review.	Noted and updated in **para 5.6.1** of **Appendix F**.
	(b) To avoid confusion, The Consultant is advised to separately assess and estimate the	Noted and updated in **para 5.6.1** of **Appendix F**.

No.	Comments	Responses
	quantity of general refuse from the domestic and C&I sectors. (20) Section 5.5 Please clarify whether land-based sediment is anticipated during the construction phase. The Consultant shall review the geological profile within or close to the Project Site and the excavation requirements of this Project to determine the necessity of assessing the waste management implications arising from land-based sediment in this Study. If affirmative, please briefly elaborate on the quantity estimation, handling arrangement, disposal options, and mitigation measures to be incorporated. (21) Section 5.6 Please clarify whether chemical waste is anticipated during the operational phase. If affirmative, please briefly elaborate on the quantity estimation and the mitigation measures to be incorporated to minimize the waste management implications arising from chemical waste. (22) Table 5.2 The Consultant is advised to incorporate an additional column showing the off-site properties immediately adjacent to the Project Site. (23) Appendix 5.1 To facilitate vetting and evaluate the land contamination potential, the Consultant is	Noted. Please refer to **para 5.5.17** of **Appendix F**. Please note that at this planning stage, there is no detailed information about the land-based sediment. As shown in the MLP, the concrete structure of the proposed basement carpark reaches -4.65mPD. With reference to the surrounding Drillhole Record of project "East Kowloon Sewerage Improvements and Pollution Control, Stage I", there is no marine deposits were observed above -2.18mPD. However, once the relevant information is available and land-based sediment is confirmed, the Consultant shall adequately address the potential environmental impacts. Meanwhile, it is recommended that the marine sediment would be reused onsite as much as possible; otherwise, the handling and disposal of these excavated materials in accordance with "Guidance Note. No. 1/2024" under the Dumping at Sea Ordinance, Cap. 466" and "Dumping at Sea Ordinance (Cap.466)". Noted. Please refer updated **para 5.6.4-5.6.6** of **Appendix F**. Noted. **Table 5.1** of **Appendix F** has been updated. Noted. **Appendix 6.1** of **Appendix F** has been updated.

No.	Comments	Responses
	advised to incorporate the site boundary onto each aerial photograph. (24) Appendix 5.2	
	(a) To facilitate vetting and evaluate the potential for land contamination, the Consultant is advised to incorporate the site boundary into the locational plan.	Noted. **Appendix 6.2** of **Appendix F** has been updated.
	(b) The photographic records could not sufficiently show the condition of the site on the industrial buildings' ground floor. The Consultant shall carefully review the content as appropriate.	Noted. **Appendix 6.2** of **Appendix F** has been updated.
	(c) The Consultant is advised to supplement the site walkover checklist for further vetting.	Noted. **Appendix 6.2** of **Appendix F** has been updated.
	(d) Please clarify whether a site interview with the current or previous occupier was conducted.	Noted. **Appendix 6.2** of **Appendix F** has been updated.
	(25) Para. 5.9.7 Please elaborate on the content, particularly on how the Consultant could ascertain the potential land contamination issues.	Noted. Please refer to the **para 6.2.5-6.2.7** of **Appendix F**.
	(26) Para. 5.9.8 The Consultant is advised to elaborate further on the information on the building plan of the Application Site acquired from the BRAVO.	Noted. **Appendix 6.3** of **Appendix F** has been updated.
	(27) Appendix 5.3 The capture screen from BRAVO shows only the content page of the approved plan; please extract and supplement the relevant information from the plan to facilitate further vetting.	Noted. **Appendix 6.3** of **Appendix F** has been updated.
	(28) Appendix 5.4	
	(a) It is spotted that the site boundary does not tally between the enquiry letter (covering the temporary structures at the south of the Godown and Figure 1.1 of this submission. The Consultant is advised to provide	Noted. **Appendix 6.4** of **Appendix F** has been updated.

No.	Comments	Responses
	clarification and update the content as appropriate to avoid confusion.	
	(b) Only an interim reply from FSD dated 11 March 2024 was attached. The Consultant shall supplement the finalized response from FSD dated 25 March 2024 for further vetting.	Noted. **Appendix 6.4** of **Appendix F** has been updated.
	(29) Para. 5.9.10	
	Please elaborate on the CWP registration within the Project Site. The Consultant is advised to compile a summary table with information including but not limited to (i) identity of the CWP, (ii) nature of business, (iii) chemical type, (iv) address, and (v) activeness/validity. For clarity, please also specify the date of inspection of the registry of chemical waste producers.	Noted. The information would be supplemented once available.
	(30) Table 5.3	
	According to the response from EPD enclosed in Appendix 5.4, information related to CWP is also provided, please incorporate them into the last column for clarity.	Noted. **Table 6.2** of **Appendix F** has been updated.
	(31) Para. 5.9.15	
	Please revise "historic land use" to "historical land use" in the first sentence to avoid confusion.	Noted and updated in **para 6.2.15** of **Appendix F**.
	(32) Para. 5.10.1 and Para. 5.10.2	
	The two paragraphs are confusing and incomplete; please carefully review and update them as appropriate.	Noted and updated in **para 6.3.1-6.3.3** of **Appendix F**.
	(33) Para. 5.10.3	
	Please be advised that the Consultant shall agree with EPD on the Contamination Assessment Plan before undergoing site investigation works.	Noted and updated in **para 6.3.1-6.3.3** of **Appendix F**.
	Noise planning perspective:	
	(1) S.3.3.1	
	– Written proof of TD's endorsement on the traffic forecast data in Year 2047 should be provided.	Noted and please be advised that TD's endorsement on the traffic forecast data in year 2047 would be provided once available.

No.	Comments	Responses
	(2) Figure 3.1 – Please advise if it is an architectural fin next to T2-01, and indicate if there is noise reduction effect to the traffic noise impact in the main text.  (3) Figure 3.2 – Please indicate the NSR ID and the floor no. of mitigation measures applied in the Figure. (4) Figure 4.2 – Please show the 300m assessment area in the Figure. – Fixed noise source CCC_7 is missing in the Figure. (5) Table 4.2 – For QJ-1, please review the measured noise levels in the table. – According to Appendix 4.3, AGT_3 was identified, but it is missing in Table 4.2 and Figure 4.2. Please clarify.	Please be advised that the architectural fin next to T2-01 is the noise mitigation measures to mitigate the industrial noise impact. Hence, there would be not fin case indicate in the traffic noise impact. Noted and updated in **Figure 3.1** of **Appendix F**. Noted and updated in **Figure 4.2a** and **4.2b** of **Appendix F**. Please be advised that further review revealed that fixed noise sources CCC_7, AGT_1, AGT_2, AGT_3, and RCI_1 are out of the 300m assessment area. Hence, these sources have been removed in **Figure 4.2a** and **4.2b** of **Appendix F**. Noted and revised in **Table 4.2** of **Appendix F**. Please be advised that further review revealed that fixed noise sources CCC_7, AGT_1, AGT_2, AGT_3, and RCI_1 are out of the 300m assessment area. Hence, these sources have been removed in **Table 4.2** of **Appendix F**.

No.	Comments	Responses
	(6) Appendix 4.3	
	– The source name of RCI-1 is not the same in Appendix 4.2 and Table 4.2. Please review.	Noted and revised in **Appendix 4.3** of **Appendix F**.
	– Redland Concrete Limited is duplicated.	Noted and removed in **Appendix 4.3** of **Appendix F**.
	– Please review the SWL calculation, such as CCC_3, CCC_4 and WFM1.	Noted and please be advised that the SWLs of CCC_3, CCC_4, and WFM1 are referenced to the Approved Planning Application No. A/K15/126.
	– The SPL of QJ_1 in Appendix 4.3 did not alight with Appendix 4.2. Please review.	Noted and revised in **Appendix 4.3** of **Appendix F**.
	(7) S.4.7.2	
	– Please justify the noise reduction by the vertical fin for fixed noise source, such as providing drawings/diagrams on the reduced line-of-sight.	Noted. Line of sight drawing have been supplemented in **Figure 4.5a-4.5g** of **Appendix F**.
	(8) Table 4.4	
	– Please review the no. of floors for NSR F2-01 and F2-03.	Noted and revised in **Table 4.4** of **Appendix F**.
	(9) Table 4.5	
	– Please review the predicted noise level for F2-02 & F2-03 during day & evening time as they did not align with the calculation from Appendix 4.6.	Noted and revised **Table 4.5** of **Appendix F**.
	(10) Appendix 4.4	
	– Please review the barrier correction for NSR F1-03, such as TLM_1 and etc.	Noted and revised **Appendix 4.4** of **Appendix F**.
	Textual Comment	
	(11) S.3.7.6, S.3.7.7	
	– Please delete “Error! Reference source not found”.	Noted and relevant typos have been removed **para 3.7.6-3.7.7** of **Appendix F**.
	(12) S.4.8.1	

No.	Comments	Responses
	– Detail calculations for the fixed noise mitigation scenario are shown in Appendix 4.6 instead of Appendix 4.7. Please review.	Noted and revised in **para 4.8.1** of **Appendix F**.
9.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 26 February 2025**	
	Further to our earlier email dd 5.2.2025 providing EPD's first batch of comments on AQIA for the captioned planning application, please find below EPD's further comments in relation to vehicular emissions.	Noted.
	1. Section 2.7 (iv) Vehicular Emission: Please review if there are HGV car parks within the 500m assessment area, such as Yau Tong Industrial City and Yau Tong Industrial Building; and review if they should be considered and evaluated in the assessment.	On-site street parking spaces were identified based on the information from SAMP. In general, no starting emission will be applied if the roads with double yellow line and the road classified as District Distributor, Primary Distributor, Trunk Road & Expressway. In view of the on-site street parking spaces within 500m assessment area, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road, all roads are considered as with starting emission. The start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the on-site street parking spaces.
	2. Section 2.8.11: Please update the minor road ratio according to the latest ATC 2023. Besides, pleas revise "the proportion of local and rural roads within Hong Kong" to "the proportion of minor roads within Hong Kong".	The estimated percentage of VKT for local and rural roads with possible starting emission is ~21.7988% of total VKT, which is calculated by raw data of 2023 provided by TD. The calculation has been checked and agreed by TD and the estimated % of VKT for local and rural roads is agreed with EPD (see **Appendix 2.19** of **Appendix G**).
	3. Please supplement a road map and SAMP results for open road in Appendix.	The road index plan and summary of open road emission factors generated by SAMP v2.1 are shown in **Appendix 2.11** of **Appendix G**.
	We understand that the consultant had not provided any update/feedback on the missing model output files, as requested in our earlier email dated 4 Feb 2025. Please request the	Revised modelling files will be provided for further checking.

No.	Comments	Responses
	applicant/consultant to follow up closely so that our air modeller can continue the air modelling review.	
10.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 7 March 2025** Please find below EPD's further comments from our air modeller **Marine emission source** 1. The base elevation should be set at the mean sea level which according to the LandsD is 1.3mPD. Please rectify. 2. The diameter and release height of the emission source "FVH01" could not tally between model file and the report, please rectify. Please note that the discrete result checking is pending due to missing model output files as raised in our earlier comments.	 1.3mPD mean sea level is included in the assessment. Model file is updated accordingly. Revised modelling files will be provided for further checking.
11.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 21 March 2025** For the AQIA submitted under the captioned planning application, please be advised that our air modelling team has no comment on the discrete results of the current submission while they understand that the consultant will update the model runs (and hence the results) based on the previously provided comments.	 Noted.
12.	**Fire Services Department, Corporate Strategy Command, Planning and Development Division, dated 24 February 2024** Please be informed that I have no specific comment on the captioned proposal. Advisory clauses: Detailed fire services requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of	 Noted. Noted.

No.	Comments	Responses
	application via relevant licensing authority. Furthermore, the EVA provision in the captioned work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority.	
13.	**Highways Department, Urban Region, District and Maintenance Section, Special Maintenance Section, Tunnels Section (Kowloon), District Section, dated 27 January 2025** Regarding the proposal of setting back and surrender of land for widening of footpath by the subject development, this Office have no objection to take up the maintenance responsibility of the surrender area upon completion of the road formation works by the lot owner and subject to the following conditions are met:-	
	1. TD agrees to take up the management responsibility of the proposed surrender area;	Noted.
	2. The surrender area should be designed and constructed to HyD Standard and TPDM requirements;	Noted.
	3. The surrender area shall be in general free of structures and private facilities;	Noted.
	4. TD shall be consulted of the details of all street furniture, traffic signs and road markings on the proposed surrender area;	Noted.
	5. Please seek comment from Lighting Division, HyD whether relocation and/or additional provision of street lighting is required for the proposed surrender area;	Please be advised that this Application has been circulated to the Lighting Division of Highways Department (HyD) for comment.
	6. Please advise the lot owner to carry out utility circulation and allow all utility works to be carried out in conjunction with his works in the proposed surrender area;	Please be advised that the Applicants would carry out utility circulation and allow all utility works to be carried out in conjunction with his works in the Application Site.
	7. A clear physical demarcation between public road and the private lot shall be provided on the pavement to delineate the lot boundary and hence the maintenance responsibility of the lot owner. It shall be	Noted and please refer to **Figure A-01** of **Appendix A (Updated Architectural Layout of the Proposed Scheme)** for the updated Master Layout Plan (MLP). Please be advised that the construction of the full

No.	Comments	Responses
	constructed at the cost of the lot owner and to the satisfaction of this Office.	height setback along Tung Yuen Street would be at the Applicants' own cost and to the satisfaction of HyD in detailed design stage.
14.	**Lands Department, Lands Administration Office, District Lands Office, Kowloon East, dated 27 January 2025**	
	1. The application site is located at Yau Tong Marine Lot No. 70 ("the Lot") which is restricted for industrial purposes requiring direct access to the sea as may be approved by the then Director of Commence and Industry, or godown purposes or both excluding the storage of bulk oil and petroleum products and offensive trade with a building height restriction of not exceeding 100 feet above HKPD. The proposed redevelopment which consists of one 22 to 28-storey residential block (excluding basement carparks), providing 342 units, atop a 3-storey for shops and services, eating place and clubhouse with two basement levels for car parking and loading/unloading spaces is in conflict with the existing lease conditions.	Noted.
	2. If the planning application is approved by the Town Planning Board (TPB), the owner(s) of the Lot shall apply to the Lands Department (LandsD) for a lease modification to implement the proposal. However, there is no guarantee that the lease modification application will be approved. Such application, if received by LandsD, will be considered by LandsD acting in the capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fee as may be imposed by LandsD.	Noted.
15.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 27 January 2025**	
	1. The applicant seeks planning permission for proposed residential development with	Noted.

No.	Comments	Responses
	commercial at the application site (the Site) which is occupied by Wah Tung Godown at No. 4 Tung Yuen Street, Yau Tong (YTML 70). The Site, of about 2,419m2, falls within an area zoned "Residential (Group E)" ("R(E)") on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27. This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use. According to Schedule I (for nonindustrial buildings) of the Notes of the OZP for "R(E)" zone, the proposed 'Flat' is a Column 2 use requiring planning permission from the Town Planning Board, while 'Shop and Services' and 'Eating Place' are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. The subject "R(E)" zone is restricted to a maximum domestic plot ratio (PR) of 5.0, a maximum nondomestic PR of 1.0, and a maximum building height (BH) of 80mPD.	
	2. According to the Planning Statement (PS) (Para. 4.3 refers), the proposed development will be comprised of one 22 to 28 storeys residential block, providing 342 units, atop a 3-storey for shops and services, eating place and clubhouse with two basement levels for car parking and loading/unloading spaces. In order to pursue the proposed development, the applicant also seeks planning permission for proposed minor relaxation of (i) maximum domestic PR from 5.0 to 6.0 (+1.0; +20%) and (ii) BH restriction from 80mPD to 100mPD (20mPD; +25%).	Noted.
	General Comment:	
	3. To the immediate north and south of the Site is occupied by Yau Tong Sewage Pumping Station at GLA-NK 533 and a concrete batching plant at YTML 68 respectively, it is noted that the deposition of some parts of	Findings from our submitted EA and AQIA have confirmed that the Proposed Scheme is environmentally acceptable in technical terms and the Proposed Development shall not be subject to adverse or insurmountable

No.	Comments	Responses
	residential towers is close to the lot boundary. The applicant is required to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential (I/R) interface problems.	impacts from the adjacent Yau Tong Sewage Pumping Station and concrete batching plant.
	4. According to Para. 7.5.6 of the ES of the OZP, BHRs from 140mPD to 80mPD are stipulated for the "R(E)" zones in the Yau Tong Industrial Area for "a distinct gradation of height profile with descending building height towards the harbourfront" to "improve visual permeability". The applicant is advised to provide strong justifications and planning merits for minor relaxation of BHR and PR for consideration by TPB.	The proposed minor relaxation of plot ratio (PR) from 5 to 6 would optimise the potential of the Application Site to provide additional 60 housing units (total 342 flats) in the YTIA. A PR0.9 for non-domestic use (retail) will be retained on the lower floors of the Proposed Scheme to improve street-level vibrancy in YTIA, respecting the planning intention of the "R(E)" zones. In view of the waterfront location of the Application Site, despite not a requirement on "R(E)" zones, the Applicants intend to provide a waterfront promenade with not less than 15m, open for public enjoyment on a 24/7 basis. This result in ¼ of the Application Site (i.e. 608m^2) being used for the promenade for public enjoyment and not usable for proposed housing/ retail use. Together with the minor relaxation of domestic PR mentioned above, a minor relaxation of BH from 80mPD to 100mPD (inland portion only) will be required to realise the Proposed Scheme. It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be at 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and indeed creating a more dynamic BH profile within the Application Site. Findings in our submitted VIA also confirmed that the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points.

No.	Comments	Responses
	Key Development Parameters	
	Open Space (Voluntary Waterfront Promenade (VWP) for public use)	
	5. According to para. 4.2.2 of the PS, I noted the applicant will take up the maintenance and management (M&M) of the VWP, please clarify whether you will intend to surrender the VWP to government upon request and confirm the M&M obligations of the VWP will not transfer to the individual flat owners of the proposed development.	Please be advised that the Applicants intend to own the voluntary waterfront promenade (VWP) and would take up the responsibility for the construction, maintenance and management of the VWP which would not be transferred to the individual flat owners of the Proposed Scheme.
	6. Please confirm the VWP will be opened 24hrs for public use.	Please be confirmed that the VWP would be opened for public enjoyment on a 24/7 basis.
	7. Please clarify the connection of the PWP to the adjacent sites.	Please be advised that the Applicants have proposed a 5m-wide covered public passageway at G/F of the Proposed Scheme to welcome members of the public from Tung Yuen Street. The design of the VMP will also allow for future connection with the wider PWP network for Kowloon East.
	8. Please include Landscape Master Plan (LMP) into Appendix A and indicate the area of not less than 608m^2 for the VWP into the Master layout Plan and LMP.	Noted and please refer to **Appendix A** for the updated MLP and Landscape Master Plan (LMP).
	Covered Public Passage to Promenade (CPPP)	
	9. Please confirm the 5m wide CPPP will be opened 24hrs for public use and indicate the headroom of the CPPP.	Please be advised that the 5m-wide CPPP would be opened for public use on a 24/7 basis and its floor-to-floor height would be about 5.5m.
	Flat no.	
	10. Please provide the estimated flat no. in compliance with the OZP restriction for domestic GFA (i.e. 5.0)	Please be advised that about 285 flats are estimated in compliance with the OZP restriction under domestic PR 5.0. With the Proposed Scheme (i.e. Proposed Minor Relaxation of PR), the Application Site will be able to provide an additional about 60 units, with a total of 342 flats by 2032.

No.	Comments	Responses
	Bonus Site Coverage (SC) and Plot Ratio (PR) **Footnote (3) of Table 4-1:**	
	a) Please note the bonus PR should be about 0.081 instead of 0.082 (**rounded down**, equivalent to a GFA of not more than 197.93m^2 instead of 198m^2 will be claimed for the 39.586 m^2 of the ODP, please review and rectify the figures.	Noted and relevant parts of **Appendix B (Replacement Pages of Updated Supporting Planning Statement)** have been revised.
	b) Please review and amend the wording of the footnote (3) as "*On top of the PR/GFA set out above, the applicant has indicated that bonus PR of about0.081 (rounded down, equivalent to a GFA of about 197.93m^2) will be claimed for the 39.586m^2 of ODP-required setback areas to be surrendered to the Government. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2), nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.* ***Inclusive of bonus SC of XX% in pursuant of above****."*	Noted and revised in **footnote [3]** of **Table 4-1** in **Appendix B**.
	11. Please clarify the bonus SC will be claimed with demonstration of the calculation by formula under B(P)R22(2).	Please be clarified that the bonus site coverage (SC) shall be 0.257% according to the B(P)R 22(2) (a). Please find the calculation below: 1500 x surrendered area / original site area x building height = (1500 x 39.586m^2) / (2419m^2 x 95.6m) = 0.257%
	12. Please indicate the full height setback area to be surrender to the government which will be claimed for bonus PR and voluntary full height setback without claiming bonus PR with legend in MLP and all relevant floor plans.	Noted and please refer to **Appendix A** for details.
	Building Height	
	13. Please indicate the building height demarcation of 80mPD and 100mPD clearly of the portion of Tower in the MLP /	Noted and please refer to **Figure A-01** of **Appendix A** for the updated MLP.

No.	Comments	Responses
	addition of a Building Height Demarcation Plan	
	14. Please indicate the spot height/height of the roof top structures of the tower in the MLP and relevant Sections.	Noted and please refer to **Figures A-01, A-07 and A-08** of **Appendix A** for the updated MLP, Sections A-A' and B-B'. Please be advised that the spot levels of the proposed rooftop structures are indicative only and subject to detailed design at later stage.
	Master Layout Plan	
	15. Please indicate clearly and naming of the streets and the surrounding buildings/ adjacent to the Site.	Noted and please refer to **Figure A-01** of **Appendix A** for the updated MLP.
	16. Please indicate the width of Tung Yuen Street.	Noted and please refer to **Figure A-01** of **Appendix A** for the updated MLP.
	17. Please clarify the function/use of the area of 3/F (spot height of +21.1) of the Tower to the adjacent Concrete Batching Plant.	Please be clarified that the use of the area of spot height of +20.15mPD shall be the top level of the transfer plate of the Proposed Development.
	Sections	
	18. Please indicate the Floor to Floor height of each floor and the height of the proposed transfer plate.	Noted and please refer to **Figures A-07 and A-08** of **Appendix A** for the updated Sections A-A' and B-B'.
	19. Please rectify the discrepancy of the cutting line of the section A-A' in the key plan and the corresponding section A-A'.	Noted and please refer to **Figure A-07** of **Appendix A** for the updated Section A-A'.
	Open Space demarcation Plan	
	20. Please indicate the area of VWP and the private open space at floor L2.	Noted and please refer to **Appendix C (Replacement Pages of Updated LMP Report)** for the updated Open Space Demarcation Plan.
	21. Please indicate the area of the VWP (not less than xxxm^2) in the relevant plans, sections and the eventual LMP;	Noted and please refer to **Appendix C** for the updated LMP, Open Space Demarcation Plan and relevant section plans.
	Greenery Provision	
	22. Please clarify the percentage of greenery provision to be provided in total and at primary zone and state it in the table of key development parameters.	Please be clarified that all countable greenery is located at Primary Zone, i.e. 15m vertical zone of the Application Site, in accordance with PNAP APP-152 (Sustainable Building Design Guidelines). The percentage of greenery provision in total

No.	Comments	Responses
		and at primary zone are 20% which comply with the minimum SC of greenery as stipulated in the PNAP APP-152. **Table 4-1** of **Appendix B** has been revised.
	Planning and Design Merits	
	23. Please include a separate plan illustrating all relevant planning and design merits (with dimensions) including but not limited to the below:	Noted and please refer to **Figure E-03** of **Appendix A** for the illustration of Planning and Design Merits.
	(i) Full height setback from the northeastern boundary along Tung Yuen Street for provision of a 3.5m-wide footpath	Please refer to the response to comment item no. 23.
	(ii) The voluntary 1.5m-wide full height setback abutting the building façade within the Application Site;	Please refer to the response to comment item no. 23.
	(iii) 5m-wide CPPP at from Tung Yuen Street to the waterfront promenade through the G/F of the proposed building;	Please refer to the response to comment item no. 23.
	(iv) 15m-wide waterfront promenade (Not less than 608m^2) would be accessible by the public and its opening hours,	Please refer to the response to comment item no. 23.
	(v) Greenery provision, e.t.c.	Please refer to the response to comment item no. 23.
	24. Para. 2.4.5: Please amend as "…Canaryside (~~120~~ 140mPD)…"	Noted and **para 2.4.5** of **Appendix B** has been updated.
	ODP	
	Figure No. 3-3 and relevant section –As the ODP shown in the Figure 3-3 is not the latest one, please update the latest ODP "the draft Cha Kwo Ling, Yau Tong and Lei Yue Mun Outline Development Plan (ODP) **No. D/K15C/1B-A**"	Noted and **Section 3.2.1** and **Figure 3-3** of **Appendix B** have been revised.
	Technical Assessments	
	Traffic Impact Assessment	
	25. **Table 4.4: The Planned and committed development in Yau Tong area**	
	a) Please note the comprehensive residential development at Yau Tong Inland Lot No. 44 is a completed development. The	Noted and updated in the **Table 4.4** of **Appendix H** (**Replacement Pages of Updated Traffic Impact Assessment**).

No.	Comments	Responses
	development comprises shop and service/eating place and public vehicle park.	
	b) Private development at NKIL No. 6593 at Ko Chiu Road - Flat No. should be 634 instead of 500	Noted and updated in the **Table 4.4** of **Appendix H**.
	c) Please clarify the source for the retail GFA for Public Housing development at Pik Wan Road	Noted and updated in the **Table 4.4** of **Appendix H**.
	d) Please rectify the flat no. of Ex-Cha Kwo Ling Kaolin Mine Site: Private Housing: 1331 flats (source: from public domain).	Noted and updated in the **Table 4.4** of **Appendix H**.
	e) Please rectify the flat no. of Transitional Housing: 224 units (source: from public domain)	Noted and updated in the **Table 4.4** of **Appendix H**.
	f) Please take into account the commercial GFA of the proposed residential development under approved planning application no. A/K15/127 and A/K15/129 as appropriate.	Noted and updated in the **Table 4.4** of **Appendix H**.
	g) Please review and amend Kwun Tong Action Area: Office: Approx. 62,600m^2 GFA, Retail/R&B: Approx. 17,000m^2 GFA, Arts, cultural/institutional uses: 1,700m^2 GFA, PTI: Approx. 7,050 m^2 GFA	Noted and updated in the **Table 4.4** of **Appendix H**.
	Visual Impact Assessment	
	26. Para. 2.2.5: Please amend as "…Canaryside (~~120~~ 140mPD)…"	Noted and para 2.2.5 of **Appendix D (Replacement Pages of Updated Visual Impact Assessment)** has been updated.
	27. Photomontage	
	a) Please refer to my comment marked in the **Appendix I**  Appendix I_photomontage.pd	Noted and relevant Figures in **Appendix D** have been revised.
	Public comments	
	28. During the publication period from 14.1.2025 to 26.1.2025, there is six public	Please refer to the responses to comments in below section of public comments.

No.	Comments	Responses
	comments, please response to the public comments as appropriate.	
16.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 24 February 2025** Please provide justification(s) for the proposed 5m wide (including any guideline or practice notes refer to) for the covered public passageway at G/F	Please be advised that the Applicants proposed 5m-wide covered public passageway at G/F of the Proposed Scheme to welcome members of the public from Tung Yuen Street and improve street-level vibrancy in YTIA, respecting the planning intention of the "R(E)" zones.
17.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 10 March 2025** According to the Environmental Assessment, it is noted that a number of mitigation measures (including (i) a podium of 14.4mPD with elevated residential floors, (ii) precautionary building layout design for disposition and orientation and (iii) provision of enhanced acoustic balcony with sidewall for living rooms) are proposed to mitigate the road traffic noise impact towards the development site. As Yau Tong Sewage Pumping Station (YTSPS) and a concrete batching plant (CBP) are situated at the site immediate north and south respectively, please clarify what mitigation measures are proposed to handle the odour and air quality impacts towards the site.	According to **Section 2.11.4** of **Appendix G**, no identifiable odour was detected at the site boundary of YTSPS and at the junction of Shung Tai Wai and Tung Yuen Street upon the site visits. Furthermore, according to the reply from EPD's region office as presented in AQIA Appendix 2.18, there is no odour complaint on YTSPS. With the consideration of the above findings, odour impact from YTSPS is not anticipated and no mitigation measures is proposed. According to **Section 2.7.9** to **Section 2.7.15** of **Appendix G**, for the potential air quality impact of CBP (i.e. Redland Concrete Ltd.), a quantitative air quality impact assessment has been conducted and the results have indicated that all locations of the Proposed Development would comply with the relevant criteria of new AQOs except ASR D06 at 4/F and 5/F (i.e. 27.5m and 30.6m above ground). However, as no fresh air intake, openable window and air sensitive uses would be located within the exceedance zone. Thus, it is anticipated that the Proposed Development will not be subject to any adverse air quality impact.

No.	Comments	Responses
	Please mention all mitigation measures clearly in both environmental assessment and air quality impact assessment	Please refer to **Sections 3.7, 4.7** and **5.5** of **Appendix F** for details.
18.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 21 March 2025** **<u>Air Ventilation</u>** Given the site is relatively small in scale and the frontage to the sea is only about 40m, there will be no significant adverse air ventilation impact.	Noted.
19.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 17 April 2025** Please find the attached Gist of Major Comments following the 49th KTF meeting on 14 March 2025 regarding the captioned application for your follow-up action. Many thanks. <u>Gist of Major Comments</u> ***Overall*** 1. Although the meeting expressed appreciation to the Proponent for its proposal to provide a harbourfront promenade and some retail activities in the redeveloping the subject site at 4 Tung Yuen Street, Yau Tong (hereafter 'the Site'), it opined that the justifications given were not convincing enough for the rather substantial increase in domestic plot ratio (PR) and building height (both about 20%) under the Proponent's proposal.	Noted. The proposed minor relaxation of plot ratio (PR) from 5 to 6 would optimise the potential of the Application Site to provide additional 60 housing units (total 342 flats) in the YTIA. A PR0.9 for non-domestic use (retail) will be retained on the lower floors of the Proposed Scheme to improve street-level vibrancy in YTIA, respecting the planning intention of the "R(E)" zones. In view of the waterfront location of the Application Site, despite not a requirement on "R(E)" zones, the Applicants intend to provide a waterfront promenade with not less than 15m, open for public enjoyment on a 24/7 basis. This result in ¼ of the Application Site (i.e. 608m^2) being used for the promenade for public enjoyment and not usable for proposed housing/ retail use. Together with the minor relaxation of domestic PR mentioned above, a minor relaxation of BH from 80mPD to 100mPD

No.	Comments	Responses
		(inland portion only) will be required to realise the Proposed Scheme. It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be at 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and indeed creating a more dynamic BH profile within the Application Site. Findings in our submitted VIA also confirmed the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points.
	Proposed harbourfront promenade within the Site	
	2. The meeting appreciated that the Proponent was willing to provide a promenade and open it for use by the general public round the clock, and to take up management and maintenance responsibilities of the proposed promenade.	Noted.
	3. The meeting noted the provision of retail activities at the lower floors and suggested that this could increase harbourfront vitality.	Noted.
	Harbourfront connectivity	
	4. Stressing the importance of connectivity along the harbourfront, the meeting expressed reservations about the Proponent's proposal since it did not offer any public gains in favour of improving the harbourfront connectivity at a critical location in the region.	Please be advised that the proposed 15m-wide waterfront promenade is not required under "R(E)" zone. The Applicants proposed 15m-wide waterfront promenade with seating benches, wooden deck and ornamental planting for public leisure activities. Future users, including residents of the Proposed Scheme as well as visitors from other parts of Hong Kong, can reach the waterfront of YTIA directly from Tung Yuen Steet via the proposed 5m-wide covered public passageway on a 24/7 basis. Along the Tung Yuen Street frontage, a full-height setback of about 5m-wide is proposed adjoining the planned footpath. It is

No.	Comments	Responses
		anticipated that the provision of retail shop frontage at street level with widened footpath and tree plantings along Tung Yuen Street would not only enhance the current street environment, but also activate the street life and support the need of local neighbourhood. The design of the VMP will also allow for future connection with the wider public waterfront promenade network for Kowloon East. Please refer to **Figure E-03 (Illustration of Planning and Design Merits)** of **Appendix A** for details.
	5. The Site currently lacks connection with the adjoining lots on both sides, and the only access route leading to the said promenade was via the proposed 5-metre-wide public passageway within the Site. The meeting raised concerns that this proposed arrangement might make the promenade a 'private garden' for the future residents of the Site and customers of the lower-floor retailers only rather than a leisure open space opened for the general public.	Please be confirmed that the Applicants are committed to open the 15m voluntary waterfront promenade and the 5m public passageway for public use/enjoyment on a 24/7 basis.
	6. The meeting noted the status of the adjoining lots of the Site – while the future redevelopment plan of 6 Tung Yuen Street (located to the south of the Site) is subject to the initiative of the lot owner, the Drainage Services Department (DSD) has agreed set back about 4m from the sea frontage (hereafter 'the setback area') within the existing Yau Tong Sewage Pumping Station (YTSPS) (located to the north of the Site) to facilitate the connection of the proposed harbourfront promenade and Ko Fai Road. The meeting strongly suggested that the Government, the private developer or the two parties working together to undertake the design and construction of the setback area so that a continuous promenade to the north of the Site can be provided. The meeting also noted that given the recent financial conditions of the Government, it appears difficult for the Government to enhance harbourfront connectivity on its	Noted. After reviewing the implementation programme and financial implications, the Applicants are unable to commit to taking up the design and construction work for the portion of promenade at the YTSPS site. Nonetheless, the Applicants welcome a future connection of the waterfront promenade at the YTSPS site with the voluntary waterfront promenade provided at the Application Site. The Applicants are committed to coordinating on the design to ensure a coherent and seamless public experience.

No.	Comments	Responses
	own at this stage without private participation.	
	7. The Proponent was also suggested to explore developing the setback area of YTSPS so as to provide a seamless connection with the proposed promenade within the Site. The Proponent raised two concerns during the meeting, namely: (a) the uncertain timeline of construction work within YTSPS and releasing the setback area for promenade development; and (b) the uncertainty of future management and maintenance responsibilities of the setback area of YTSPS upon completion of the promenade construction. For Concern (a), the meeting noted that the setback area could be released by end 2026.	Noted.
	[Post meeting note: For Concern (b), as the setback area falls within Government land, the Government will undertake the future management and maintenance responsibilities. In other words, the Government will arrange the site handover with the concerned construction agent, assuming it to be a private developer, so long as the promenade of the setback area has been so constructed to the satisfaction of the concerned B/D.]	Noted.
	8. With the above, the Proponent was suggested to review the possibility of developing the setback area of YTSPS for connecting with the proposed promenade within the Site, and to further discuss with the Government in detail. Full support to the proposal would be given, subject to that the Proponent could improve the harbourfront connectivity in the aforesaid aspects as public gains.	Please refer to our response to (6) above.
	Other comments	
	9. The Proponent was suggested to revisit the design of the proposed 5-m passageway so as to make it more integrated with the design of the proposed promenade and welcoming for use by the general public.	Please be confirmed that the Applicants are committed to open the 15m voluntary waterfront promenade and the 5m public passageway for public use/enjoyment on a 24/7 basis.

No.	Comments	Responses
	10. The Proponent was requested to provide a rationale for the proposed relaxation in domestic PR and building height restriction, as well as to conduct a comprehensive assessment (e.g. wind and air ventilation, reception of sunlight) on the impacts of such proposed relaxation to the surrounding environment.	Please refer to our response to comment (1) above on the rationale for the proposed PR and BH relaxation. Please note that findings from our submitted technical assessments, including but not limited to TIA, EA, DSIA, AQIA, AVA, VIA confirmed that the Proposed Scheme would not generate adverse impact to the surrounding environment.
	11. The Proponent was requested to review the width of the promenade actually usable by users and to ensure that the effective width (after landscaping) is comparable to the nearby promenade.	Please be advised that the width of the voluntary waterfront promenade will not be less than 15m, which is comparable to the nearby promenade in adjoining Yau Tong Bay and YTIA area. The design of the promenade is also intended to encourage social interaction and harbour-viewing with the provision of seating benches, wooden deck and ornamental planting which would be compatible to the adjacent waterfront promenades. The Applicants are also committed to coordinating on design with adjoining promenade in detailed design stage to ensure a coherent and seamless public experience.
	12. The meeting suggested the Proponent to consider providing landing steps within the Site.	Please be advised a total of 7 landing steps existed/planned along the Yau Tong waterfront. 3 of them are located within 500m of the Application Site and the remaining 4 are planned under the Approved Applications No. A/K15/121 and A/K15/130. It is considered that the available landing steps along the Yau Tong waterfront are sufficient for public use.
	13. The meeting suggested the Proponent to ensure that potential odour issue from the nearby YTSPS would be addressed.	Please note that findings from our submitted AQIA confirmed that the Proposed Scheme would not generate or susceptible to adverse odour impact.
20.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 27 January 2025** **<u>Supporting Planning Statement</u>**	
	1. It is noted that the requirement on building separation is not applicable and no further	Noted.

No.	Comments	Responses
	setback from the street is required regarding the requirement on building setback under Sustainable Building Design Guidelines (Paras. 4.4.4 and 4.4.5 of the SPS refers).	
	2. The opening hours of the (i) proposed 15m-wide PWP and (ii) the 5m-wide covered public passage should be supplemented.	Please be advised that the 15m-wide VWP and 5m-wide covered public passageway would be opened for public use on a 24/7 basis.
	3. **Table 4.1** – A supplementary note for the proposed floor-to-floor height of residential floors of about 3.15m should be added as per Para. 5.7.2 of the SPS.	Noted and **Table 4-1** of **Appendix B** has been supplemented.
	Visual Impact Assessment	
	4. **Table 3.1** – A supplementary note for the proposed floor-to-floor height of residential floors of about 3.15m should be added as per Para. 5.7.2 of the SPS.	Noted and **Table 3-1** of **Appendix D** has been supplemented.
	5. **Para. 4.2.2** – As TPB PG-No. 41 focuses on the protection of public views, mention of occupational receivers is not necessary and should be removed.	Noted and relevant row has been removed.
	6. **Para. 5.1.1** – It is noted that the VIA assesses the visual impact of the Proposed Scheme by comparing it with the Baseline Scheme taking into account planned/approved developments in the surroundings, with the Baseline Scheme being an OZP Scenario Scheme (i.e. a residential development with domestic PR of 5, nondomestic PR of 1 and BH of 80mPD without waterfront promenade).	Noted.
	VP1	
	7. **Para. 4.2.3 and all relevant text/figures** – The Consultant should confirm whether **all** the selected VP is publicly accessible, especially VP1. If negative, please revise the name of the VP as appropriate.	Noted and text in **Appendix D** has been reviewed.
	8. **Figure 3, photomontages (Baseline Scheme and Proposed Scheme)** – As per our internal checking, it seems the BH and bulk of the approved Application No. A/K15/130 is underestimated, in that majority of the sky view should be	Noted and please refer to **Figure 3** of **Appendix D** for the updated VP1.

No.	Comments	Responses
	obstructed and both the Baseline and Proposed Schemes would be completely screened off.	
	9. **Para. 5.1.5** – It should be supplemented that the sky view forms part of the visual composition at the background.	Noted and **para 5.1.5** of **Appendix D** has been supplemented.
	10. **Paras. 5.1.5 to 5.1.9** – Subject to the revision of the photomontages at Figure 3, all paragraphs should be suitably revised that both the Baseline and Proposed Schemes would be completely screened off and would not be visible.	Noted and relevant paras of **Appendix D** have been revised.
	VP2	
	11. **Para. 5.1.11** – Other than views to the waterfront, it should be supplemented that the sky view forms part of the visual composition and a very minor portion of the open sky view would be obstructed by the Proposed Scheme compared with the Baseline Condition.	Noted and **para 5.1.11** of **Appendix D** has been revised.
	12. **Para. 5.1.12** – The sentence should be revised to read as "…slight additional visual obstruction created by the Proposed Scheme **to the open sky view** is considered minimal…"	Noted and **para 5.1.12** of **Appendix D** has been revised.
	13. **Para. 5.1.14** – While there may be no significant changes on the key visual elements, it should be supplemented that a very minor portion of the open sky view would be obstructed by the Proposed Scheme compared with the Baseline Condition.	Noted and **para 5.1.14** of **Appendix D** has been revised.
	14. **Paras. 5.1.11 to 5.1.15** – As there is very minor additional visual obstruction to the sky view compared with the Baseline Scheme, please review if the ratings from each aspect and the overall rating would be **negligible to slightly adverse** instead of "negligible".	Noted and relevant sentences in **para 5.1.11** to **5.1.14** of **Appendix D** have been revised. Please be advised that the overall rating for VP 2 shall remain as negligible as the Proposed Scheme would bring no significant changes on the key visual elements/ resources from this VP.
	VP3	
	15. **Figure 5, photomontages (Baseline Scheme and Proposed Scheme)** – As per our internal checking, it seems the position	Noted and please refer to **Figure 5** of **Appendix D** for the updated VP 3.

No.	Comments	Responses
	of the Baseline and Proposed Schemes should shift slightly to the left such that both the Baseline and Proposed Schemes would be completely screened off by the Spectacle.	
	16. **Paras. 5.1.17 to 5.1.21** - Subject to the revision of the photomontages at Figure 5, all paragraphs should be suitably revised that both the Baseline and Proposed Schemes would be completely screened off and would not be visible.	Noted and relevant paras of **Appendix D** have been revised.
	VP4	
	17. **Figure 6, photomontages (Baseline Scheme and Proposed Scheme)** – As per our internal checking, it seems the BH of the Proposed Scheme is slightly overestimated such that both the Baseline and Proposed Schemes would be nearly completely screened off by Coast Line I (i.e. approved Application No. A/K15/122) under construction and only a very tiny minor portion would be visible.	Please be confirmed that the Baseline Scheme would be completely screened off by Coast Line I which is at 80mPD and the Proposed Scheme, at 100mPD, would still be partially visible from this VP4.
	18. **Para. 5.1.23** – It should be supplemented that the open sky view forms part of the visual composition in the background.	Noted and **para 5.1.23** of **Appendix D** has been supplemented.
	19. **Para. 5.1.24 –**	
	a. As per the submitted photomontages, it seems the waterfront promenade under the Proposed Scheme cannot be seen from this VP. The sentence "Besides, as compared with the Baseline Scheme…along the waterfront" should be removed.	Noted and relevant sentence in **para 5.1.24** of **Appendix D** has been removed.
	b. As per the above comment, it is not obvious from the submitted photomontages that the Proposed Scheme would partly enhance the view compared to the Baseline Scheme. It should be reviewed whether the rating would be negligible instead.	Noted and relevant sentence in **para 5.1.24** of **Appendix D** has been revised.
	20. **Paras. 5.1.23 to 5.1.27** - Subject to the revision of the photomontages at Figure 6, the paragraphs should be suitably revised that both the Baseline and Proposed Schemes would be nearly completely screened off.	Please be clarified that the Baseline Scheme would be completely screened off by Coast Line I which is at 80mPD and the Proposed Scheme, at 100mPD, would still be partially visible from this VP4. Relevant paras of **Appendix D** have been revised.

No.	Comments	Responses
	VP5	
	21. **Paras. 5.1.29 to 5.1.32** – As per the submitted photomontages, while the ridgeline may not be affected by the Proposed Scheme, it should be supplemented that a very minor portion of the mountain backdrop would be obstructed by the Proposed Scheme compared with the Baseline Scheme.	Noted and relevant paras of **Appendix D** have been revised.
	22. **Paras. 5.1.29 to 5.1.33** - As there is very minor additional visual obstruction to the mountain backdrop compared with the Baseline Scheme, please review if the ratings from each aspect and the overall rating would be **negligible to slightly adverse** instead of "negligible".	Noted and relevant sentences in **para 5.1.29** to **5.1.30** of **Appendix D** have been revised. Please be advised that the overall rating for VP5 shall remain as negligible as the Proposed Scheme would bring no significant changes on the key visual elements/ resources from this VP.
	Summary of Visual Impact and Conclusion	
	23. **Table 5-3** – The ratings in the table should be revised as per the comments above.	Noted and please be advised that relevant parts in **Table 5-3** of **Appendix D** have been revised.
	24. **Para. 6.1.3** – As per the above comments, it should be revised to read as "…the Proposed Scheme will result with **negligible to negligible to slightly adverse** visual impact…"	Please be advised that the Proposed Scheme will result with negligible impact as compared with the Baseline Scheme with 6 selected VPs.
21.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 10 February 2025**	
	General Comments	
	2. With reference to the image of Geographical Information Hub (GIH) in 2023, the site is situated in the southwestern fringe of Yau Tong Industrial Area. An existing manufacturing plant is located to its southeast and Victoria Harbour to its southwest. The proposed residential redevelopment in "R(E)" zone and landscaping and tree planting works are not incompatible with the surrounding landscape environment.	Noted.
	3. According to the submission, a total of 7 existing trees are identified within the application boundary and all the existing trees	Noted.

No.	Comments	Responses
	are proposed to be removed. 7 new trees are proposed to be planted in the proposed promenade within the application site. Also, the proposed promenade is intended for public entry from Tung Yuen Street via the public passage within the site. In this regard, significant adverse landscape impact is not anticipated.	
	Detail Comments	
	4. Please clarify if the *Barrier Free Access 2019* is referred to *Design Manual – Barrier Free Access 2008 (2024 Edition)* and revise as appropriate.	Noted and please be confirmed that the *Barrier Free Access 2008 (2024 Edition)* be referred. Please refer to revised **5.3.4** under **Section 5** of **Appendix C**.
	5. According to Landscape Plan – Composite Plan, there are tree planting opportunities in the planters on the podium along the northern site boundary. Please review.	Please be advised that tall hedge buffer planting will be added along the northern boundary to soften the building facade and enhance overall landscape quality. These tall hedges provide a strong visual mitigative buffer to the adjacent sewage pumping station. The podium landscape is further enhanced by planting a variety of large and flowering shrubs. Please refer to updated **LMP** and **Landscape Section B** of **Appendix C** for illustration. Tall hedge planting species have been incorporated into the revised **Table 1B** under **Section 6** of **Appendix C**.
	6. Please clarify if the proposed promenade and passage from Tung Yuen Street within the site will be opened to the public for 24 hours	Please be advised that the proposed 15m-wide waterfront promenade and 5m-wide covered public passageway from Tung Yuen Street would be opened for public use on a 24/7 basis.
	7. Based on para. 6.6 of Appendix C, it is mentioned that the softworks contactor would undertake the establishment of soft landscape works of a period of minimum 12 months following Practical Completion of the proposed development. Please confirm if the Applicant would undertake the future maintenance of the hard and soft landscape works in the proposed promenade.	Please be advised that the Applicants would undertake the future maintenance of the hard and soft landscape works in the proposed voluntary promenade.
	Background	
	8. The Site (about 2419 sq.m.) falls within an area zoned "Residential (Group E)" ("R(E)") on the approved Cha Kwo Ling, Yau Tong, Li	Noted.

No.	Comments	Responses
	Yue Mun Outline Zoning Plan No. S/K15/27. The Applicant proposed for minor relaxation of maximum domestic PR from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD. Advisory Remarks to the Applicant 9. The Applicant is reminded that the approval of the application under Town Planning Ordinance does not imply the approval of the site coverage of greenery, requirements under APP PNAP-152 and/ or under the lease. The site coverage of greenery calculation should be submitted separately to BD/relevant authority for approval.	Noted.
22.	**Transport Department, Urban Regional Office, Traffic Engineering (Kln.) Division, Kln. District East (South) Section, dated 27 January 2025** Please note our comments from a district traffic engineering viewpoint:- Traffic Impact Assessment (TIA) Report Table 2.1 - Please include the following junctions in the assessment : • J/O Lei Yue Mun Road / Slip Road to EHC • J/O Cha Kwo Ling Road / Shung Shun Street • J/O Shung Shun Street / Yan Yue Wai • J/O Ko Fai Road / Tung Yuen Street • J/O Yan Yue Wai / Tung Yuen Street Drawing no. 2.2 - Please indicate the Area of Influence on the drawing and include the junctions as mentioned in the above comment Drawing nos. 2.3 to 2.10 - Some the layouts of existing junctions are not updated, please check again the drawings especially for Drawings 2.4 / 2.5 / 2.6. Section 2.3.3 - Please specify the date(s) of traffic surveys conducted.	Noted and included the 5 junctions below in **Table 2.1** of **Appendix H**. Noted and updated in **Appendix H**. Noted and updated in **Appendix H**. Noted. The traffic surveys were arranged and conducted during morning peak hours between 07:30 – 09:30 and the evening peak

No.	Comments	Responses
		hours between 17:00 – 19:00 on 9th and 10th of September 2024.
	Table 2.2 - It seems that the values of RC for J/O Wai Yip Street / Wai Fat Road are on a low side when compared to recent TIA reports submitted for other developments. Please review if any specific event resulting in such difference and, if necessary, conduct another surveys to collect data to reflect the existing traffic conditions. Should such low RC values remain after reviews, please supplement observed queue lengths for further review.	Noted and reviewed this junction accordingly in **Table 2.2** of **Appendix H**.
	Drawing no. 3.1- Please indicate the width of vehicular access.	Noted and updated in **Appendix H**.
	Drawing nos. 3.2 & 3.3 - Please indicate the directional splits of various ingress / egress routes.	Noted and updated in **Appendix H**.
	Section 3.2.3 - Please include schematic layout plans for the internal transport facilities (including parking spaces, loading/unloading bays and internal driveway) in this report.	Noted and added the plans in **Appendix H**. The loading/unloading bays are on the GF. There are 2 storeys of basement to provide 63 parking spaces.
	Table 3.2 - Please adopt the upper end values of provision range for the proposed provision of parking spaces and loading/unloading bays, and update the total numbers of parking provision in Section 3.3.3.	Please refer to **Appendix I** (**Justifications for Parking Provisions**) for further review.
	Section 4.1.6 - Traffic forecast by growth factor is considered inappropriate as Trunk Road T2 would be in place in the design year. Please consider to adopt traffic models. Otherwise, please demonstrate adoption of growth factor is on conservative side.	The opening of Trunk Road T2 in 2026 will reduce the through traffic in the area which helps to relieve the traffic situations of the junctions in the area. In this case when the growth factor is adopted, it is on conservative side for the traffic volume.
	Section 4.1.8 - Please explain why the ATC data of year 2023 has not been taken into account.	The ATC data of year 2023 was released in Nov. 2024. The new ATC data of year 2023 has been included and assessed in **Section 4.1.8** of **Appendix H**.
	Table 4.2 - Road section of Station No. 4651 is incorrect, please check again. Also, please add Station 3237 and Station 4074.	Noted, updated Road section of Station No. 4651 and added 3237 in **Table 4.2** of **Appendix H**. As for the ATC Station No. 4074, it is on Cha Kwo Ling Road, the annual traffic growth rate (2019-2023) is about 14%, reflecting the opening of Tseung Kwan O - Lam Tin Tunnel, but not the changes in local traffic volume. Therefore,

No.	Comments	Responses
		the ATC Station No. 4074 is not taken into the calculations of growth factor.
	Table 4.4 - Please seek PlanD's agreement on the planned / committed developments.	Noted.
	Section 5.1 - Please advise the proponent and commissioning years of the improvement works. Junction performance assessment of the modified signalised junctions at Lei Yue Mun Rd should be included. Also, please also include the proposed improvement works at J/O Cha Kwo Ling Road / Ko Chiu Road under the PWP Item No. B812CL Site Formation and Infrastructure Works for Public Housing Developments at Pik Wan Road, Yau Tong. *(See attached file: B812CL-GZ01.pdf)*  B812CL-GZ01.pdf	Noted and included the proposed improvement works in the assessment of junction D in **Section 5.1** of **Appendix H**.
	Section 5.1.3 & Drawing no. 5.1 - Please remove this improvement scheme at J/O Cha Kwo Ling Road / Yau Tong Road from the report as it is unlikely to be completed by the design year of 2035.	This improvement scheme is from A/K15/130 Section 16 application of the Yau Tong Bay Comprehensive Development. This improvement scheme is needed to cater all the traffic volume to be generated by Yau Tong Bay Comprehensive Development. The phasing of Yau Tong Bay Comprehensive Development is still unknown to public. As the traffic volume to be generated by Yau Tong Bay Comprehensive Development is included in our analysis, in order to better analysis the traffic situation in this area, we think this junction improvement scheme should be included in our analysis as well.
	Section 5.1.6 & Appendix B. The right-turning movements at J/O Wai Yip Street / Wai Fat Rd would be retained to avoid excessive traffic and public transport diversions. Please update the traffic assessment accordingly.	Noted and added in **Section 5.1.6** and **Appendix B** of **Appendix H**.
	Other - Assessment on public transport services to cater the proposed development should be included.	Noted and added in **Appendix H**.

No.	Comments	Responses
	Other - Please include pedestrian routes for further review.	Noted and added in **Appendix H**.
	Planning Statement	
	1. Section 3.4.2 and footnote [3] of Table 4.1 - In general, full-height building setback is not necessary from traffic viewpoints.	Noted and please be advised that **Section 3.4.2** of **Appendix B** has been updated.
	2. Section 3.4.2 - As there is no pedestrian assessment in the TIA report, the 3.5m footpath ODP setback areas and voluntary full-height building are not essential nor necessary from traffic perspectives. Please revise this section to incorporate this. In particular, please delete "improve pedestrian safety", "reducing congestion" and "safer" unless demonstrated by traffic assessments.	Noted and please be advised that Section 3.4.2 of **Appendix B** has been updated.
	3. Section 4.2.3 - Please delete "safety" unless demonstrated by traffic assessments.	Noted and relevant word has been deleted.
	4. Table 4-1 - The numbers of parking provision should be updated as per our comments in the TIA report.	Please be advised that the number of parking provision remain unchanged. Please refer to **Table 4-1** of **Appendix B** for details.

(Last Updated: 24 Apr 2025)

PUBLIC COMMENTS

Summary of Public Comments Nos. 1 – 17

No.	Summary of Comments	Responses
1.	**Comments on Environmental Impacts**	
	(a) The concrete batching plant adjacent to the Application Site will induce adverse environmental impacts, including air quality and noise impacts to the living quality of the Proposed Development.	Findings from our submitted EA and AQIA have confirmed that the Proposed Scheme is environmentally acceptable in technical terms and the Proposed Development shall not be subject to environmental impacts.
	(b) There are opposing views on the air ventilation and the building height profile of surrounding developments in coastal areas of Yau Tong.	Please note that findings from our submitted technical assessments, including but not limited to TIA, EA, DSIA, AQIA, AVA, VIA confirmed that the Proposed Scheme would not generate adverse impact to the surrounding environment.
2.	**Comments on Planning Considerations**	
	(a) The proposed development should develop together with the adjacent concrete batching plant.	Noted. The Applicants support the redevelopment of the adjacent by their landowners in align with the planning intention of the "R(E)" zone.
	(b) The proposed development should adopt a stepped building height profile.	Please be advised that the Proposed Scheme has adopted a stepped BH profile descending from 100mPD (fronting Tung Yuen Street) to 80mPD (fronting the waterfront). This helps to create an interesting skyline with the Application Site while not compromising the stepped BH profile planned for the YTIA.
	(c) There are concerns on the minor relaxation of building height restriction and the proposed development may obstruct the harbour view and overall skyline from the surrounding developments in the inland areas.	Findings in our submitted VIA confirmed that the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points.
	(d) There are concerns on the proposed development partially exceeds the building height restriction of the nearby developments.	It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be relaxed to 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and indeed creating a more dynamic BH profile within the Application Site.

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No.70, No.4 Tung Yuen Street, Yau Tong, Kowloon
Responses to Comments

No.	Summary of Comments	Responses
3.	**Comments on Impacts to Surrounding Developments** (a) The stepped building profile will be affected as the building height of the inland portion of the proposed development is the same as the nearby buildings.	Please refer to response to public comment item no. 2(c).

(Last Updated: 24 Apr 2025)

Appendix A

Updated Architectural Layout of the Proposed Scheme

TUNG YUEN STREET

SHUNG TAK WAI

18290

1500 Pavement Widening

1500

5000

+4.40

+100.00MPD

T1

+109.50MPD

2F
+14.40

+20.15

+80.00MPD

OUTDOOR
POOL

YAU TONG SEWAGE
PUMPING STATION

CONCRETE BATCHING PLANT
(YTML 68)

THE COAST LINE I

+4.40

15M PROMENADE

海堤 Seawall

SEAWALL

VICTORIA HARBOUR

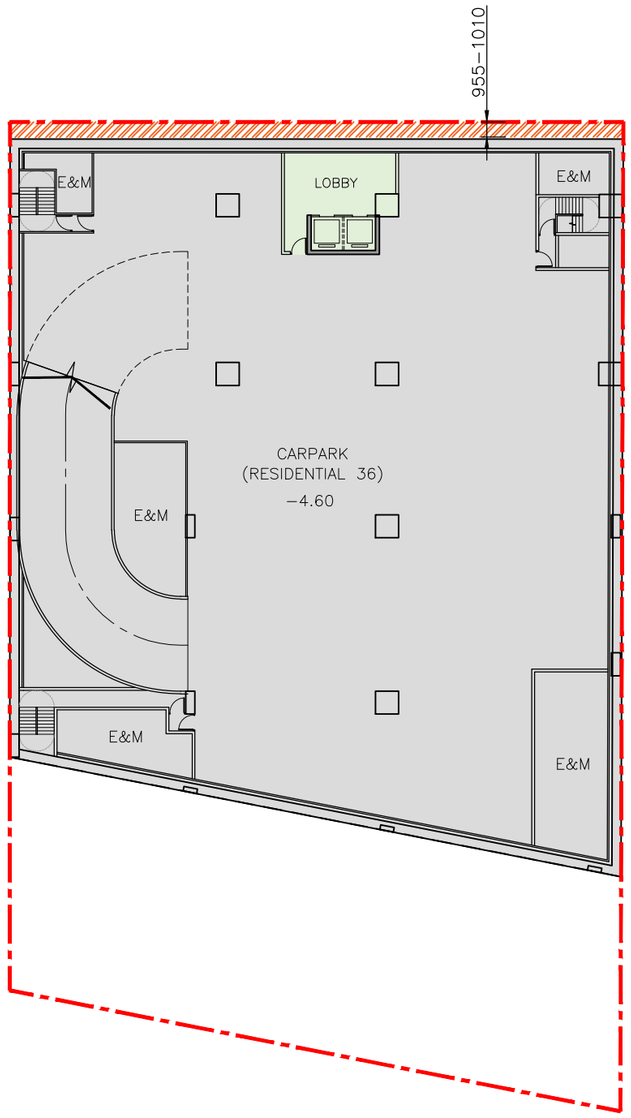
LEGEND

- SURRENDERED SETBACK AREA (39.586m^2)
- VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK
- VOLUNTARY WATERFRONT PROMENADE (NOT LESS THAN 608m^2)
- +100mPD PORTION
- +80mPD PORTION

0 1 2 5 10 20m

A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



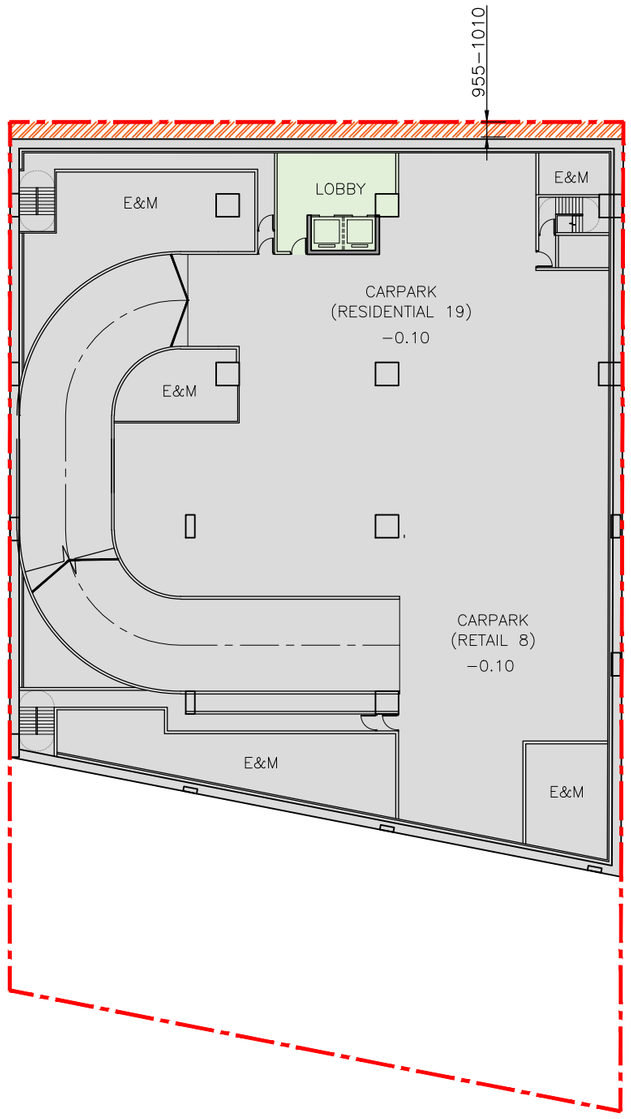
LEGEND

SURRENDERED SETBACK AREA
(39.586m^2)

0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

SURRENDERED SETBACK AREA
(39.586m^2)

0 1 2 5 10 20m

A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

TUNG YUEN STREET

SHUNG TAK WAI

18290

3000

1500

1500

Pavement Widening

+4.40

LOBBY

RETAIL

L&UL
+3.90

5M

RETAIL
+4.40

PUBLIC PASSAGE TO PROMENADE

RETAIL

E&M

YAU TONG SEWAGE PUMPING STATION

CONCRETE BATCHING PLANT
(YTML 68)

THE COAST LINE I

15M PROMENADE

海堤 Seawall

SEAWALL

OVERHANG

CONC

PLATFORM

VICTORIA HARBOUR

LEGEND

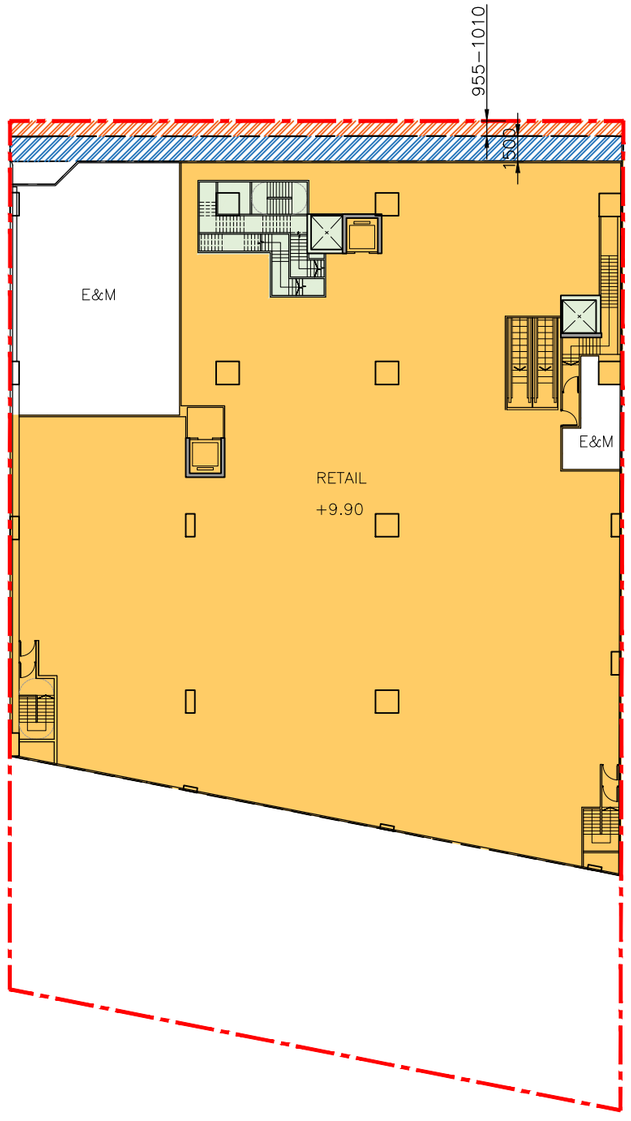
SURRENDERED SETBACK AREA
(39.586m^2)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK

0 1 2 5 10 20m

A-04 Ground Floor Level (GF) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

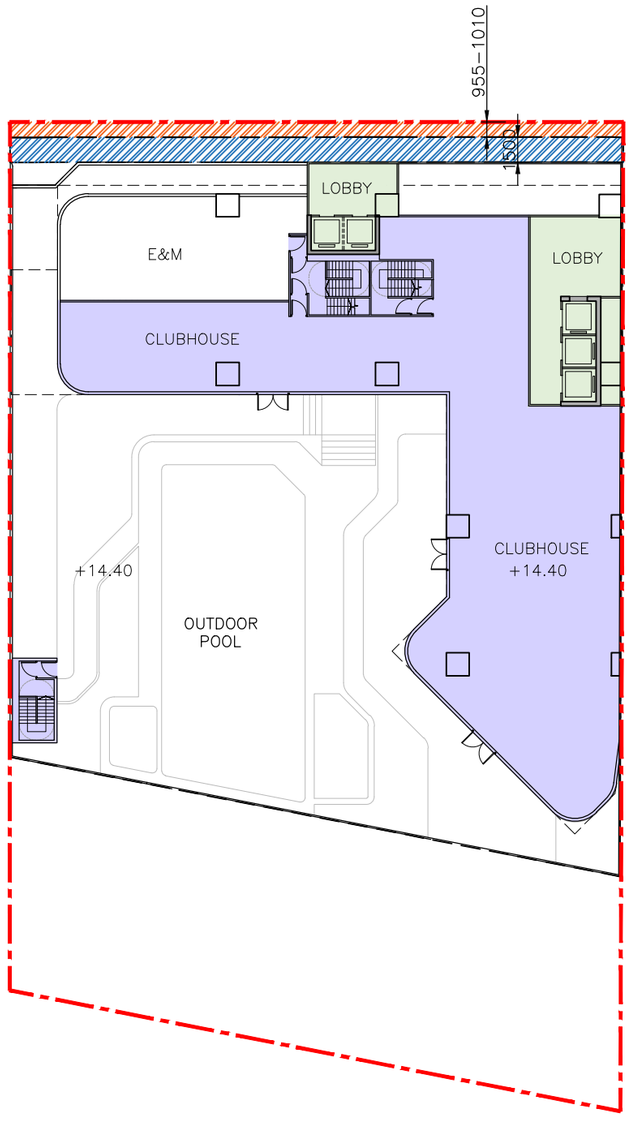
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK

0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

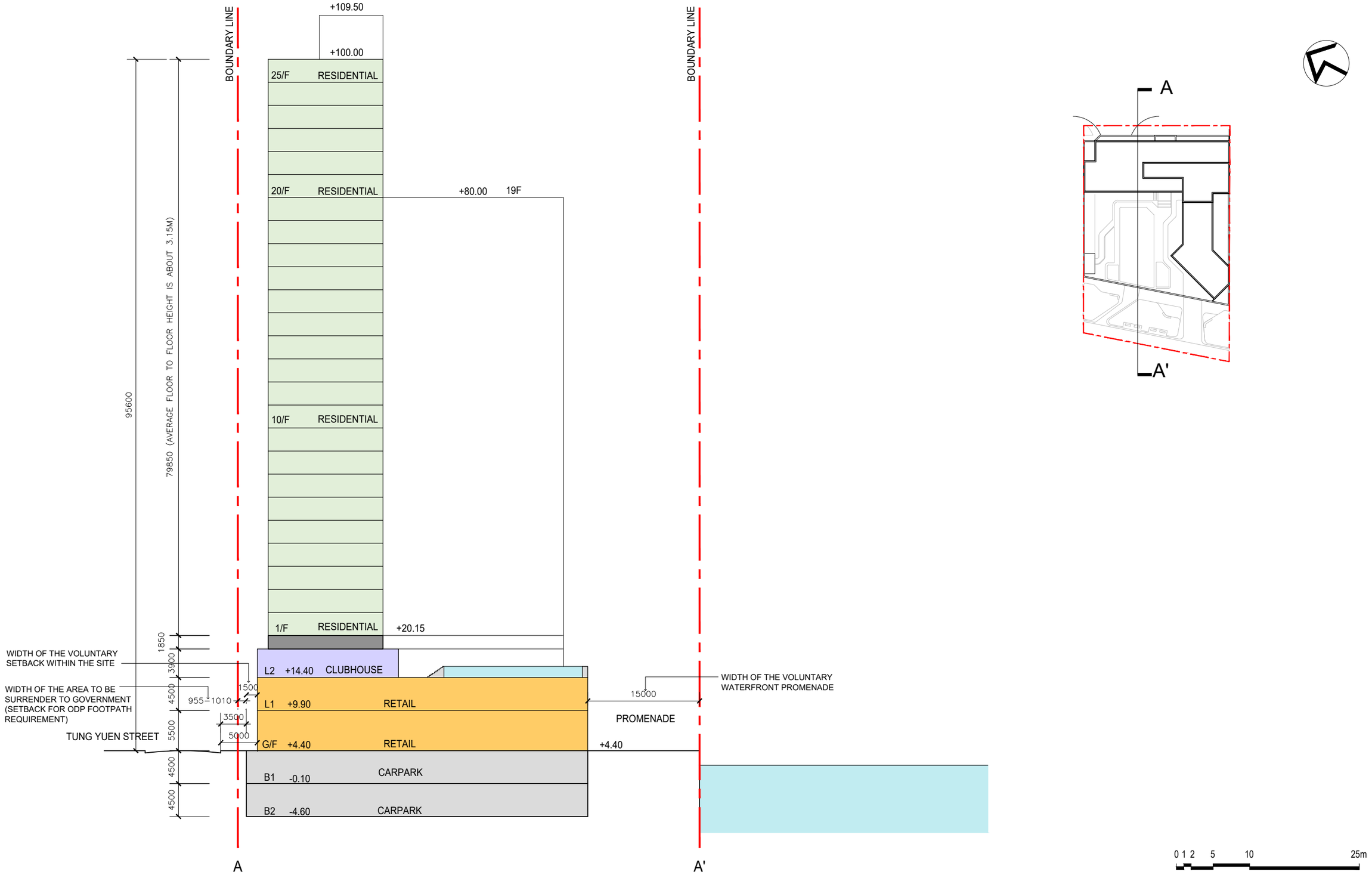
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK

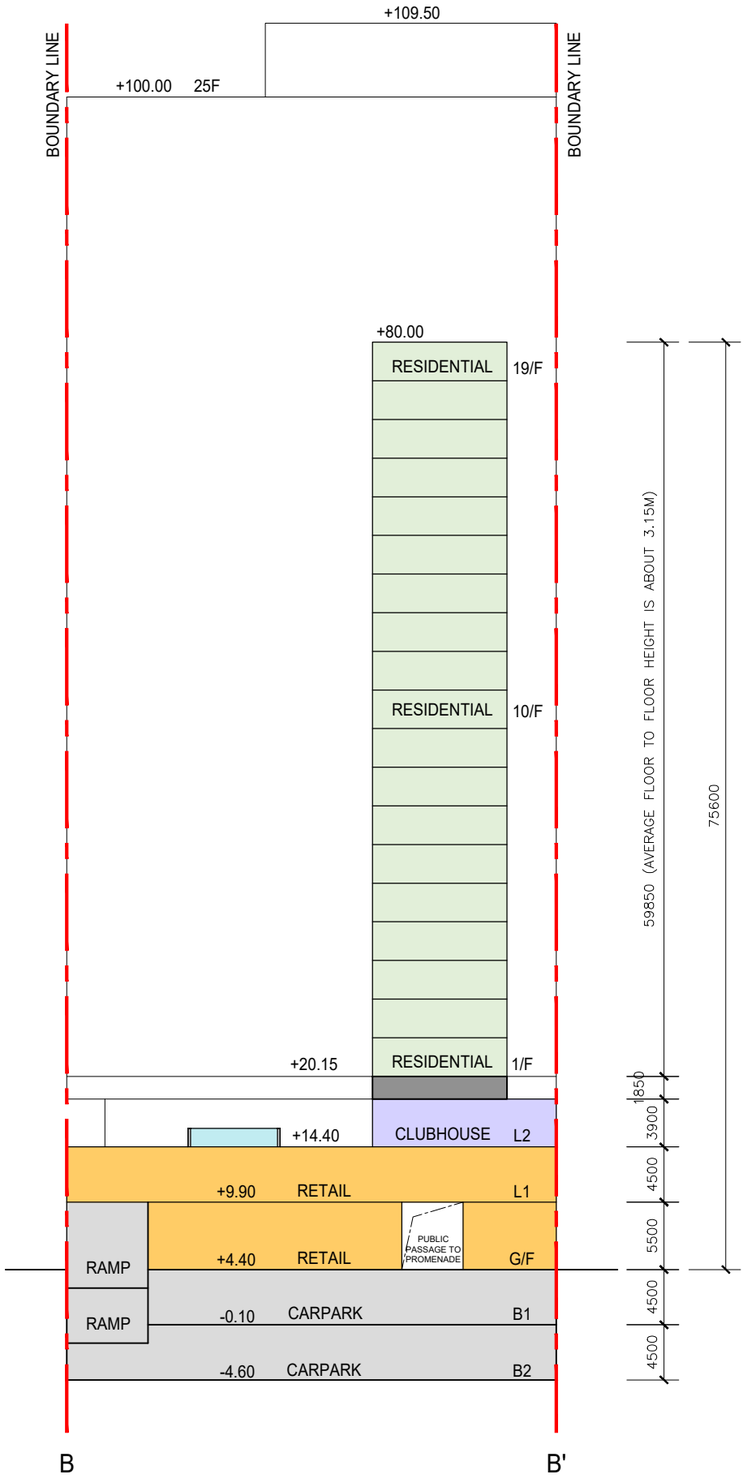
0 1 2 5 10 20m

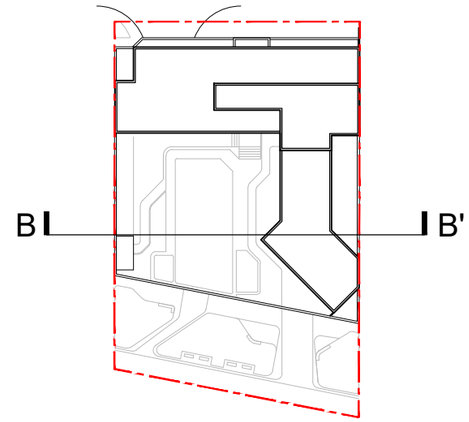
A-06 Level 2 (L2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70


BOUNDARY LINE
BOUNDARY LINE
+109.50
+100.00
25/F RESIDENTIAL
20/F RESIDENTIAL
+80.00
19F
10/F RESIDENTIAL
1/F RESIDENTIAL
+20.15
95600
79850 (AVERAGE FLOOR TO FLOOR HEIGHT IS ABOUT 3.15M)
1850
3900
4500
5500
4500
4500
WIDTH OF THE VOLUNTARY SETBACK WITHIN THE SITE
WIDTH OF THE AREA TO BE SURRENDER TO GOVERNMENT (SETBACK FOR ODP FOOTPATH REQUIREMENT)
TUNG YUEN STREET
955
1010
1500
3500
5000
L2 +14.40 CLUBHOUSE
L1 +9.90 RETAIL
G/F +4.40 RETAIL
B1 -0.10 CARPARK
B2 -4.60 CARPARK
15000
WIDTH OF THE VOLUNTARY WATERFRONT PROMENADE
PROMENADE
+4.40
A
A'
A
A'
0 1 2 5 10 25m

A
A'





0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

TUNG YUEN STREET

18290

SHUNG TAK WAI

1500 Pavement Widening 500 1000

+4.40

5000

+100.00MPD

T1

+109.50MPD

2F
+14.40

+20.15

OUTDOOR
POOL

+80.00MPD

YAU TONG SEWAGE
PUMPING STATION

CONCRETE BATCHING PLANT
(YTML 68)

THE COAST LINE I

Possible future
connection to the
wider Kowloon East
promenade.

+4.40

15M
PROMENADE

Possible future connection
to the waterfront
promenade at the
concrete batching plant

海堤 Seawall

SEAWALL

VICTORIA HARBOUR

LEGEND

- Proposed new trees
- Full height setback from the northeastern boundary along Tung Yuen Street for provision of a 3.5m-wide footpath
- The voluntary 1.5m-wide full height setback abutting the building façade within the Application Site
- 5m-wide covered public passage, open 24/7, from Tung Yuen Street to the waterfront promenade through the G/F of the proposed building.
- 15m-wide waterfront promenade (Not less than 608m^2) would be publicly accessible and open 24/7
- Greenery at grade (+4.40mPD)
- Greenery at podium roof (+14.40mPD)

0 1 2 5 10 20m

E-03 Illustration of Planning and Design Merits

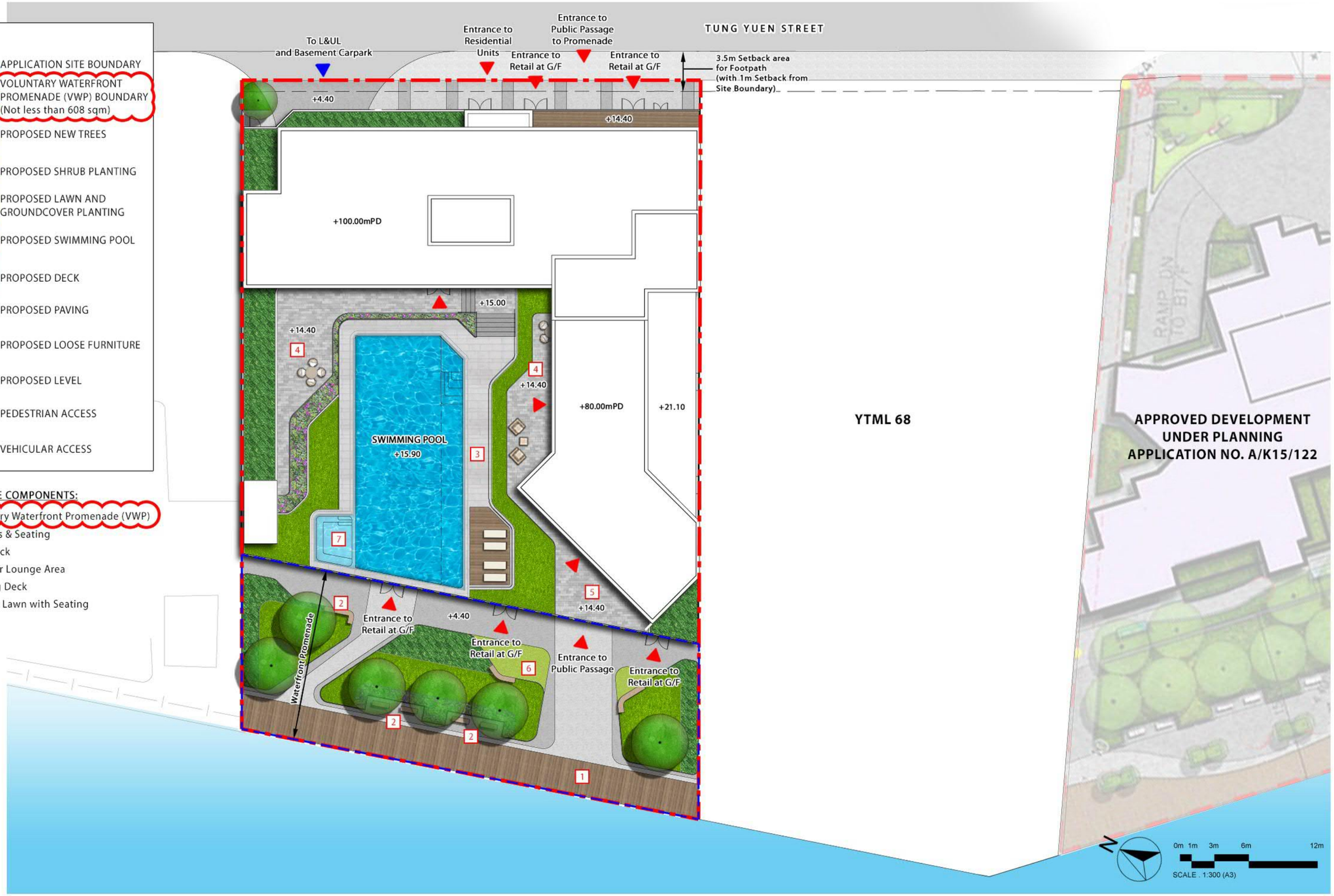
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- PROPOSED NEW TREES
- PROPOSED SHRUB PLANTING
- PROPOSED LAWN AND GROUNDCOVER PLANTING
- PROPOSED SWIMMING POOL
- PROPOSED DECK
- PROPOSED PAVING
- PROPOSED LOOSE FURNITURE
- +4.00 PROPOSED LEVEL
- PEDESTRIAN ACCESS
- VEHICULAR ACCESS

LANDSCAPE COMPONENTS:

1. Voluntary Waterfront Promenade (VWP)
2. Benches & Seating
3. Pool Deck
4. Outdoor Lounge Area
5. Viewing Deck
6. Activity Lawn with Seating
7. Jacuzzi



Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01a

Date : FEB 2025
(A3-size)

axxa group

Appendix B

Replacement Pages of Updated Supporting Planning Statement

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Replacement Pages of Updated Supporting Planning Statement

V2 | April 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

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80 Tat Chee Avenue
Kowloon
Hong Kong
arup.com

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1. INTRODUCTION

1.1.1 Pursuant to Section 16 of the Town Planning Ordinance (TPO), this Supporting Planning Statement is prepared and submitted to seek approval from Town Planning Board (TPB) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio (PR) and Building Height (BH) restrictions (Proposed Scheme) in the "Residential (Group E)" ("R(E)") zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (Application Site).

1.1.2 The Application Site, with an area of about 2,419m^2, is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) where the Yau Tong Mass Transit Railway (MTR) Station is at its northeast within a walkable distance. The Application Site is currently occupied by an existing Industrial Building (IB) (i.e. Wah Tong Godown).

1.1.3 The Application Site falls within "R(E)" zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP). According to the Notes of the OZP, the planning intention for "R(E)" zone is for "*phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the TPB*". As specified in the Schedule I of the "R(E)" zone in the Notes of the OZP, the proposed 'Flat', 'Shop and Services' and 'Eating Place' uses are all under Column 2 uses. Hence, a Section 16 Application is herewith submitted to seek approval from the TPB.

1.1.4 According to the OZP and Remark (1) for "R(E)" zone of the Notes, the Application Site is subject to a maximum domestic PR of 5.0 and maximum non-domestic PR of 1.0, or the PR of existing building(s); and a maximum BH of 80mPD, or the height of the existing building(s), whichever is the greater. In addition, Remark (6) for "R(E)" zone also indicated that minor relaxation of the PR/BH restrictions may be considered by the TPB based on the individual merits of a development or redevelopment proposal.

1.1.5 With a view to addressing the acute demand on territorial housing needs, the Government has paid the best of its endeavour to increase housing supply from public and private initiatives, as well as impose a minimum flat size requirement of 26m^2 (i.e. 280ft^2) for residential plots in recent land sale. In accordance with the Government's aspiration, the Applicants intend to realise the planning intention of the subject "R(E)" zone to phase out existing industrial uses through redevelopment for residential use in order to address the industrial/residential (I/R) interface problem. Despite that the Application Site does not fall within the planning briefs (PBs) for the Yau Tong Bay (YTB) and the YTIA "Comprehensive Development Area" ("CDA") zones, the Applicants have taken initiative to provide an additional waterfront promenade of not less than 15m-wide within the Application Site alongside with a 5m-wide public passageway connecting to the Tung Yuen Street, to link up with waterfront area of Lei Yue Mun, Yau Tong Bay and Kai Tak and form a continuous waterfront promenade in East Kowloon. The said waterfront promenade and 5m-wide public passageway from Tung Yuen Street will be opened on a 24/7 basis for public enjoyment. Besides, opportunities are also taken to provide retail facilities and pedestrian safety/comfort improvement measures to activate local streets and enhance walkability. Therefore, this Application also seeks minor relaxation of PR and

BH in support of the various initiatives mentioned above to serve territorial housing need and for an enhanced living environment.

1.1.6 The Proposed Scheme, comprising one 22 to 28-storey residential tower with BH of 80 to 100mPD above a 2-storey podium for 'Shop and Services' and 'Eating Place' uses plus two basement levels for car parking and loading/unloading (L/UL) spaces as well as a an additional waterfront promenade of not less than 15m-wide, seeks minor relaxation of domestic PR from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD. With the fact that about one-fourth of the Application Site has been assigned for the additional waterfront promenade for public enjoyment on a 24/7 basis, as well as to accommodate the provision of more residential flats (minor relaxation of domestic PR1), minor relaxation of BH (i.e. from 80mPD to 100mPD) for one of the two proposed residential bands at the inland portion of the Application Site along Tung Yuen Street will be needed. Notwithstanding this, the Proposed Scheme with two BH bands (i.e. 80mPD to 100mPD) would be compatible with the BH profile across Tung Yuen Street and respect the overall stepped BH profile concept for the YTIA. Overall speaking, approval of the Proposed Scheme would set a desirable precedent to facilitate the transformation of the YTIA into a quality seaside residential living neighbourhood.

1.1.7 This Supporting Planning Statement is to provide TPB with relevant information including Landscape Master Plan (LMP) and Tree Treatment Proposal, Traffic Impact Assessment (TIA), Drainage and Sewerage Impact Assessment (DSIA), Environmental Assessment (EA), Air Ventilation Assessment (AVA), Air Quality Impact Assessment (AQIA) and Visual Impact Assessment (VIA), which ascertain the technical feasibility of the Proposed Scheme for this Section 16 Application. It is structured as below:

- **Section 2** provides a brief description of the Application Site and its surrounding context;
- **Section 3** presents the planning context of the Application Site;
- **Section 4** details the Proposed Scheme in relation to general planning and design principles, and key development parameters;
- **Section 5** illustrates the planning justifications in support of this Planning Application; and
- **Section 6** concludes the whole Supporting Planning Statement.

1.1.8 We sincerely seek favourable consideration from the TPB to grant approval to this well justified Section 16 Application.

Approved Application No. A/K15/130 (or Phase III of the whole YTB "CDA" development) for residential development with BH of 115mPD. Besides, there is a long-term planning intention from the Government for a waterfront promenade of not less than 15m-wide along YTB. The proposed waterfront promenade will connect Lei Yue Mun, Yau Tong to Cha Kwo Ling and further to the Kowloon East area.

2.4.3 To the **immediate south** is an existing CBP and a planned comprehensive residential development under Approved Application No. A/K15/122 (i.e. The Coast Line I & II under construction) (80 to 100mPD) within the waterfront portion of the "CDA(1)" site and the inland portion of the "CDA(1)" site across Tung Yuen Street. To the **further south**, the "CDA(2)" zone is currently occupied by Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market. To the **southeast** across Shung Wo Path are the planned comprehensive residential development (80mPD to 100mPD) under Approved Application No. A/K15/126 within the waterfront portion and inland portion of "CDA(3)" zone, and another planned comprehensive residential development (80mPD) under the Approved Application No. A/K15/121 within "CDA(4)" zone. To the **further southeast** bounded by Yan Yue Wai is Montego Bay (80mPD to 100mPD) within the "CDA(5)" zone. Similar to the YTB "CDA" zone, there is a long-term planning intention for a waterfront promenade of not less than 15m-wide along the YTIA as specified in the PB of the YTIA and designated in the OZP. The waterfront promenade will connect Lei Yue Mun to YTB and Cha Kwo Ling and further to the Kowloon East area. To the **further southeast** beyond Shung Shun Street are Sam Ka Tsuen Ferry Pier, Lei Yuen Mun Typhoon Shelter Breakwater Sitting Out Area and Sam Ka Tsuen Typhoon Shelter.

2.4.4 To the **immediate east** and **southeast** across Tung Yuen Street are "R(E)" zones and the inland portion of "CDA(1)", "CDA(3)" and "CDA(5)" zones with BH restriction of 100mPD. To the **further east** and **further southeast** bounded by Shung Yiu Street or across Yan Yue Wai are the other two "R(E)" zones with BH restrictions of 100mPD and 120mPD. Whilst there is an existing residential development with BH exceeding the restriction as stipulated in the OZP (i.e. Peninsula East (147mPD)), the BH bands of about 100mPD and 120mPD among the stepped BH profile descending from towards the waterfront can still be formed alongside with other planned comprehensive/residential developments to the east of Tung Yuen Street. Other than those existing/planned residential developments, some existing IBs also can be identified in these zones, including Gloria Weaving & Knitting Factory Limited to be developed as transitional housing via wholesale conversion[1].

2.4.5 To the **east** and **southeast** beyond Sze Shan Street are other "R(E)" zones with BH restrictions of 120mPD and 140mPD respectively. High-rise residential developments including Canaryside (140mPD), Ocean One (120mPD), The Spectacle (148mPD) and Maya (140mPD) can be found within the two "R(E)" zones to the east of Sze Shan Street, forming other two BH bands of about 120mPD and 140mPD among the stepped BH descending towards Yau Tong waterfront. Except those residential developments, a few Government, institution or community (G/IC) facilities including Sze Shan Street Cooked Food Market and Chung Pak Healthcare Services Complex can also be found. Sam Ka

[1] The transitional housing project 'Light Factory' for about 166 units and about 560 population at the Tung Yuen Street No.1 is estimated to be completed by Q3 2024 via wholesale conversion of the existing IB. For details, please refers to Housing Bureau's website (https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details_98.html).

PR/BH restrictions may be considered by the TPB on application under Section 16 of the TPO. Each application will be considered on its individual merits".

3.1.6 Please refer to **Figures 3-1a** to **3-1c** and **Figures 3-2a** to **3-2b** for the respective Plan and extracts of the Notes and ES of the OZP.

3.2 Departmental Plan Footpath Requirement

3.2.1 According to the Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (ODP) No. D/K15C/1B-A, the boundary of the development along Tung Yuen Street is required to be set back for provision of 3.5m-wide footpath to improve pedestrian circulation of the YTIA area. Apart from respecting the ODP requirement, the Applicants are keen to explore further setback within the Application Site to provide a more comfortable pedestrian environment (with a total of 5m) with landscaping for the local community.

3.2.2 Please refer to **Figure 3-3** and **Figures 3-4a** and **3-4b** for the relevant extracts of the Plan and Explanatory Statement of the ODP.

3.3 Planning Briefs for the five "CDA" zones in the Yau Tong Industrial Area and the "CDA" zone in the Yau Tong Bay adjoining the Application Site

3.3.1 With full respect of the planning intentions of surrounding sites in the YTIA and the YTB in proximity to the Application Site, the two PBs for the sites zoned "CDA" in the YTIA and the YTB have been taken into the account during the planning and design process for the Proposed Scheme despite the fact that the Application Site fall outside these "CDA" zones.

3.3.2 The "CDA" sub-zones in the YTIA and the "CDA" zone in the YTB are both intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. These "CDA" zones are subject to maximum BHs ranging from 80mPD to 120mPD with a distinct gradation of height profile with descending BH towards the harbourfront.

3.3.3 Moreover, both PBs requires a public waterfront promenade of not less than 15m-wide along the Yau Tong waterfront, which is intended to create a continuous waterfront promenade connecting to the Kai Tak Development Area and Lei Yue Mun Village. Being also a waterfront site along the YTIA, the Applicants are intended to provide a voluntary waterfront promenade open for public enjoyment on a 24/7 basis, with a width

of not less than 15m-wide within the Application Site to connect to the wider waterfront framework for Kowloon East.

3.4 Pedestrian Comfort along Tung Yuen Street

3.4.1 Currently, the narrow street frontage with limited landscaping resources along Tung Yuen Street has hinder pedestrian comfort and walking experience.

3.4.2 With the intention to enhance pedestrian environment along Tung Yuen Street, in addition to the footpath of 3.5m-wide required under the ODP, this additional space will not only provide more room for pedestrians, but also provide opportunities for street furniture, greenery, and amenities to create a more comfortable, and aesthetically pleasing environment for pedestrians along Tung Yuen Street.

3.5 Recent Government Initiative to Improve Living Spaces in Private Residential Developments

3.5.1 On 24 February 2022, the Development Bureau (DEVB) announced that a minimum flat size requirement, i.e. saleable area of each residential unit should be less than 26m^2 (or about 280ft^2), would be applied to all to all Government land sale, railway property development projects, projects of the Urban Renewal Authority as well as lease modification/land exchange applications for other private residential development projects. The minimum flat size requirement would also apply to all new applications for the relevant private treaty grants, lease modifications or land exchanges received by the Lands Department from 25 February 2022 onwards. To respond the recent Government initiative, the Proposed Scheme will provide residential flats with a minimum flat size of not less than 26m^2 to improve the living space.

3.6 Government's Initiative to Allow Minor Relaxation of Maximum Domestic PR by 20%

3.6.1 Since the 2014 Policy Address, the Government has indicated that "*except for the north of Hong Kong Island and Kowloon Peninsula which are more densely populated, the maximum domestic PRs that can be allowed for housing sites located in the other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. In accordance with the established practice, the Government will duly consider factors such as traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the Proposed Scheme in the area concerned*" [2]. With a view to optimise the precious land resources for increasing housing supply at the Application Site where situates at Density Zone 1 in the Main Urban Area well-served by existing public transport and infrastructure, the Proposed Scheme would take into account the consideration factors listed above for examining the feasibility of applying for minor relaxation of domestic PR at the Application Site.

[2] Paragraph 1.1.3 of Chapter 2, Hong Kong Planning Standards and Guidelines

covered public passageway adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors, connecting to Tung Yuen Street. The additional waterfront promenade, owned by the Applicants, will be open for public enjoyment on a 24/7 basis and the Applicants would take up the responsibility for its construction, maintenance and management, ensuring it is a well-maintained and inviting space for all visitors. Upon its completion, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. The landscape design will also be coherent with the adjoining waterfront promenade for coherent walking experience along the harbourfront.

4.2.3 **Enhancing Pedestrian Connectivity, Safety and Comfort in addition to the Planned Setback –** To fully respect the ODP requirements, a full-height setback of about 5m-wide from Tung Yuen Street, of which including a footpath of 3.5m-wide under ODP requirement and an additional setback of 1.5m-wide within the Application Site, is incorporated in the Proposed Scheme to improve pedestrian circulation in the YTIA. Tree plantings will also be provided to further improve pedestrian comfort and walking experience.

4.2.4 **Respecting the Harbour Planning Principles and Guidelines and Local Expectations –** In view of the harbourfront location of the Application Site, the planning and design of the Proposed Scheme has fully respected the Vision and Mission Statements as well as the Harbour Planning Principles and Guidelines promulgated by the former Harbourfront Enhancement Committee. Besides, the Proposed Scheme with a voluntary waterfront promenade for public enjoyment would also respect the Harbour Planning Guidelines and relevant Urban Design Guidelines in Chapter 11 of HKPSG to "*bring people to the harbour and the harbour to the people*".

4.2.5 **Providing Suitable Amount of Non-domestic Floor Space for Retail Uses to Serve Surrounding Residents –** Respecting the planning intention of "R(E)" zone, the Proposed Scheme would obtain PR of 0.9 for non-domestic uses, in the form of 'Shop and Services' and 'Eating Place' uses at the lower floors of the Proposed Scheme. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade would create active frontages for a more vibrant street life and serve local essential needs.

4.2.6 **Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront –** Despite the proposed residential band in the inland portion is with a minor relaxed BH of 100mPD, the residential band fronting the Victoria Harbour would be kept at 80mPD, which is fully in line with the BH restriction on the "R(E)" zone along the waterfront. Besides, the relaxed BH for the residential band at inland portion will not exceed the BH restriction (i.e.100mPD) across Tung Yuen Street. The stepped BH profile for the Proposed Scheme will maintain the distinct gradation of height profile with descending BH towards the harbourfront, while at the same time accommodate additional flat supply and the additional waterfront promenade, resulting in a win-win scenario.

4.2.7 Please refer to the architectural layout of the Proposed Scheme in **Appendix A**, as well as the summary of planning and design merits of the Proposed Scheme in **Appendix B**.

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	-
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691.1m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177.1m^2 [2]	-
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.081 [3] (to be included in Domestic PR) (Not more than 197.93m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
Floor-to-Floor Height	N/A	Basement: about 4.5m Retail: about 4.5-5.5m Clubhouse: about 3.9m Transfer Plate: about 1.85m	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
		Typical Residential: about 3.15m	
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-
Site Coverage (SC) - Below 15m - Above 15m	 N/A N/A	 Not more than 70% Not more than 33.3%	 -
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	Total area of not less than 855m^2, which includes a voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20% [5]	-
Car Parking Spaces Private Car Parking Spaces - Residential - Visitor - Shop and Services/ Eating Place Motorcycle Parking Spaces	 N/A N/A N/A N/A N/A	 63 (incl. 2 accessible car parking spaces) 50 5 8 4	 - - -
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m^2) and SC of 0.257% will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR and SC will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design

stage, nevertheless, the bonus PR and SC have been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

[5] The total greenery provision is located at Primary Zone, i.e. 15m vertical zone, of the Application Site which accounts for not less than 20% of SC of greenery.

4.4 Building Design Concept

Stepped Building Height Design that is Compatible with the Building Height Profile of Surroundings

4.4.1 With a view that about one-fourth of the site area (i.e. about 608m^2) has been designated for the waterfront promenade open for public enjoyment on a 24/7 basis, there are limited room within the Application Site to accommodate the optimised residential floor space and retail uses within the BH restriction of 80mPD stipulated on the "R(E)" zone.

4.4.2 To respect the stepped BH profile in the Yau Tong area, a stepped BH design with two BH bands descending towards the harbourfront are proposed for the Proposed Scheme. In the current architectural design, most of the Proposed Scheme still complies with the BH restriction of 80mPD while only one residential band in the inland portion of the Application Site is with BH of 100mPD, which is not higher than the BH restriction of adjacent developments across Tung Yuen Street, ensuring compatibility.

Compliance with Relevant Provisions of Sustainable Building Design Guidelines (SBDG)

4.4.3 The building design of the Proposed Scheme complies the SBDG as stipulated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-152) issued by the Buildings Department.

Building Separation

4.4.4 The Application Site is less than 20,000m^2 in area with continuous projected façade of less than 60m. Therefore, the requirement on building separation is not applicable.

Building Setback

4.4.5 Since Tung Yuen Street is wider than 15m, no further setback from the street is required under the SBDG requirement. Notwithstanding this, a full-height setback of 5m-wide is proposed from Tung Yuen Street road kerb for provision of the 3.5m-wide footpath under

ODP requirement and a further full-height setback of 1.5m-wide abutting the building façade. Tree planting is also proposed at the northwestern end of the proposed setback.

Greenery

4.4.6 Since the area of the Application Site is more than 1,000m^2 and less than 20,000m^2, the minimum site coverage of greenery of 20% of the site area, i.e. not less than 484m^2 to be provided in accordance to PNAP APP-152.

4.5 Landscape Design

Design Objective

4.5.1 The primary landscape objectives of the Proposed Scheme are:

To generate suitable massing, composition and arrangement of development that initiates renovation process with the surrounding context;

- To integrate the Proposed Development with the waterfront and waterfront promenade;
- To provide linkage and connections from Tung Yuen Street to the waterfront promenade;
- To provide a quality and sustainable living environment for future occupants; and
- To maximise greening opportunities and create a high-quality environment for the residents and the public.

Landscape Design Concept

4.5.2 The landscape framework of the Proposed Scheme is summarised as follow:

- **Waterfront Promenade of not less than 15m-wide** – The design of the waterfront promenade is intended to encourage social interaction and harbour-viewing, as well as linking up Tung Yuen Street to the waterfront via a Public Passage on G/F level. The design of the waterfront promenade will make reference to the "CDA(1)" zone waterfront promenade for compatibility in a broader context.
- **Design of the Waterfront Promenade within the Application Site** – Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscape. Colour paving and patterns will be used to delineate the waterfront promenade and adjacent Proposed Development to create an inviting environment upon which pedestrians will feel safe and comfortable. Seating benches, wooden deck and ornamental planting will be provided for public enjoyment on a 24/7 basis.
- **Streetscape along the Tung Yuen Street** – Paving pattern facing Tung Yuen Street will be matching with the Footpath outside the Lot to create a smooth transition. A canopy tree facing Tung Yuen Steet will be provided at the entrance ramp to basement carpark as streetscape enhancement.

5. PLANNING JUSTIFICATIONS

5.1 Realising the Planning Intention of the "R(E)" zone with Provision of an Additional Waterfront Promenade for Public Enjoyment

5.1.1 While the Application Site was rezoned from "Industrial" to "R(E)" zone in 1998, it is currently occupied by an IB for godown use. No previous application has been submitted since then. Meanwhile, the YTIA has undergone a rapid transformation from an industrial area to a residential area in the past two decades, with numerous planned and completed comprehensive/residential developments adjoining the Application Site.

5.1.2 With the proactive response from the Applicants to optimise the valuable land resources at the Application Site for a seaside residential development with retail facilities and a additional waterfront promenade, the Proposed Scheme with minor relaxation of PR and BH fully aligns with the planning intention of "R(E)" as set out in the OZP. While the Proposed Scheme will phase out the existing industrial uses at the Application Site, it will also support for the ongoing transformation of the YTIA into a liveable residential area. Together with other approved applications with minor relaxation of PR in the surroundings as mentioned in **Section 2.4**, the Proposed Scheme can further provide additional flat units in the YTIA. Besides, an additional waterfront promenade open for public enjoyment on a 24/7 basis, which is not required within the "R(E)" zone, is proposed within the Application Site to achieve wider public benefit. The resultant minor relaxation of BH is only for one residential band in the inland portion of the Application Site, which will not jeopardise the overall stepped BH profile concept in the YTIA area.

5.1.3 In summary, the Proposed Scheme with minor relaxation of PR and BH restrictions, which is fully in line with the planning intention of the "R(E)" zone, is to facilitate the achievement of greater planning benefits and provide further effort to enhance liveability and quality of residential neighbourhood in view of the latest needs at territorial and local level.

5.2 Echoing with the Government's Prevailing Policy to Secure Minimum Flat Sizes and Optimise Flat Supply at Urban Centre

5.2.1 To echo with the minimum flat size requirement in residential developments announced by DEVB in February 2022 as mentioned in **Section 3.5**, the Proposed Scheme (with average flat size of about 43m^2) would secure all residential flats to be equal or not less than 26m^2 to realise the policy intention of enhancing living space and responding to the society's aspirations.

5.2.2 Considering the recent policy initiative, the Applicants seek to optimise number of flats for the enhancements in both quality (larger living space) and quantity (more flat provision) for the housing supply at the urban centre. The Proposed Scheme with minor relaxation of domestic PR from 5.0 to 6.0 has complied with all the consideration factors listed in Chapter 2 of the HKPSG, including traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the proposed development in the area concerned, when seeking a minor relaxation of domestic

PR from 5 to 6 in this Planning Application. The Proposed Scheme will be able to provide an additional about 60 units, with a total of 342 flats with a decent living space by 2032.

5.3 Responding to Local Needs by Reserving Suitable Retail Floor Space for a Vibrant Living Environment

5.3.1 With respect to the non-domestic PR of 1.0 under the "R(E)", the Proposed Scheme would obtain PR of 0.9 for non-domestic floor space on G/F and L1/F serving as retail uses, including 'Shop and Services' and 'Eating Place' along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade to serve the local neighbourhood.

5.3.2 Along the Tung Yuen Street frontage, a full-height setback of about 5m-wide is proposed for provision of a 3.5m-wide footpath under ODP requirement and a full-height setback of about 1.5m-wide adjoining the planned footpath. It is anticipated that the provision of retail shop frontage at street level with widened footpath and tree plantings along Tung Yuen Street would not only enhance the current street environment, but also activate the street life and support the need of local neighbourhood.

5.3.3 On the other hand, 5m-wide covered public passageway adjoining retail shops on both sides along the waterfront promenade would contribute to creating an attractive and welcoming waterfront environment for public enjoyment on a 24/7 basis. The retail shop frontage with a panoramic view towards the Victoria Harbour would further promote the vibrancy of waterfront activities.

5.4 Fostering a Connected Waterfront Experience in Kowloon East

5.4.1 To celebrate the iconic Victoria Harbour with the public, the Applicants have taken initiative to provide a voluntary waterfront promenade, which will be owned by the Applicants, of not less than 15m-wide along the western fringe of the Application Site for public access and enjoyment. The Applicants are committed to take up the construction as well as the management and maintenance responsibility of the waterfront promenade within the Application Site. Taken into consideration of the approved residential development in the adjacent "CDA(1)" zone (i.e. The Coast Line I under construction), the Harbour Planning Principles & Guidelines and local expectations, a mixture of soft and hard landscapes will be adopted to create a pleasant waterfront promenade for various recreation activities.

5.4.2 Besides, a 5m-wide public passageway is proposed along the northern boundary of the Application Site to connect the footpath along Tung Yuen Street to the waterfront promenade. Future users, including residents of the Proposed Scheme as well as visitors from other parts of Hong Kong, can reach the waterfront of YTIA directly from Tung Yuen Steet (one of the main streets in the YTIA) via the proposed public passageway on a 24/7 basis.

5.4.3 While a total area of 608m^2 will be used for provision of the open-air waterfront promenade for public enjoyment on a 24/7 basis, only about 3/4 of the Application Site is remained for the Proposed Scheme. As a result, the Applicants seek minor relaxation of

BH from 80mPD to 100mPD (for one residential band in the inland portion only) to accommodate the domestic and non-domestic PR put forward in the Proposed Scheme.

5.4.4 With the "incremental approach" adopted by the Government in recent years to expedite the connection of different parts of the waterfront in Hong Kong including Kowloon East, approval of the Proposed Scheme will set a desirable precedent encouraging private-sector's contribution to collaboratively realise public aspiration for a connected waterfront which is proven to be viable and technically feasible.

5.5 Introducing Multiple Planning and Design Merits to Enhance the Pedestrian Connectivity and Comfort

5.5.1 The Proposed Scheme would introduce multiple planning and design merits to benefit the pedestrian environment in terms of connectivity, comfort and safety.

5.5.2 To improve pedestrian circulation, a full-height setback of about 5m-wide from Tung Yuen Street, of which including for the 3.5m-wide footpath under ODP requirement and the further setback of 1.5m-wide, is proposed to improve pedestrian connectivity and provide a buffer zone between pedestrians and vehicular traffic. A new tree is proposed at northwestern part of the Application Site to improve the pedestrian comfort and walking experience on Tung Yuen Street. For details, please refers to the Illustrations in **Appendix B**.

5.5.3 Besides, along adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors. Active retail shop frontages will be provided under a 5m-wide covered public passageway along the waterfront promenade. The shop frontages not only improve the pedestrian interest and street vibrancy of the area, but also provide the needed retail services to the residents at the Application Site and the adjacent area. For details, please refers to the Illustrations in **Appendix B**.

5.6 Respecting the Harbour Vision Statement and the Harbour Planning Principles

5.6.1 Full respect had also been made to the Harbour Vision Statement and the Harbour Planning Principles promulgated by the Harbourfront Commission, which aims to "*provide a quality harbourfront through innovative building design and a variety of recreational activities, to enhance the waterfront as a unique attractive, to enhance the scenic views and maintain visual access to the harbourfront, and to bring the people to the Harbour and the Harbour to the people*" etc.

5.6.2 The Proposed Scheme includes the provision of an additional waterfront promenade of not less than 15m-wide for public enjoyment on a 24/7 basis, to expediate the provision of a vibrant and connected waterfront promenade to the wider area and to improve the physical linkage and connectivity with the rest of Kowloon East.

5.6.3 To bring people to the Harbour and the Harbour to the people, the Proposed Scheme introduces a 5m-wide public passageway within the Application Site that improves the at-grade pedestrian connectivity to the YTIA waterfront. Together with the pedestrian improvement measure as mentioned in **Section 5.5**, the new pedestrian linkage encourages the public to visit and connect with the Victoria Harbour in a convenient manner and serve

as an additional visual access to the waterfront from Tung Yuen Street. The Applicants are also committed to take up the construction, management and maintenance responsibility of the waterfront promenade and the associated public passageway within the Application Site.

5.6.4 The Proposed Scheme incorporates sensitive design and disposition of residential bands to avoid a monotonous harbourfront image. The stepped BH design with the proposed waterfront promenade would also provide a more interesting skyline along the YTIA waterfront area. (Please refer to **Appendix B** on the illustration on the additional waterfront promenade). To reduce the building bulk of the development, car parking spaces are proposed at two basement levels to avoid bulky podium structure along the waterfront. With the Proposed Scheme respecting the overall stepped BH profile of the YTIA, the Application Site will create a more distinctive harbourfront image at the Eastern Gateway of Hong Kong.

5.7 Respecting the Distinct Gradation of Building Height Profile Towards the Harbourfront and Ensuring Compatibility with the Surrounding Context

5.7.1 Based on the discussion above, minor relaxation of BH is considered necessary to accommodate the additional flat units and provide the voluntary waterfront promenade for public enjoyment on a 24/7 basis. Yet, the Applicants have paid due consideration on optimising the architectural design to ensure the Proposed Scheme is compatible with the surrounding context.

5.7.2 To create an interesting skyline at the Application Site, a stepped BH profile with two bands of BH for one residential bulk is proposed for the Proposed Scheme. A stepped BH profile, consisting of one residential band with 100mPD at inland portion along Tung Yuen Street and one residential band with 80mPD towards the Victoria Harbour, is proposed, resulting in a more interesting skyline in the YTIA. Efforts are also in place to minimise overall BH of the Proposed Scheme. For instance, all car parking spaces are proposed at the two basements levels and reasonable typical floor-to-floor height has been adopted (i.e. an average of about 3.15m for residential floors) without jeopardising quality of living for future residents. The Proposed Scheme with BHs of 80 to 100mPD will be in line with the BH restriction of 100mPD along other side of Tung Yuen Street, and hence the overall pattern of stepped BH at YTIA will be maintained.

5.7.3 Moreover, a Visual Impact Assessment (**Appendix I**) covering 6 viewing points, including a strategic viewing point at Quarry Bay Park, concluded that the Proposed Scheme is fully compatible with the context of YTIA and the stepped BH profile of YTIA will not be contravened with the minor relaxation of the BH under this Planning Application.

5.8 Resulting in NO Adverse Impact to the Surroundings

5.8.1 Various technical assessments including Landscape Master Plan (LMP) and Tree Treatment Proposal (**Appendix C**), Traffic Impact Assessment (TIA) (**Appendix D**), Environmental Assessment (EA) (**Appendix E**), Drainage and Sewerage Impact Assessment (DSIA) (**Appendix F**), Air Quality Impact Assessment (AQIA) (**Appendix G**), Air Ventilation Assessment (AVA) (**Appendix H**) and Visual Impact Assessment

(VIA) (**Appendix I**), have been conducted to assess the technical feasibility of the Proposed Scheme.

5.8.2 Findings of the technical assessment have confirmed that the Proposed Scheme is technically feasible and will not generate adverse impacts to the surrounding area.

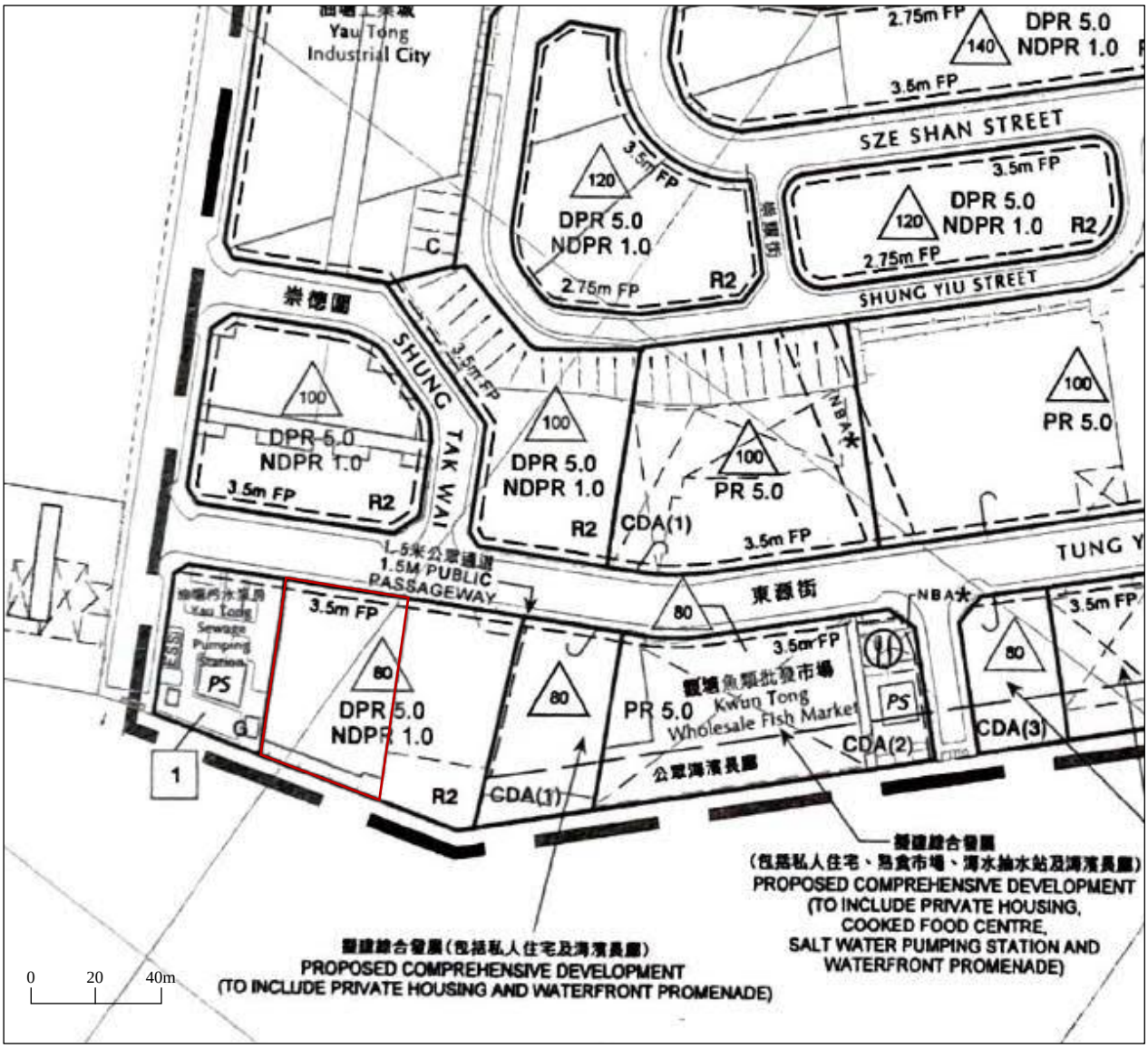
5.9 Establishing a Desirable Precedent of Residential Development with Quality Waterfront Promenade Aspired to Enhance Living Quality in Yau Tong

5.9.1 This Planning Application is seeking for a minor relaxation of domestic PR restriction from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD for a residential development with a quality waterfront promenade, retail facilities with pedestrian improvement measures along the waterfront of YTIA.

5.9.2 The Proposed Scheme is in line with the planning intention of the "R(E)" zone, echoes with the Government's prevailing policy to secure minimum flat sizes and increase flat supply, as well as responds to local needs by reserving suitable retail floor space for a vibrant living environment. To realise the minor relaxation of PR for additional about 60 flat units at the urban centre, about one-fourth of the site area (i.e. about 608m^2) has been designated for a voluntary waterfront promenade of 15m-wide for public enjoyment on a 24/7 basis, as well as various measures to enhance pedestrian connectivity/comfort, a minor relaxation of BH from 80mPD to 100mPD is therefore required. The minor relaxation of BH is confirmed creating no adverse visual impact to the surroundings and the overall stepped BH profile of YTIA will be respected. Overall speaking, the Proposed Scheme put forward in this Planning Application is confirmed technically feasible and will not generate unacceptable impacts to the surrounding areas.

5.9.3 Therefore, approval of the Proposed Scheme will set a desirable precedent for establishing a seaside residential development aspired to enhance living quality in YTIA. Meanwhile, the approval of the minor relaxation of domestic PR and BH restrictions would also mobilise private initiatives in contributing additional housing supply, creating a continuous waterfront environment in Kowloon East, and fully optimising the use of valuable land resources at an urban centre location, resulting in a win-win situation to society.

Figures



LEGEND

- Application Site
- Zoning Boundary
- Footpath
- 200 — Maximum Building Height (in mPD)

NBA	非建築用地 NON-BUILDING AREA
SBL	退入界線 SETBACK LINE
RCP	垃圾收集站 REFUSE COLLECTION POINT
PS	抽水站 PUMPING STATION
FP	行人路 FOOTPATH

- C — "Commercial"
- CDA — "Comprehensive Development Area"
- G — "Government"
- R2 — "Residential – Zone 2"

Figure No.	*Scale*	*Figure Title*	**Extracted Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A)**
3-3	-		
ARUP	*Date* April 2025	*Source*	Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A)

5.3.3 "Residential – Zone 2" ("R2"): Total Area 19.01 ha

Land under this zoning accounts for 6.98% of total development area. This zone covers two major comprehensive private residential developments, namely, Laguna City and Sceneway Garden as well as five sites located within Yau Tong Industrial Area.

Laguna City consists of three sites (Sites A, B and C) located on the both sides of Cha Kwo Ling Road with a total area of 10.92ha. Site A of 6.39 ha containing Phases I and IV of the development is located on the western side of Cha Kwo Ling Road whereas Site B of 2.45 ha containing Phase II is located on the eastern side of Cha Kwo Ling Road. Sites A and B together provide 6,568 flats with a total domestic GFA of 440,000m^2 and commercial GFA of 15,000m^2. Site C containing Phase III lies to the east of the Cha Kwo Ling Road with an area of 2.08 ha. It comprises some 100,900m^2 domestic and 4,570m^2 non-domestic GFA with a total of 1,504 flats. As part of the development, various GIC facilities including an indoor recreation centre, swimming pools, kindergarten and children and youth centre are provided within these development.

Sceneway Garden is a comprehensive commercial/residential development situated above Lam Tin MTR Station. It falls partly within Planning Areas 14 and 15. There are nine domestic blocks with a total domestic GFA of 146,408m^2 and non-domestic GFA of 23,605m^2 within Planning Area 15. Another eight domestic blocks falling within Planning Area 14 are built on top of the public transport interchange on the other side of Lei Yue Mun Road. A landscaped deck is built over the road linking the development together.

To ensure the development intensities of Laguna City and Sceneway Garden are under statutory control, maximum domestic GFA are imposed under the Notes of the OZP.

The five sites in Yau Tong Industrial Area are also zoned "R2" to encourage redevelopment of the existing obsolete industrial buildings into residential development. To ensure the proposed residential redevelopment within these five sites will be environmentally acceptable, the developers are required to submit proposed development scheme to the Town Planning Board for consideration. Developments within these five sites are subject to specific control on plot ratios, i.e. a maximum domestic plot ratio of 5 and a maximum non-domestic plot ratio of 1, so as to restrain traffic growth which will otherwise overload the existing and planned transport network.

5.4 "Village Type Development" ("V") - Total Area 11.57 ha

Land under this zoning accounts for 4.25% of total development area. This zone covers the existing Lei Yue Mun Villages which comprise Ma Wan Village, Che Teng Village, Sam Ka Tsuen, Ma San Tsuen and Ling Nam San Tsuen. The area is characterised by a mixture of one to two-storey village houses and squatter settlement. A number of seafood restaurants which has long been a tourist attraction are densely packed along the waterfront and along the main path in the villages. The traditional

Figure No.	Scale	Figure Title	Extracted Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A) (Sheet 1 of 2)
3-4a	-		
ARUP	Date: April 2025	Source	Extract from Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A)

constructed on Lei Yue Mun Road passing the Roundabout with Kai Tin Road and Approach Roads to EHC. The junction of Lei Yue Mun Road and Yau Tong Road is also proposed to be widened.

6.3 A number of footbridges have been provided across Cha Kwo Ling Road and Pik Wan Road to facilitate access to the major shopping centres, public transport interchanges, MTR Stations and other community facilities in the area. Two footbridge connections have been reserved to allow future provision of footbridges to connect the MTR Yau Tong Station with the proposed "CDA" development at Yau Tong Bay.

6.4 To cater for the demand arising from the redevelopment of Yau Tong Industrial Area for residential and commercial purposes, the boundaries of the developments along Ko Fai Road, Shung Tak Wai, Sze Shan Street, Cha Kwo Ling Road, Cho Yuen Street and Shung Shun Street are required to be set back to allow for provision of 3.5m wide footpaths to improve pedestrian circulation. Likewise, the development boundaries along the unnamed road between Sze Shan Street and Cho Yuen Street are also required to be set back to for introduction of 2.75m wide footpaths along the road.

Mass Transit Railway

6.5 The existing MTR Kwun Tong Line with a station at Lam Tin underneath Sceneway Garden runs through the central part of the Area and terminates at MTR Quarry Bay Station on Hong Kong Island.

6.6 The construction works for the MTR TKE, which connects Tseung Kwan O New Town with Kwun Tong District and Hong Kong Island, is now in progress for completion by 2002. As an integral part of the TKE project, the MTR Kwun Tong Line will be extended to MTR Yau Tong and Tiu Keng Leng Stations. The proposed MTR Yau Tong Station situated at the junction of Cha Kwo Ling Road and the existing Yau Tong Road is designed with interchange facilities to allow passengers interchange between the Kwun Tong Line and the TKE.

Public Transport

6.7 Apart from the MTR, the Area is well served by various modes of public transport including bus and public light bus. A public transport interchange is located above the MTR Lam Tin Station and a public transport terminus is provided at Yau Hong Street beside the Sai Tso Wan Neighbourhood Community Centre. Public transport terminus are to be provided in Phase 3 of the EHC Housing Site, Yau Tong Estate Redevelopment and Yau Tong Bay "CDA" Development.

Car Parking

6.8 There are two existing multi-storey car parks within the Area. They are located in Tak Tin Estate and Hong Park Court. Three sites, one to the west of the Yau Tong Ventilation Building, one at King Yip Street and one at Shung Shun Street are reserved for car/lorry park purposes. Besides, a public car park is also proposed to be incorporated into a commercial development on Cha Kwo Ling Road near its junction with Lei Yue Mun Road.

Figure No.	*Scale*	*Figure Title*	**Extracted Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A-A) (Sheet 2 of 2)**
3-4b	-		
ARUP	*Date* April 2025	*Source*	Extract from Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A-A)

Appendix C

Replacement Pages of Updated LMP Report

S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

LANDSCAPE MASTER PLAN

March 2025

Landscape Government Submission Consultant
Signed by:

Axxa Group Limited

Mr. Jason TEO, Registered Landscape Architect (R101)

axxa group

3.0 LANDSCAPE OBJECTIVES

3.1 The primary landscape objectives are:

3.1.1 To generate suitable massing, composition and arrangement of development that initiates renovation process with the surrounding context;

3.1.2 To integrate the Proposed Development with the waterfront and waterfront promenade;

3.1.3 To provide linkage and connections from Tung Yuen Street to the waterfront promenade;

3.1.4 To provide a quality and sustainable living environment for future occupants;

3.1.5 To maximize greening opportunities and create a high-quality environment for the residents and the public.

4.0 LANDSCAPE PROPOSAL

This section provides a broad description of the design, function and amenity provisions for the landscape components. Refer to **Appendix B** and **C** for details.

4.1 Proposed Development

4.1.1 The Proposed Development consists of one 22-28-storeys (for inland portion only) residential tower excluding 2 storeys of basement Car Park, with building height not more than 100mPD.

4.2 EVA/ Access Road

4.2.1 The vehicular run-in and run-out of the Proposed Development will be via Tung Yuen Street and ramp down to L/UL and basement Car Park. Refer to **Appendix D** for details.

4.3 General Landscape Area

4.3.1 The landscape framework is summarised as follows:

(A) Voluntary Waterfront Promenade (VWP)

- The design of the Voluntary Waterfront Promenade is intended to encourage social interaction and harbour-viewing, as well as linking up Tung Yuen Street to the waterfront via a Public Passage on G/F level. The design of the Voluntary Waterfront Promenade will make reference to the "CDA(1)" zone waterfront promenade for compatibility in a broader context.
- Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscape. Colour paving and patterns will be used to delineate the waterfront promenade and adjacent Proposed Development to create an inviting environment upon which pedestrians will feel safe and comfortable.
- Seating benches, wooden deck and ornamental planting will be provided for public enjoyment.

(B) Open Space within Proposed Development

- Podium Landscape – The open space within Proposed Development is featured by a dynamic landscape area at podium level to create a relaxed and informal outdoor space for enjoyment of future users. Viewing deck, swimming pool, outdoor lounge area will be provided for relaxation and leisure. The podium landscape is further enhanced by planting a variety of large and flowering shrubs.

- Amenity planting – A combination of trees and shrub planting will be provided throughout the development. The planting incorporates a varied planting palette to yield changing variety and seasonal interest.
- Peripheral Planting along the northwest boundary – In order to minimize the visual impact to the surrounding, tall hedge buffer planting will be added along the northern boundary to soften the building façade and enhance overall landscape quality. These tall hedges provide a strong visual mitigation buffer to the adjacent sewage and pumping station.

4.4 Streetscape

4.4.1 Paving pattern facing Tung Yuen Street will be matching with the Footpath outside the Lot to create a smooth transition. A canopy tree facing Tung Yuen Steet will be provided at the entrance ramp to basement Car Park as streetscape enhancement.

5.0 HARD LANDSCAPE (PAVING MATERIALS/ FINISHES)

This section provides a description of the hardscape design together with general information on hardscape related aspects of the design which relate to lighting, levels and technical standards. Hardscape elements of the landscape include: paving; walls; site structures; site furniture; signage and lighting.

5.1 Hard Landscape Materials

5.1.1 Hardscape materials and design are chosen to compliment the building finishes, add character to the Proposed Development and provide variety to the circulation areas.

5.1.2 Natural stone materials and/ or artificial granite tiles, all suitable for outdoor uses are proposed as outdoor paving materials and wall finishes.

5.1.3 The use of varied finishes to granite and/ or artificial granite tiles provide for safe application through varied textures in the paving pattern design, including ripple texture, brush and hammered finishes.

5.1.4 Natural material textures exhibit a natural variation in material colour, adding interest to the patterns and helping to highlight entrances to different functional zones.

5.2 Landscape Lighting

5.2.1 The landscape lighting design for all areas will follow an aesthetic and functional approach. Generally, lighting will be provided for the safety and security of pedestrian circulation as well as highlighting specific landscape features. Lighting will be designed in accordance with the intended use of an area, such as seating areas or play areas.

5.2.2 The desired effect for general landscape lighting in amenity areas is indirect, non-glaring and subtle, with occasional accent lighting to highlight points of interest.

5.2.3 Accent landscape lighting will be soil-recessed up-lights for trees. Signage and feature walls will be spot lit to give prominence. Surface mounted fixtures and buried up-lighters will be employed to highlight the entrance areas.

5.3 Design Codes, Technical Standards & Safety Provision

5.3.1 Hard landscape design works shall be in compliance with, or better than, government ordinances, codes and regulations, and relevant international standards. Criteria for the selection of hard landscape materials include: durability, sustainability, low maintenance, reasonable cost, contemporary theme and specific criteria for themed areas as necessary.

5.3.2 Criteria for the selection of soft landscape materials include: salinity tolerance, low maintenance, seasonal interest and appropriately selected plant stock in good health.

5.3.3 All paved areas will have adequate gradient falls for proper drainage and positive fall to drain inlets, gullies or covered channels, in accordance with accepted surface water run-off drainage practices.

5.3.4 Design of disabled access shall be in compliance with the Barrier Free Access 2008 (2024 Edition).

6.0 SOFT LANDSCAPE

This section provides a description of the soft landscape design and softscape elements together with general information on softscape related aspects of design, including irrigation and maintenance.

6.1 Plant Material Tables

6.1.1 The following list indicates the proposed combination of native and exotic tree species along with suitable ornamental evergreen and flowering species to strengthen the greening/ conservation.

6.1.2 The summary schedule of key plant material listed below is subject to further refinement and plant availability upon detail design stage. Refer to **Table 1A** and **1B** below:

Table 1A: Proposed Tree Species

Proposed Species	Chinese Name	Quantity/ Size
Cinnamomum burmannii *	陰香	7 nos. Size: Standard to Heavy Standard Size
Terminalia mantaly	細葉欖仁	
*Viburnum odoratissimum**	珊瑚樹	

Remarks: * Native

Table 1B: Proposed Shrubs and Groundcover Species

Proposed Species	Chinese Name	Height x Spread (mm)	Spacing(mm)
Shrub Species			
Aglaia odorata	米仔蘭	600 x 500	400
Duranta repens	金連翹	300 x 300	250
Fagraea ceilanica	灰莉（柱）	2000 x 800	750
Ixora coccinea	黃花龍船花	400 x 300	200
*Melastoma malabathricum**	野牡丹	500 x 400	300
Murraya paniculata	九里香	800 x 600	500
Rhododendron mucronatum	白花杜鵑	600 x 500	400
Schefflera arboricola	花葉八葉	600 x 500	400
Ground Cover Species			
Cuphea hyssopifolia	細葉雪茄花	300 x 300	200
*Nephrolepis auriculata**	腎蕨	300 x 300	250
Rhoeo discolor dwarf	矮種蚌花	200 x 250	200

Remarks: * Native

6.2 Open Space Provision

Not less than 855m^2 open space is provided within the Application Site for enjoyment of future users. Refer to **Appendix E**.

6.3 Greenery Provision

A minimum site coverage of greenery of 20% of the site area, i.e. 484 m^2 to be provided in accordance to PNAP APP-152. Refer to **Appendix F**.

6.4 Soil Depth and Drainage Provision for the Planted Area

6.4.1 The need for adequate soil depths to ensure proper plant growth is taken into account for all planting areas. The appropriate soil depths (approximate and excluding drainage layers) are:

- Trees: 1200mm
- Shrub/ Groundcover: 600mm
- Lawn: 300mm

6.4.2 Structural engineers have made sufficient allowances to accommodate the necessary planting components, i.e., plant stock, soil volume and sub-surface drainage materials loading.

6.4.3 Closed bottom planters will have proper and adequate subsoil drainage system and drain outlets to the storm water drainage system.

6.4.4 The landscape works are designed to avoid obstruction of the maintenance of drainage works. Adequate clearance between drainage works and landscape works will be maintained so as to prevent any potential damage to drainage works.

6.5 Irrigation and Proposed Source of Water Supply

6.5.1 Water points (not more than 40m apart c/c) are located throughout the Application Site for irrigation.

6.6 Future Maintenance and Management

Maintenance and establishment works to soft landscape areas within the Application Site shall be undertaken by the softworks contractor for an Establishment Period of a minimum of 12 months following Practical Completion of the Proposed Development. This will ensure the proper establishment of the planted materials. The applicant will undertake the future maintenance of the hard and soft landscape works in the proposed promenade. Tree risk assessment will be conducted by future property management at appropriate time for appropriate trees as instructed by the owner in accordance with Handbook on Tree Management by DEVB.

Soft Landscape Maintenance Schedule

Watering: Water all plants as necessary, adjusted to rainfall, to ensure adequate water supply for plant consumption during the establishment period.

Pruning: Cut back annuals after flowering period. Healthy cuttings may be used for propagation. Prune shrubs and groundcover in early March to encourage flowering. Prune woody shrubs and trees selectively according to species (annually). Utilise established and approved tree surgery techniques as necessary and seal all sharp cut wounds with approved material to resist disease attack.

Appendix B

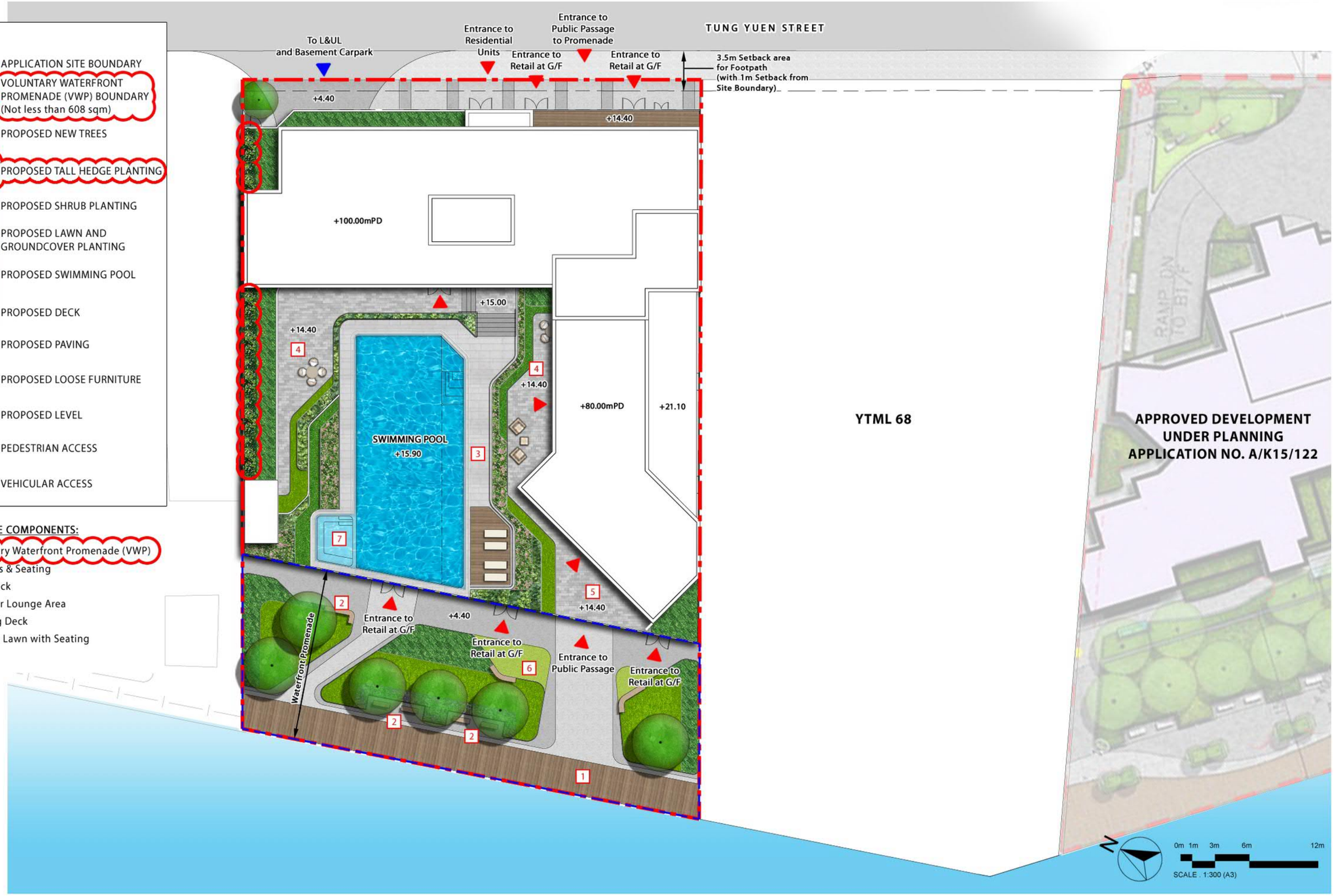
Landscape Master Plan

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- PROPOSED NEW TREES
- PROPOSED TALL HEDGE PLANTING
- PROPOSED SHRUB PLANTING
- PROPOSED LAWN AND GROUNDCOVER PLANTING
- PROPOSED SWIMMING POOL
- PROPOSED DECK
- PROPOSED PAVING
- PROPOSED LOOSE FURNITURE
- +4.00 PROPOSED LEVEL
- PEDESTRIAN ACCESS
- VEHICULAR ACCESS

LANDSCAPE COMPONENTS:

1. Voluntary Waterfront Promenade (VWP)
2. Benches & Seating
3. Pool Deck
4. Outdoor Lounge Area
5. Viewing Deck
6. Activity Lawn with Seating
7. Jacuzzi



Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01a

Date : FEB 2025

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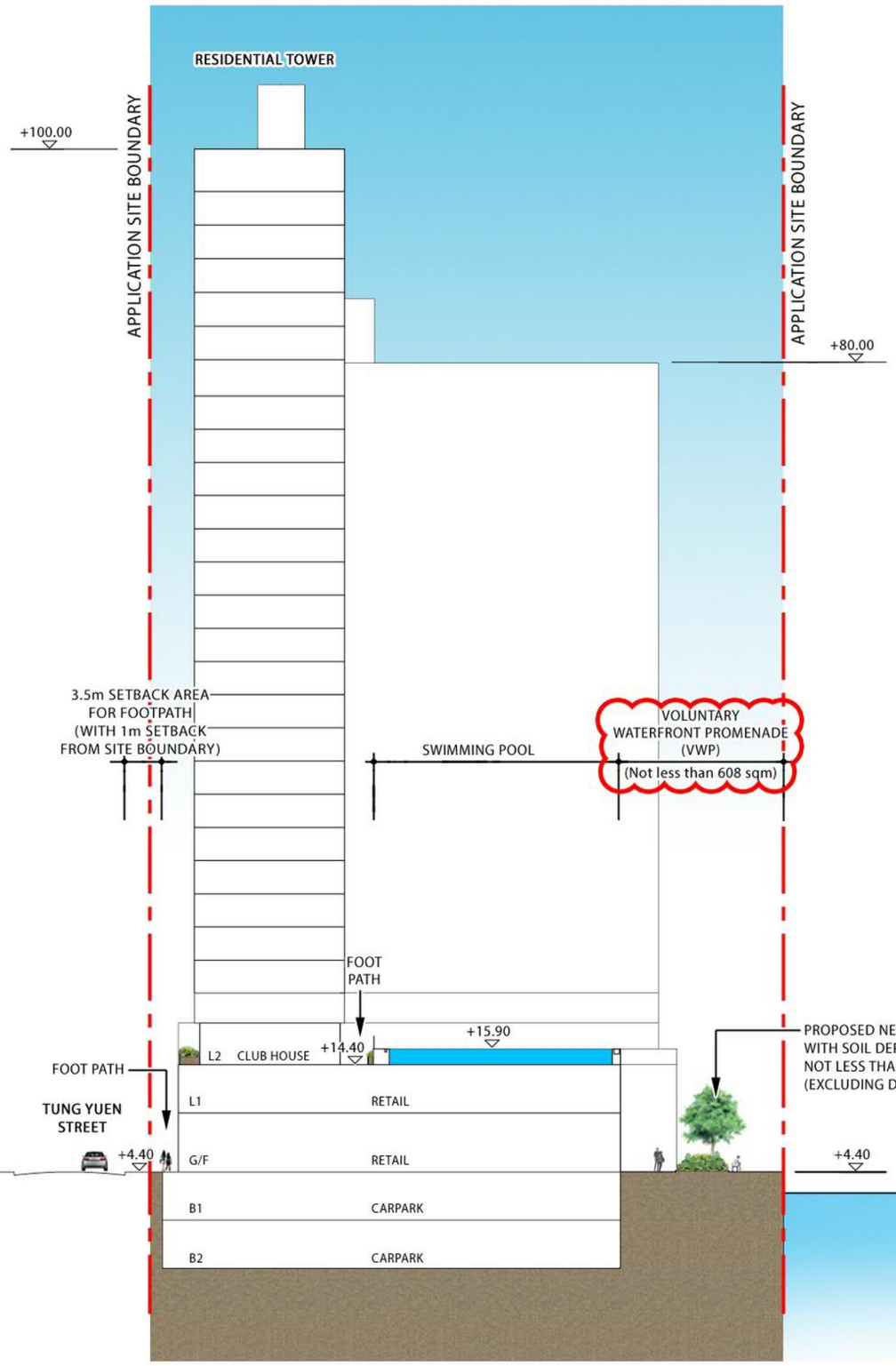
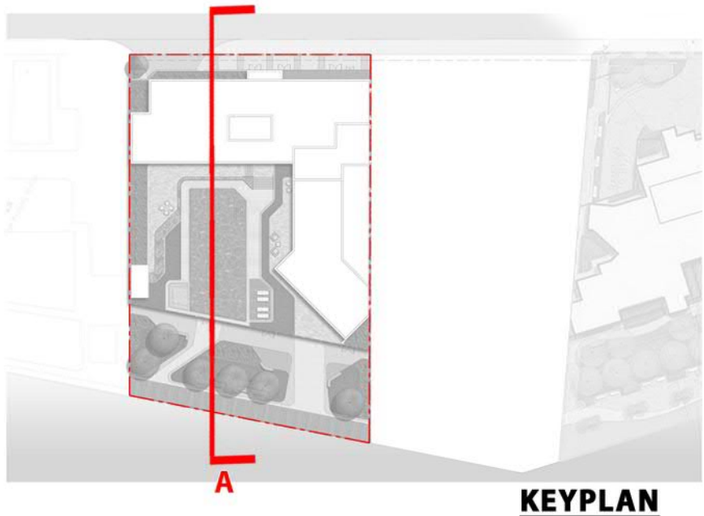
Appendix C

Landscape Sections





KEYPLAN

LANDSCAPE SECTION A

0m 2m 5m 10m 20m

SCALE . 1:500 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section A

Dwg. No. : 2023204-SEC-01a

Date : FEB 2025

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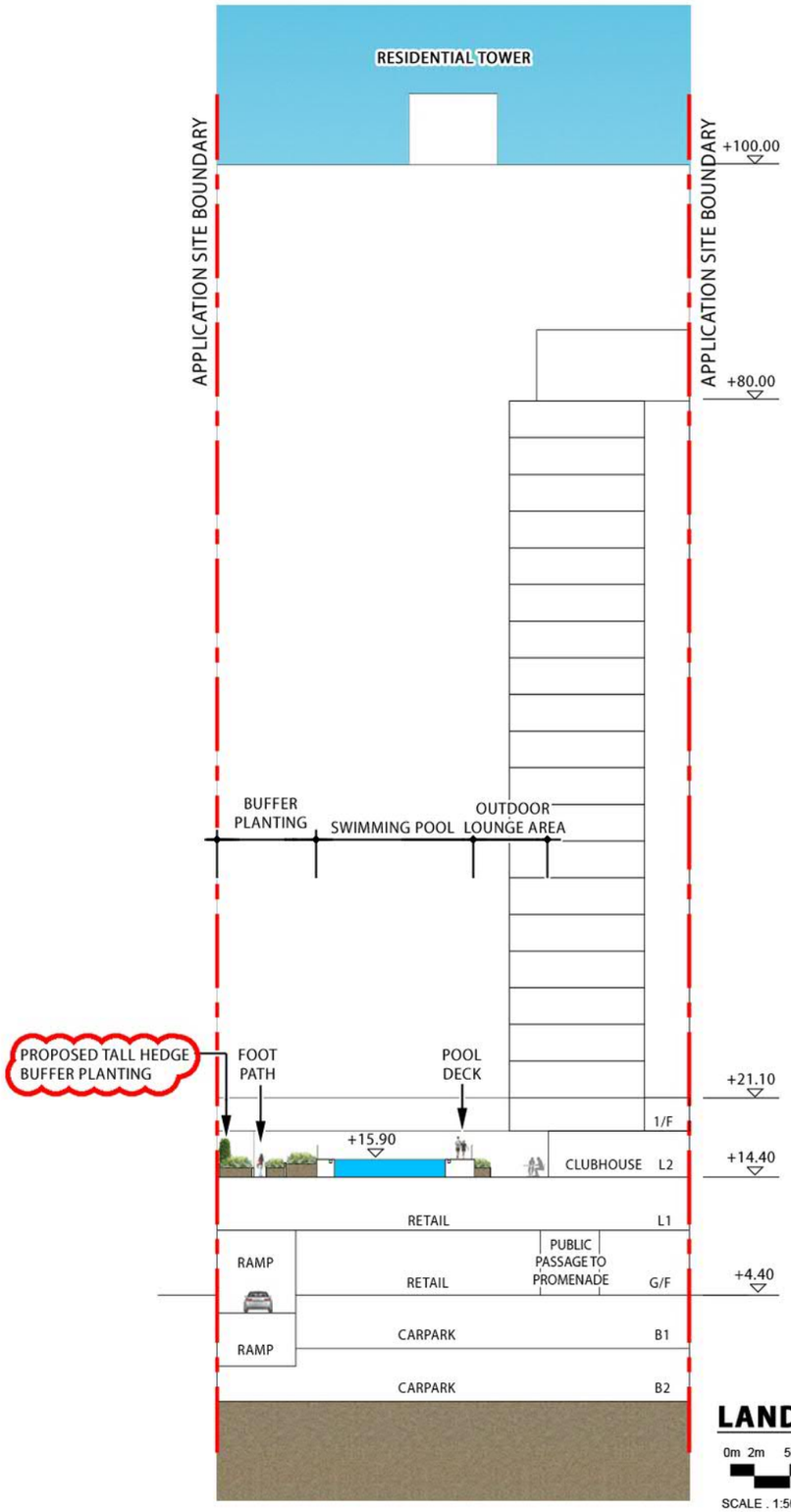

LANDSCAPE SECTION B

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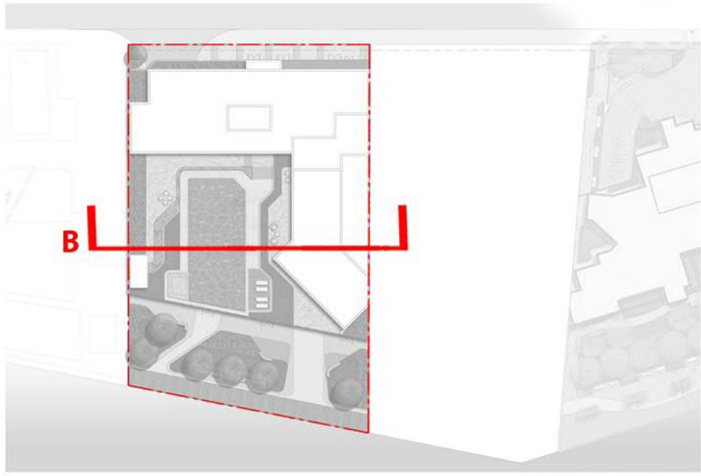

KEYPLAN

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section B

Dwg. No. : 2023204-SEC-02a

Date : FEB 2025
(A3-size)

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Appendix E

Open Space Demarcation Plan

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- OPEN SPACE (Not less than 855 sqm)
  - PRIVATE OPEN SPACE (Approx. 247 sqm)
  - VOLUNTARY WATERFRONT PROMENADE (VWP) (Approx. 608 sqm)

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

+4.40

+14.40

+100.00mPD

+14.40

+14.40

+80.00mPD

+21.10

SWIMMING POOL
+15.90

+14.40

+4.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

RAMP DN TO B1/F

Pumping Station

N

0m 1m 3m 6m 12m

SCALE : 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Open Space Demarcation Plan

Dwg. No. : 2023204-ODP-01a

Date : FEB 2025
(A3-size)

axxa group

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Appendix F

Greenery Demarcation Plan

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- UNCOVERED
- COVERED

TOTAL GREENERY COVERAGE (Not less than 20% of the Site Area)

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

E&M

+14.40

CLUBHOUSE
+14.40

BUILDING LINE ABOVE

+14.40

+15.00

SWIMMING POOL
+15.90

+14.40

CLUBHOUSE
+14.40

+14.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Greenery Demarcation Plan

Dwg. No. : 2023204-GDP-01a

Date : FEB 2025

(A3-size)

axxa group

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Appendix D

Replacement Pages of Updated Visual Impact Assessment

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Replacement Pages of Updated Visual Impact Assessment

V2 | April 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

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across Shung Wo Path are the planned comprehensive residential development (80mPD to 100mPD) under Approved Application No. A/K15/126 within the waterfront portion and inland portion of "CDA(3)" zone, and another planned comprehensive residential development (80mPD) under the Approved Application No. A/K15/121 within "CDA(4)" zone. To the **further southeast** bounded by Yan Yue Wai is Montego Bay (80mPD to 100mPD) within the "CDA(5)" zone. Similar to the YTB "CDA" zone, there is a long-term planning intention for a waterfront promenade of not less than 15m-wide along the YTIA as specified in the PB of the YTIA and designated in the OZP. The waterfront promenade will connect Lei Yue Mun to YTB and Cha Kwo Ling and further to the Kowloon East area. To the **further southeast** beyond Shung Shun Street are Sam Ka Tsuen Ferry Pier, Lei Yuen Mun Typhoon Shelter Breakwater Sitting Out Area and Sam Ka Tsuen Typhoon Shelter.

2.2.4 To the **immediate east** and **southeast** across Tung Yuen Street are "R(E)" zones and the inland portion of "CDA(1)", "CDA(3)" and "CDA(5)" zones with BH restriction of 100mPD. To the **further east** and **further southeast** bounded by Shung Yiu Street or across Yan Yue Wai are the other two (E)" zones with BH restrictions of 100mPD and 120mPD. Whilst there is an existing residential development with BH exceeding the restriction as stipulated in the OZP (i.e. Peninsula East (147mPD)), the BH bands of about 100mPD and 120mPD among the stepped BH profile descending from towards the waterfront can still be formed alongside with other planned comprehensive/residential developments to the east of Tung Yuen Street. Other than those existing/planned residential developments, some existing IBs also can be identified in these zones, including Gloria Weaving & Knitting Factory Limited to be developed as transitional housing via wholesale conversion[1].

2.2.5 To the **east** and **southeast** beyond Sze Shan Street are other "R(E)" zones with BH restrictions of 120mPD and 140mPD respectively. High-rise residential developments including Canaryside (140mPD), Ocean One (120mPD), The Spectacle (148mPD) and Maya (140mPD) can be found within the two "R(E)" zones to the east of Sze Shan Street, forming other two BH bands of about 120mPD and 140mPD among the stepped BH descending towards Yau Tong waterfront. Except those residential developments, a few Government, Institution or Community (GIC) facilities including Sze Shan Street Cooked Food Market and Chung Pak Healthcare Services Complex can also be found. Sam Ka Tsuen Recreation Ground zoned "Open Space" is located in between in these two "R(E)" zones.

2.2.6 To the **further east** beyond Cha Kwo Ling Road are a cluster of existing/planned public housing developments with GIC facilities, including Ko Chun Court (122mPD to 124mPD), Ko Yee Estate (65mPD to 115mPD), Yau Mei Court (150mPD to 154mPD), Yau Tong Estate (132mPD to 144mPD), Lei Yue Mun Estate Phase I to III (126mPD to 151mPD), planned Lei Yue Mun Estate Phase IV (150mPD), planning public housing development with minor relaxed BH at Pik Wan Road (185mPD approved under Application No. A/K15/123) and other planned developments. Situating at the rising topographies of Chiu Keng Wan Shan and Devil's Peak, those existing/planned public

---

[1] The transitional housing project 'Light Factory' for about 166 units and about 560 population at the Tung Yuen Street No.1 is estimated to be completed by Q3 2024 via wholesale conversion of the existing IB. For details, please refers to Housing Bureau's website (https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details_98.html).

would create an active shop frontage for a more vibrant street life and serve local essential needs.

3.1.6 **Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront –** Despite that the proposed residential band in the inland portion is with minor relaxed BH of 100mPD, the residential band fronting the Victoria Harbour would be kept at 80mPD, which is fully in line with the BH restriction on the "R(E)" zone along the waterfront. Besides, the relaxed BH for the residential band at inland portion will not exceed the BH restriction (i.e.100mPD) along Tung Yuen Street. The stepped BH profile for the Proposed Scheme will maintain the distinct gradation of height profile with descending BH towards the harbourfront, while at the same time accommodate additional flat supply and the additional waterfront promenade, resulting in a win-win scenario.

3.2 Key Development Parameters

3.2.1 The key development parameters of the Proposed Scheme as compared with the Baseline Scheme (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 3-1** below.

Table 3-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat', 'Shop and Services' and 'Eating Place' are Column 2 uses while 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	-
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691.1m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177.1m^2 [2]	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.081 [3] (to be included in Domestic PR) (Not more than 197.93m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
Floor-to-Floor Height	N/A	Basement: about 4.5m Retail: about 4.5-5.5m Clubhouse: about 3.9m Transfer Plate: about 1.85m Typical Residential: about 3.15m	-
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	Total area of not less than 855m^2, which includes a voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20% [5]	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	63 (incl. 2 accessible car parking spaces)	
- Residential	N/A	50	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	4	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m^2) and SC of 0.257% will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR and SC will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR and SC have been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

[5] The total greenery provision is located at Primary Zone, i.e. 15m vertical zone, of the Application Site which accounts for not less than 20% of SC of greenery.

4. ASSESSMENT AREA AND SELECTION OF VIEWING POINTS

4.1 Assessment Area

4.1.1 According to the TPB PG-No. 41, the Assessment Area is defined by approximately three times of overall maximum BH of the subject development, i.e. 95.6m (100mPD with 4.4mPD at ground level). Thus, a radius of 286.8m (i.e. 95.6m × 3) from the boundary of the Application Site defines the boundary of the Assessment Area (**Figure 2**).

4.2 Selection of Viewing Points

4.2.1 The Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG) have identified strategic viewing points for the consideration of harbourfront development (Figure 3 of Chapter 11 of HKPSG refers), of which the strategic VP at Quarry Bay Park is chosen for assessment purpose.

4.2.2 When assessing the potential visual impacts of the Proposed Scheme, the classification of VPs is categorised as follows:

Table 4-1 Classification of Visual Sensitivity

Receivers	Main Activities	Sensitivity
Recreational	Those viewers who would view the Application Site while engaging in recreational activities.	High
Travellers	Those viewers who would view the Application Site from vehicles or on foot.	Medium

4.2.3 In summary, a total of 6 VPs are adopted in the VIA (**Figure 2**) to evaluate the medium-range and long-range VPs. They are:

- **VP1: Yau Lai Estate – Footbridge next to Fung Lai House** – This VP is located on the podium of the southern part of Yau Lai Estate, a public housing estate which is located to the north of the Application Site with a distance of approximately 650m and a site level of about 35mPD. Since it serves as one of the important commuting routes for the residents travelling from Yau Lai Estate to Yau Tong MTR Station, this medium-range VP is selected to assess the travellers who have a direct view towards the YTB and the YTIA but not directly visit to the Application Site. Owing to the transient nature of this VP, visual sensitivity is considered **medium**.

- **VP2: The Rooftop Garden (the Outdoor Maze Area) atop Domain Mall** – This VP is situated about 550m to the northeast of the Application Site across Cha Kwo Ling Road. This VP has been selected since it is one of the major public open spaces where residents in the adjacent public housing estates (such as Yau Tong Estate) would visit for passive recreation activities. Besides, the Rooftop Garden is also a famous destination for visitors from other districts due to its unique architectural design. It is a medium range VP to represent views of the local residents and visitors from this

Table 5-2 Classification of Overall Resultant Visual Impact

Classification of Overall Resultant Visual Impact	Description
Enhanced	If the Proposed Scheme in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/Partly Adverse	If the Proposed Scheme will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points
Negligible	If the Proposed Scheme will, with or without mitigation measures, in overall terms have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly Adverse	If the Proposed Scheme will, with or without mitigation measures, result in overall terms in some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the Proposed Scheme will, with or without mitigation measures, result in overall terms in negative visual effects to most of the key identified key public viewing points.
Significantly Adverse	If the Proposed Scheme will in overall terms cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

VP1: Yau Lai Estate – Footbridge next to Fung Lai House (Figure 3)

5.1.4 This medium-range VP represents travellers in the neighbourhood of Yau Lai Estate with a transient view towards the Proposed Scheme at the Application Site on their way to/from the MTR station.

5.1.5 **Effects on Visual Composition** – The foreground of this VP is occupied by a cul-de-sac with roadside greenery within Yau Lai Estate while the middle-ground is dominated by clusters of residential buildings including the planned residential developments in the YTB. Both the Baseline and Proposed Schemes would be completely hidden behind the approved YTB development and the sky view forms part of the visual composition at the background. The Proposed Scheme will blend in with other planned residential developments in the vicinity upon completion. Therefore, there will be **negligible** impact to the concerned visual composition.

5.1.6 **Effects on Visual Obstruction and Visual Permeability –** Both the Baseline and Proposed Schemes would be completely hidden behind the approved YTB development. Since there is no additional blockage caused by the Proposed Scheme as compared with Baseline Scheme, the Proposed Scheme will have **negligible** effect on visual obstruction and visual permeability.

5.1.7 **Effects on Public Viewers –** From this VP, more kinetic public viewers will be walking along the podium within Yau Lai Estate. Given that the Proposed Scheme would be completely hidden behind the approved YTB development, it is unlikely to attract public

viewers' attention with the minor relaxation of BH as compared to the Baseline Scheme. Therefore, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.8 **Effects on Visual Elements/Resources –** The Proposed Scheme will not be visible as it will blend in well to building clusters in the background of this VP. The cul-de-sac with roadside greenery within Yau Lai Estate in the foreground and high-rise residential developments such as the Peninsula East (147mPD) will remain as significant components of the VP with the Proposed Scheme. The open sky view will not be affected by the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.9 Based on the above, the Proposed Scheme will bring **negligible** visual impact to the public viewers in this VP.

VP2: The Rooftop Garden (the Outdoor Maze area) atop Domain Mall (Figure 4)

5.1.10 This medium-range VP represents views of local residents or visitors from other districts who enjoyed passive recreation activities at the Rooftop Garden atop Domain Mall (the Outdoor Maze area). From this VP, only the topmost part of the Baseline Scheme or Proposed Scheme is visible at the background as they are mostly intercepted by existing developments in the foreground.

5.1.11 **Effects on Visual Composition –** The visual composition from this VP consists of low to medium-rise IBs in the foreground as well as the existing and planned high-rise residential developments in the YTIA and the YTB such as planned residential under Approved Application No. A/K15/127 (120mPD), Maya (140mPD), Peninsula East (147mPD) and The Coast Line II (100mPD) under construction etc. As compared with Baseline Scheme, only a very minor portion of open sky view would be obstructed by the Proposed Scheme. In view of that both the Baseline and Proposed Scheme blends in well with the existing and planned high-rise residential developments with only the topmost portion visible, views to the waterfront will not be affected with the minor relaxation of BH under the Proposed Scheme. The impact to visual composition caused by the Proposed Scheme is thus **negligible**.

5.1.12 **Effects on Visual Obstruction and Visual Permeability –** In view of the insignificant visual change of the Proposed Scheme at this VP, slight additional visual obstruction created by the Proposed Scheme to the open sky view is considered minimal at this VP as compared to the Baseline Scheme. While those high-rise developments near Quarry Bay across the Victoria Harbour still can be seen in this VP, the Proposed Scheme largely maintains the visual permeability which is comparable to the Baseline Scheme. Hence, the potential effects visual obstruction and visual permeability caused by the Proposed Scheme are **negligible to slightly adverse**.

5.1.13 **Effects on Public Viewers –** Only the upper levels of the Proposed Scheme will be visible between the planned residential developments and blends in well with the high-rise residential developments in the surrounding. The change of BH under the Proposed Scheme might be unnoticeable to the public viewers given that existing and planned high-rise developments (e.g. Peninsula East with BH of 147mPD, Maya with BH of 140mPD and Approved Application No. A/K15/127 of 120mPD) will likely attract visual attention at this VP. The Proposed Scheme remains highly compatible and integrated with the

design of the building masses of the surrounding high-rise developments. Hence, the Proposed Scheme has caused **negligible** effect on public viewers.

5.1.14 **Effects on Visual Elements/Resources –** In view of that Proposed Scheme is visually integrated into the high-rise existing and planned residential developments in the background, the cityscape of this VP would generally be remained. The minor relaxation of BH might not be highly noticeable from this VP. The visual resources have been gradually amended by the on-going transformation of the YTB and YTIA under the Baseline Condition. The Proposed Scheme would bring no significant changes on the key visual elements/ resources from this VP, including the view towards Victoria Harbour. Only a very minor portion of open sky view would be obstructed by the Proposed Scheme compared with Baseline Scheme. The effect on visual elements/ resources is therefore considered **negligible**.

5.1.15 Based on the above, the Proposed Scheme will bring **negligible** visual impact to the recreational users in the Rooftop Garden atop Domain Mall.

VP3: Devil's Peak – Wilson Trail (Figure 5)

5.1.16 This long-range VP represents views of hikers and travellers who are hiking along the Wilson Trail of Devil's Peak. From this VP, only a slight part of both the Baseline and Proposed Schemes are visible at the background as they are intercepted by the existing residential development including Maya, Spectacle and Lei Yue Mun Estate Phase 1 – 3 as well as the planned Lei Yue Mun Estate Phase 4.

5.1.17 **Effects on Visual Composition –** The visual composition from this VP consists of vegetations in the foreground and high-rise residential developments in the YTIA and Lei Yue Mun in the middle-ground (i.e. Lei Yue Mun Estate Phase 1-3, planned Lei Yue Mun Estate Phase 4, and other existing and planned residential developments such as The Spectacle, Maya, Ocean One, Canaryside, One East Coast and Montego Bay). The Victoria Harbour view constitutes the background of this VP. In view of that the Proposed Scheme would be completely screened off by the existing and planned high-rise residential developments, the view towards the waterfront is not affected as compared to the Baseline Condition. Hence, the impact to visual composition caused by the Proposed Scheme is considered **negligible**.

5.1.18 **Effects on Visual Obstruction and Visual Permeability –** In view of the insignificant visual change of the Proposed Scheme at this VP, no additional visual obstruction created by the Proposed Scheme is observed at this VP. The visual permeability to the Victoria Harbour at the background is largely maintained in the Proposed Condition with the minor relaxation. Hence, potential effects visual obstruction and visual permeability caused by the Proposed Scheme are **negligible**.

5.1.19 **Effects on Public Viewers –** The upper levels of the Proposed Scheme will not be visible as it would be completely hidden behind the planned residential clusters at the foreground and blends in well with the residential development at the backdrop. The change in the BH is largely unnoticeable to the public viewers hiking along the trail. The Proposed Scheme remains highly compatible and integrated with the design of the building masses of the surrounding high-rise developments. The public viewers may pay attention to the overall urban profile of the YTIA and Lei Yue Mun area instead of the minor relaxation

of BH of the Proposed Scheme. Hence, the Proposed Scheme has caused **negligible** effect on public viewers.

5.1.20 **Effects on Visual Elements/Resources –** The Proposed Scheme is visually integrated into the existing and planned high-rise residential developments in the middle-ground and is hardly noticeable from this VP. The visual resources have been gradually amended by the on-going transformation of the YTIA and Lei Yue Mun area under the Baseline Scheme. The Proposed Scheme would bring no significant changes on the key visual elements/resources from this VP, including the view towards Victoria Harbour and Hong Kong Island in this VP. The effect on visual elements/ resources is therefore considered **negligible**.

5.1.21 In gist, the Proposed Scheme will bring **negligible** visual impact at this VP on the visual composition, visual obstruction and permeability, public viewers, and visual elements/resources.

VP4: Lighthouse at Lei Yue Mun Rest Garden (Figure 6)

5.1.22 This VP is located at the waterfront area of Lei Yue Mun Rest Garden. This medium-range VP is taken to represent the public view of the visitors enjoying in this recreational area and local villages/residents in Lei Yue Mun Village. Part of the Baseline and Proposed Scheme are both visible in the middle-ground of the VP.

5.1.23 **Effects on Visual Composition –** The existing view from this medium range VP primarily comprises the beach in the foreground with some high-rise residential developments in the middle-ground, with open sky view, Victoria Harbour and the Lion Rock at the background. The Proposed Scheme located behind the planned residential under construction (i.e. The Coast Line I) at the centre of the middle-ground will integrate with the planned and existing residential development at both sides of Tung Yuen Street with BH ranging from 80mPD to 147mPD in the background. Upon completion, the form and scale of the Proposed Scheme (80mPD to 100mPD) will be in harmony with the surroundings, echoing with the stepped BH profile of YTIA as observed at this VP. Therefore, impact to the visual composition caused by the Proposed Scheme is thus **negligible**.

5.1.24 **Effects on Visual Obstruction and Visual Permeability –** Only the topmost portion of the Proposed Scheme will be observed at this VP, with majority part of the building bulk screened off by planned residential development in front. The minor relaxation of BH at the inland portion of the Application Site will not bring obstruction of views towards the skyline and waterfront, indeed in harmony with the stepped BH profile from this VP. Thus, visual obstruction and visual permeability under the Proposed Scheme would be **negligible**.

5.1.25 **Effects on Public Viewers –** The public viewers from this VP at the lighthouse of Lei Yue Mun Rest Garden will be able to view the Proposed Scheme in the centre of middle-ground. Besides, the public viewers are more interested to appreciate the open view of the Victoria Harbour with the cityscape as the backdrop for this VP. Provided that the development scale of the Proposed Scheme is compatible with other surrounding residential development upon completion, the effect on public viewers will be finite as it

will be viewed as part of the skyline. Therefore, the visual impact to the public viewers is **negligible**.

5.1.26 **Effects on Visual Elements/Resources –** The compatible building profile of the Proposed Scheme (maintaining a stepped BH of 80mPD to 100mPD) with the adjacent planned residential development will create visual interests by the stepped building height profile from this VP. Victoria Harbour in the foreground and open sky view with Lion Rock in the background will be retained upon completion. No additional interception to the skyline and waterfront will be resulted with the Proposed Scheme as compared with the Baseline Scheme. In this regard, the Proposed Scheme will have **negligible** effects on the visual elements/resources.

5.1.27 In view of the above, the Proposed Scheme will generally bring **negligible** impacts on the visual composition, visual obstruction and permeability, public viewers and visual resources associated with this VP at the lighthouse in Lei Yue Mun Rest Garden.

VP5: Quarry Bay Park (Figure 7)

5.1.28 This VP is situated at about 1500m away from the southwest of the Application Site, which is a strategic VP identified in the Urban Design Guidelines to assess impacts on the views to Kowloon Peak and other major Kowloon ridgelines. It is a long-range VP representing recreational users and public viewers who engage in passive recreational activities such as sitting-out and resting purposes while having a view toward the Application Site with the Victoria Harbour in the foreground.

5.1.29 **Effects on Visual Composition –** The foreground of this VP is occupied by the Victoria Harbour while the middle-ground is dominated by clusters of buildings in Kowloon East. The ridgelines of Devil's Peak, Chiu Keng Wan Shan and Black Hill can be seen alongside with the open sky view in the background. The Proposed Scheme will blend in with existing and planned residential developments in the vicinity, maintained the stepped BH profile towards the Kowloon waterfront, with a very minor portion of the ridgeline of Devil's Peak being obstructed. Therefore, there will be **negligible** impact to the concerned visual composition towards the Kowloon ridgelines.

5.1.30 **Effects on Visual Obstruction and Visual Permeability –** The Proposed Scheme will only be seen in the middle-ground. Thus, the Proposed Scheme will be blending in the surrounding high-rise developments and will create a very minor degree of visual obstruction to the ridgeline and skyline as compared to the Baseline Scheme. Therefore, the Proposed Scheme will have **negligible to slightly adverse** effect on visual obstruction and visual permeability.

5.1.31 **Effects on Public Viewers –** From this VP, more kinetic public viewers would walk along the waterfront promenade in Quarry Bay Park. Instead of focusing on one individual development, more attention may be paid to the overall visual profile of East Kowloon and its relationship with the ridgeline of this VP by the recreational users. Given that the Proposed Scheme will be well blend with building cluster and form part of the stepped BH profile in Yau Tong, it is unlikely to attract public viewers' attention with the minor

attention with the minor relaxation of BH at its inland portion. As such, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.38 **Effects on Visual Elements/Resource –** As compared to the Baseline Scheme, the Proposed Scheme will not degrade the existing condition as it does not obstruct any views to existing visual resources and is fully integrated with the surrounding environment. Views to the Victoria Harbour in the foreground and the open sky view in the background will be preserved. Besides, the view to the ridgelines in the Kowloon East will not be affected upon completion of the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.39 Based on the above, the Proposed scheme will bring **negligible** visual impact to the recreational users in Kai Tak Runway Park.

5.1.40 Please refer to **Table 5-3** for summary of visual impacts as discussed in the above section.

Table 5-3 Visual Impact Assessment Summary

VP	Visual Sensitivity	Appraisal Components				Conclusion
		Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	
VP1: Yau Lai Estate – Footbridge next to Fung Lai House	Medium	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP2: The Rooftop Garden (the Outdoor Maze area) atop Domain Mall	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible**
VP3: Devil's Peak – Wilson Trail	High	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP4: Lighthouse at Lei Yue Mun Rest Garden	High	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP5: Quarry Bay Park	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible**
VP6: Kai Tak Runway Garden	High	Negligible	Negligible	Negligible	Negligible	**Negligible**

Figures

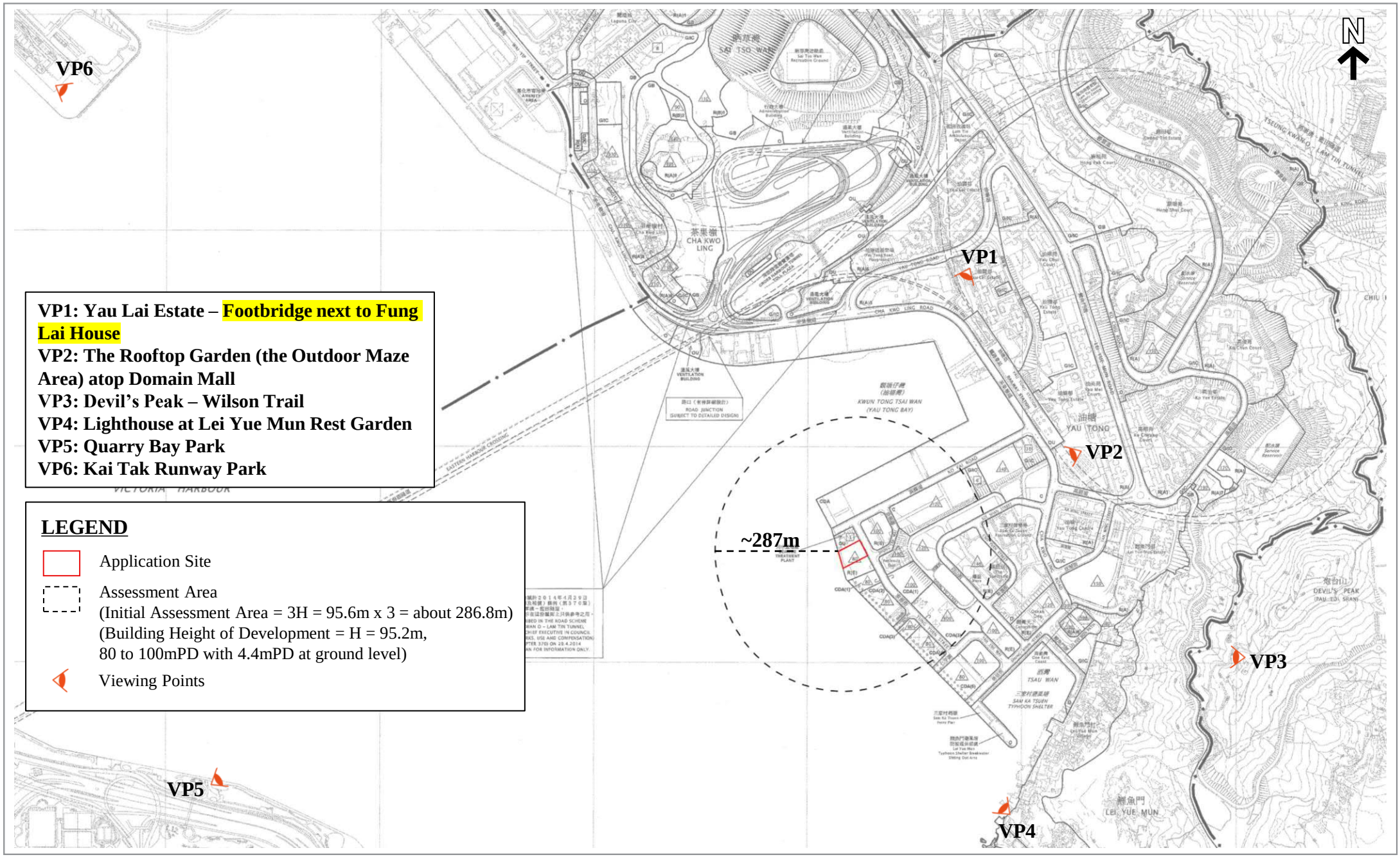
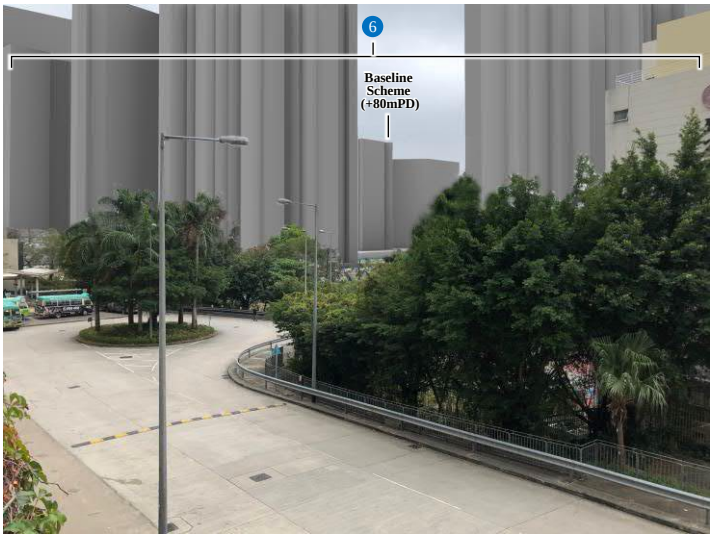


Figure No.	Scale	Figure Title	
2	1:8,000		**Location Plan**
ARUP	Date: April 2025	Source	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

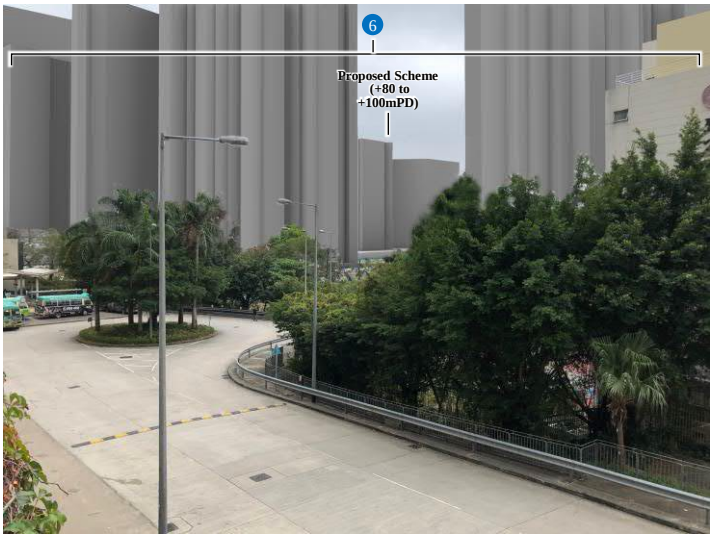
Existing Condition



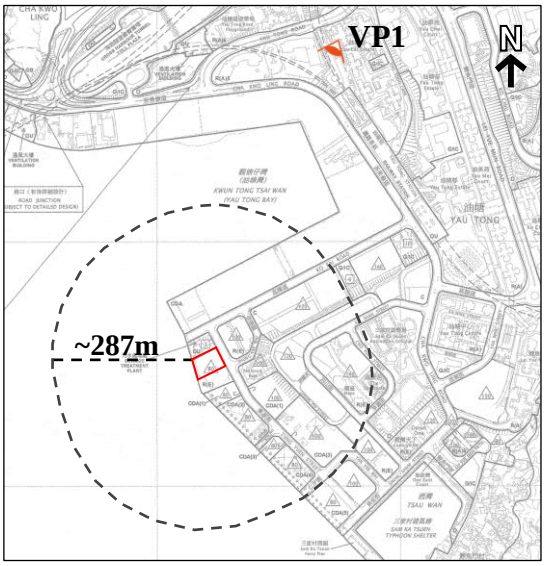
Baseline Scheme



Proposed Scheme



Key Plan



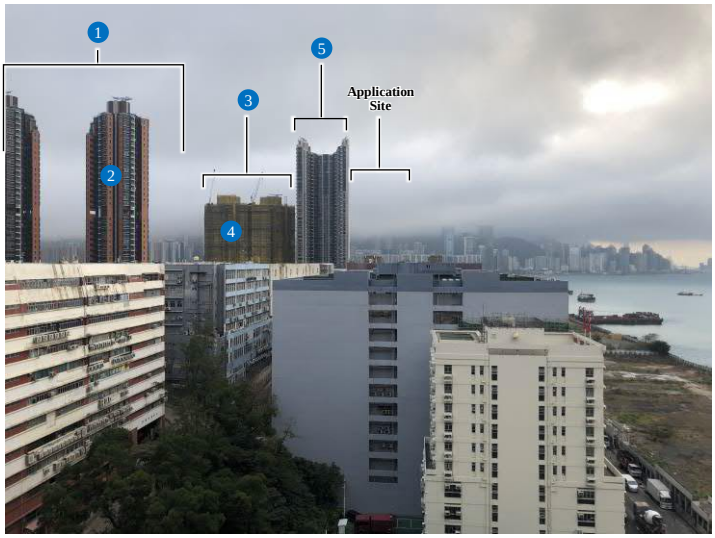
LEGEND

- Application Site
- Assessment Area
- Viewing Point

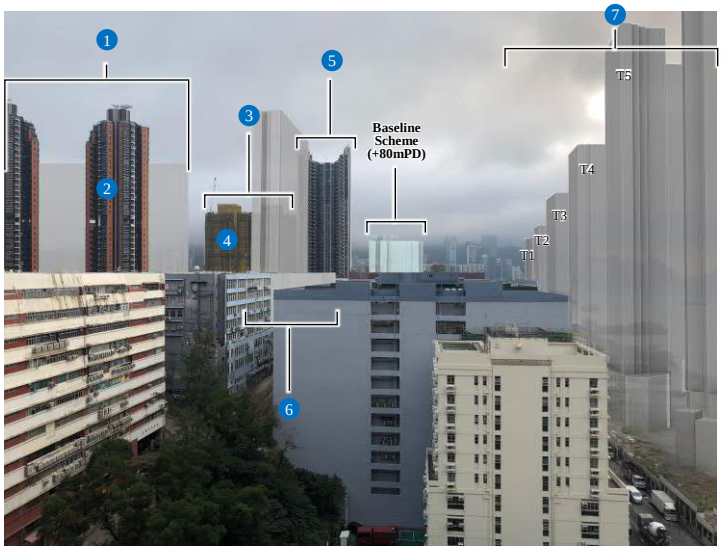
1. One East Coast (+100mPD)
2. The Spectacle (+148mPD)
3. Maya (+140mPD)
4. Coast Line II (Under Construction) (+100mPD)
5. Peninsula East (+147mPD)
6. Approved Comprehensive Development at YTB under Application No. A/K15/130 (+72 to 120mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 1: Yau Lai Estate – Footbridge next to Fung Lai House**
3	-		
ARUP	*Date* April 2025	*Source*	Photomontage for illustrative purpose only

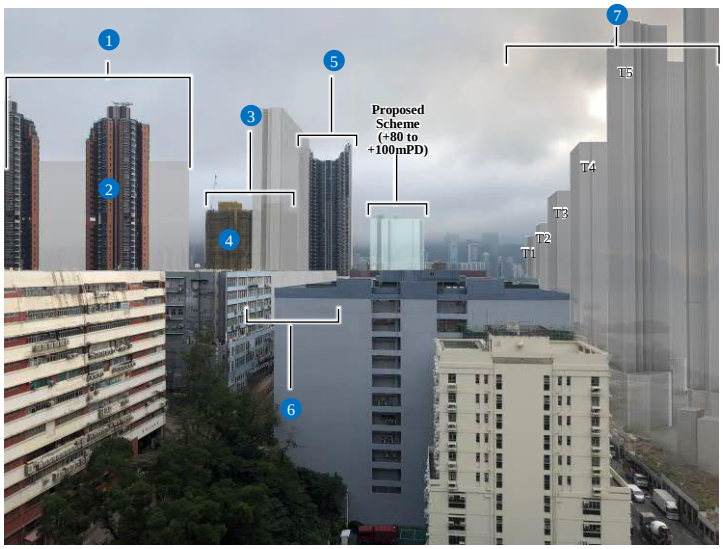
Existing Condition



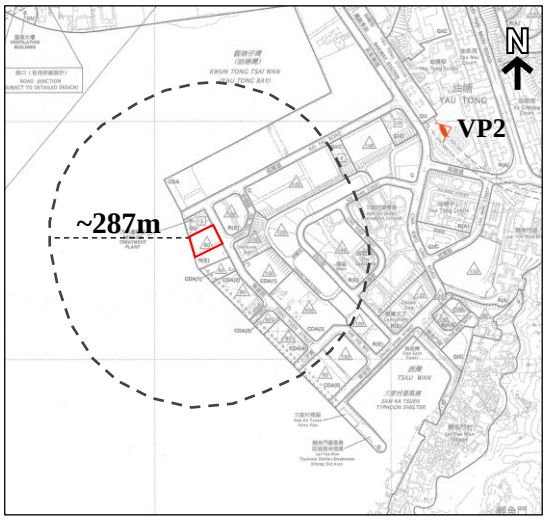
Baseline Scheme



Proposed Scheme



Key Plan



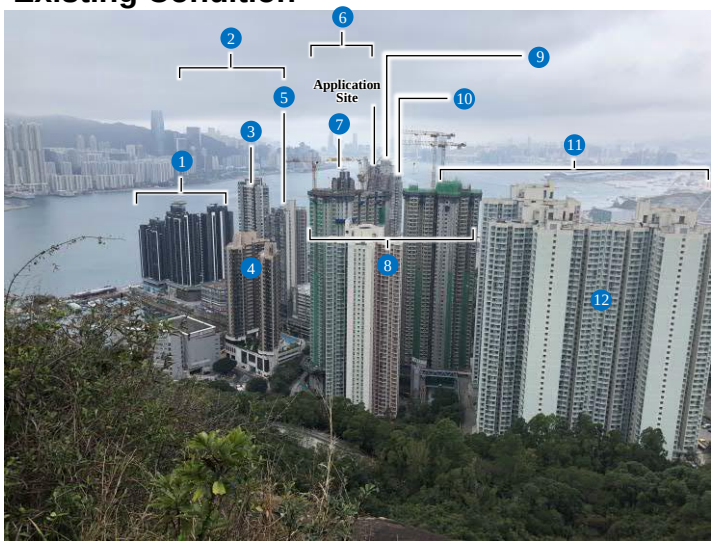
LEGEND

- Application Site
- Assessment Area
- Viewing Point

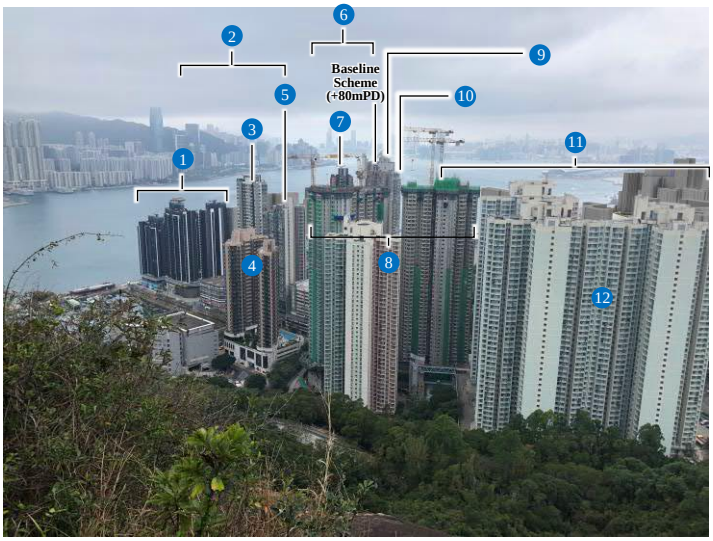
1. Approved Residential Development under Application No. A/K15/129 (+120mPD)
2. Maya (+140mPD)
3. Approved Comprehensive Residential Development under Application No. A/K15/122 (+100mPD)
4. Coast Line II (Under Construction) (+100mPD)
5. Peninsula East (+147mPD)
6. Approved Residential Development under Application No. A/K15/127 (+120mPD)
7. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+72 to 110.4mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 2 : The Rooftop Garden (the Outdoor Maze area) atop Domain Mall**
4	-		
ARUP	*Date* April 2025	*Source*	Photomontage for illustrative purpose only

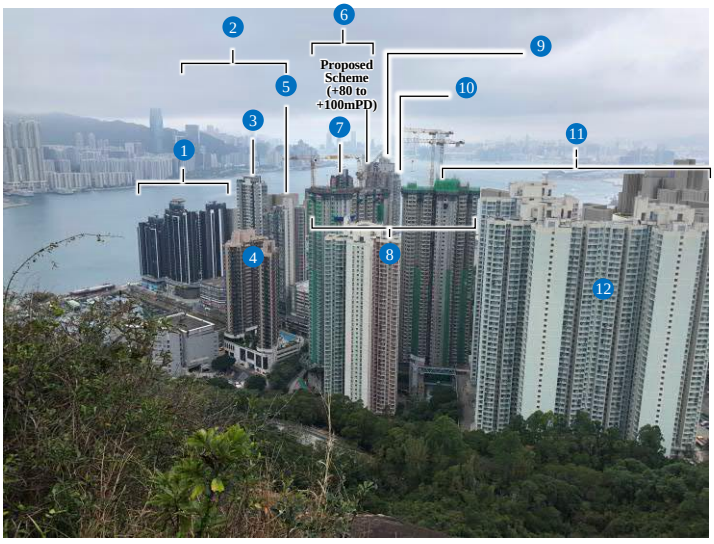
Existing Condition



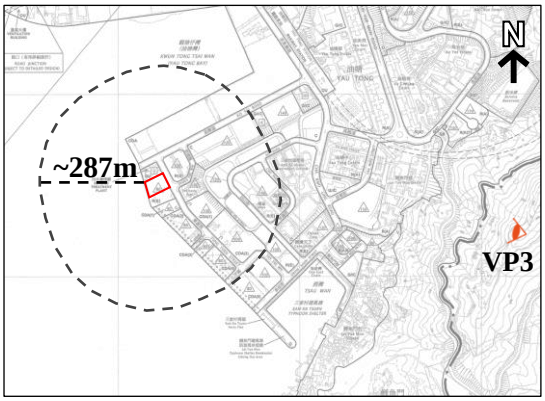
Baseline Scheme



Proposed Scheme



Key Plan



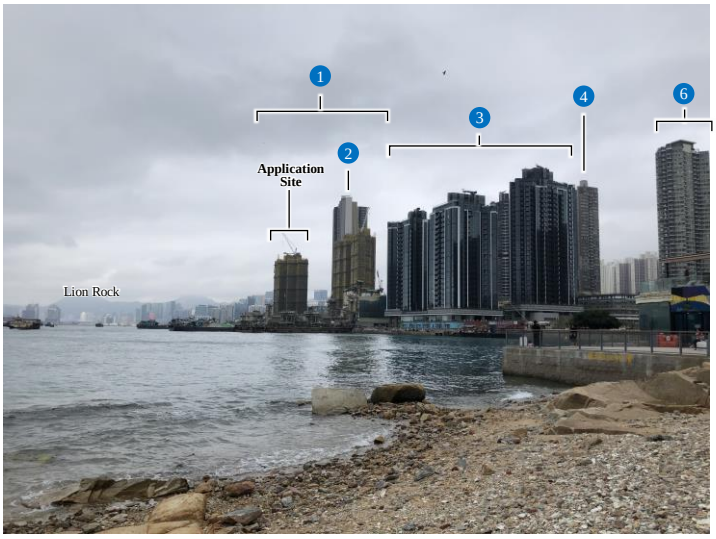
LEGEND

- Application Site
- Assessment Area
- Viewing Point

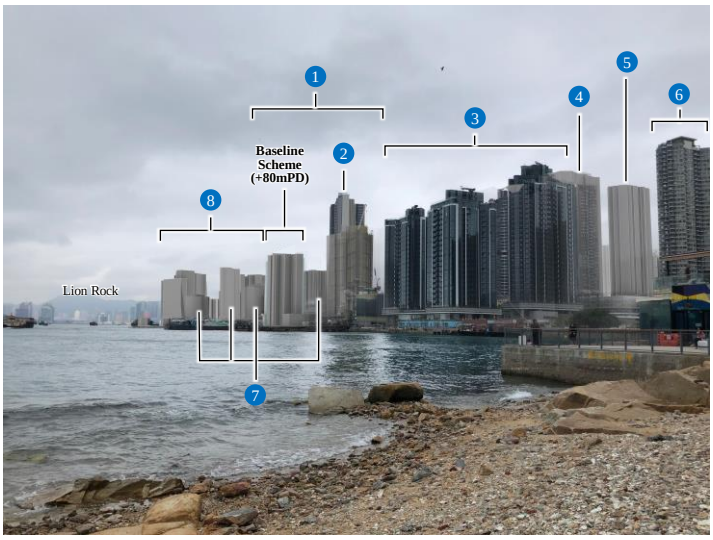
1. Montego Bay (+80mPD to +100mPD)
2. Approved Residential Developments under Applications No. A/K15/122, 121 and 126 (+80mPD to +100mPD)
3. Canaryside (+140mPD)
4. One East Coast (+100mPD)
5. Ocean One (+120mPD)
6. Approved Residential Development under Application No. A/K15/129 (+120mPD)
7. Maya (+140mPD)
8. Planned Lei Yue Mun Estate Phase 4 (+150mPD)
9. Peninsula East (+147mPD)
10. The Spectacle (+148mPD)
11. Approved YTB Comprehensive Development under Applications No. A/K15/112 and 130 (+100.7 to 120mPD)
12. Lei Yue Mun Estate Phase 1 to 3 (+126 to +151mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 3: Devil's Hill – Wilson Trail**
5	-		
ARUP	*Date* April 2025	*Source*	Photomontage for illustrative purpose only

Existing Condition



Baseline Scheme



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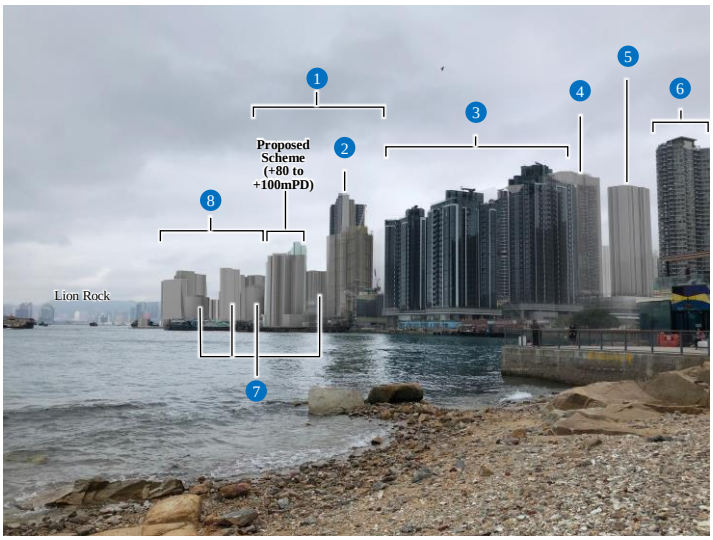
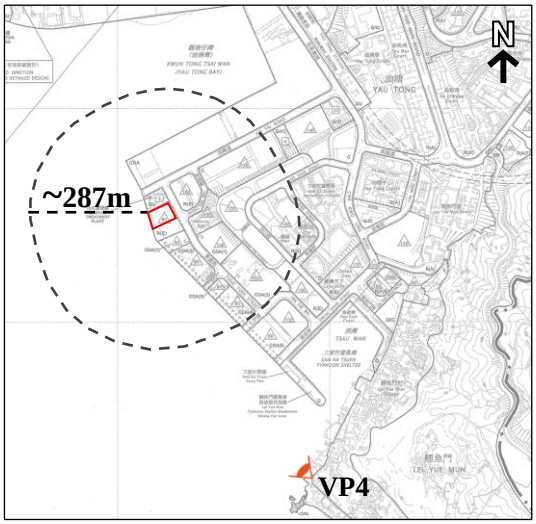


Key Plan



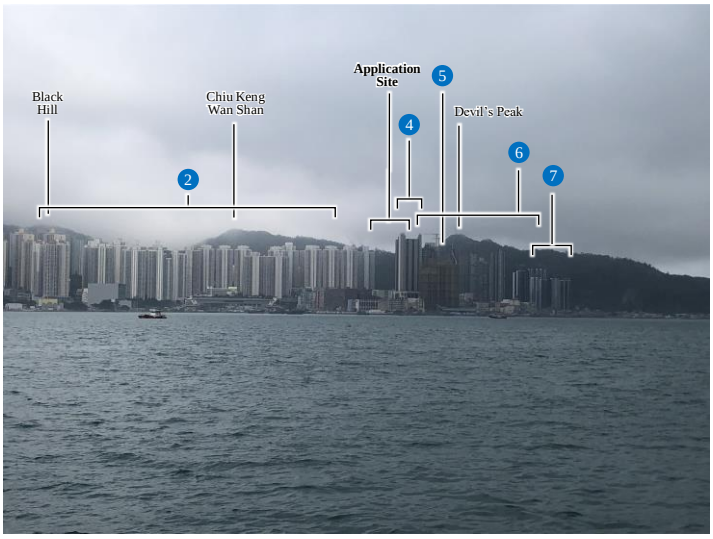
LEGEND

- Application Site
- Assessment Area
- Viewing Point

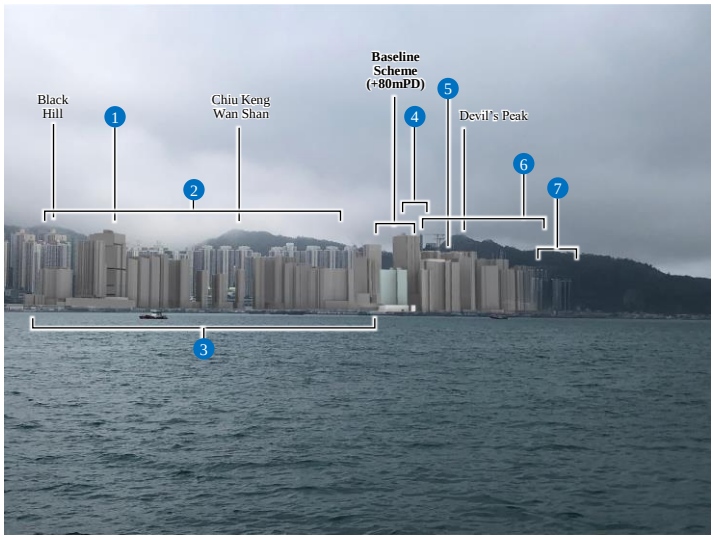
1. Planned Residential Developments under Approved Applications No. A/K15/122, 121 and 126 (+80mPD to +100mPD)
2. Peninsula East (+147mPD)
3. Montego Bay (+80mPD to +100mPD)
4. The Spectacle (+148mPD)
5. Approved Residential Development under Application No. A/K15/90 (+100mPD)
6. Canaryside (+140mPD)
7. Approved YTB Comprehensive Development under Applications No. A/K15/112 and 130 (+60.5 to 85mPD)
8. Planned CKLV Public Housing Development & Planned Ex-CKLKMS Public Housing Development (Phase 2) (+110 to +140mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 4: Lighthouse at Lei Yue Mun Rest Garden**
6	-		
ARUP	*Date* April 2025	*Source*	Photomontage for illustrative purpose only

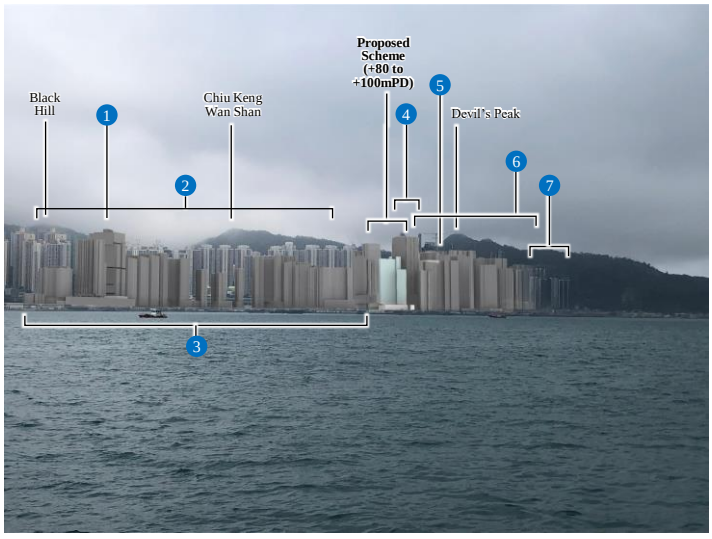
Existing Condition



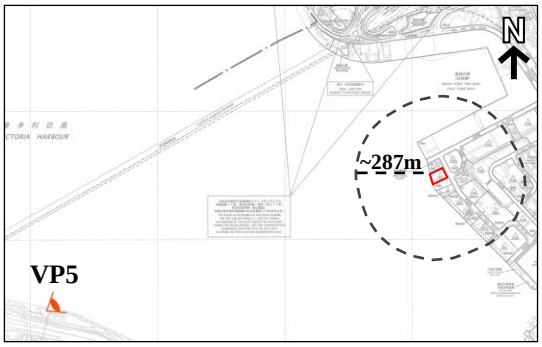
Baseline Scheme



Proposed Scheme



Key Plan



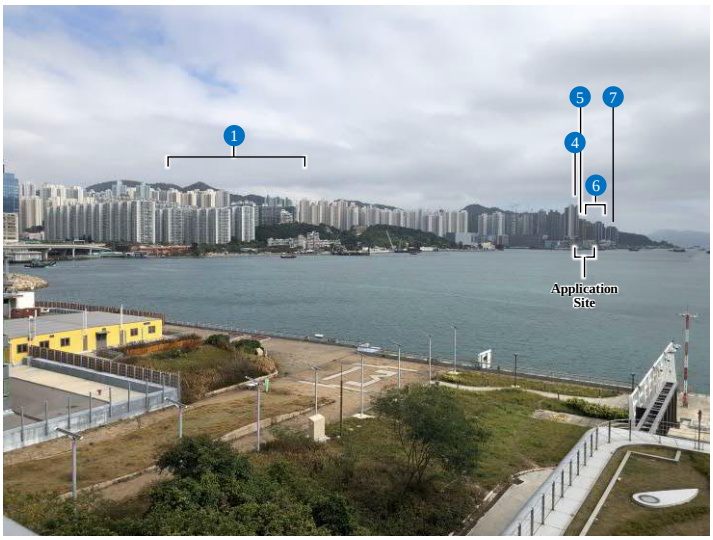
LEGEND

- Application Site
- Assessment Area
- Viewing Point

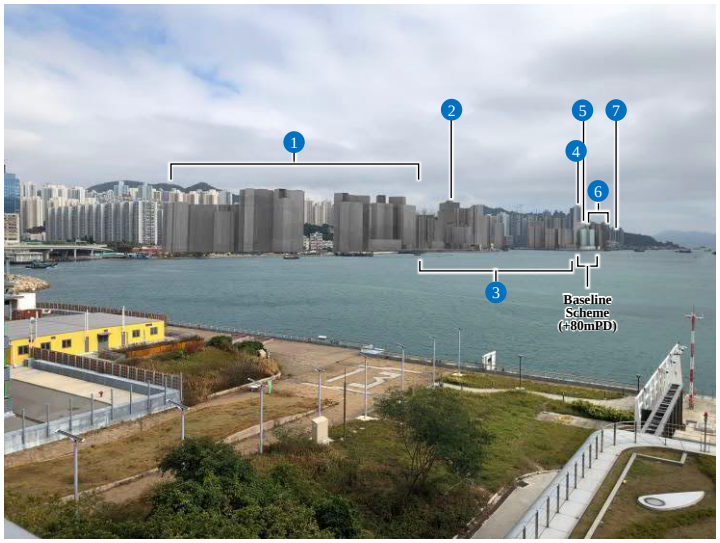
1. Indicative Commercial Tower under the Planning Application No. Y/K15/6 (+120mPD)
2. Yau Lai Estate, Yau Tong Estate and Yau Mei Court (+132 to +167mPD)
3. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
4. Peninsula East (+147mPD)
5. Approved Residential Developments under the Application No. A/K15/129 (+120mPD)
6. Approved No. A/K15/122, 121 and 126 (+80 to +100mPD) Residential Developments under the Applications
7. Montego Bay (+80 to +100mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 5: Quarry Bay Park**
7	-		
ARUP	*Date* April 2025	*Source*	Photomontage for illustrative purpose only

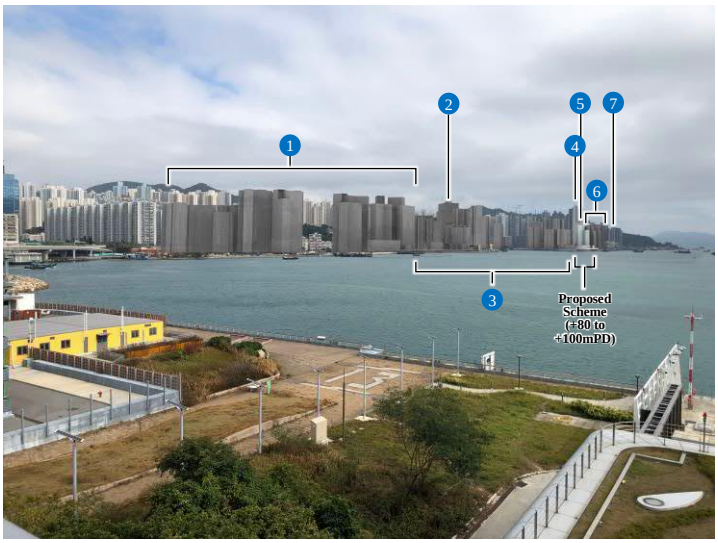
Existing Condition



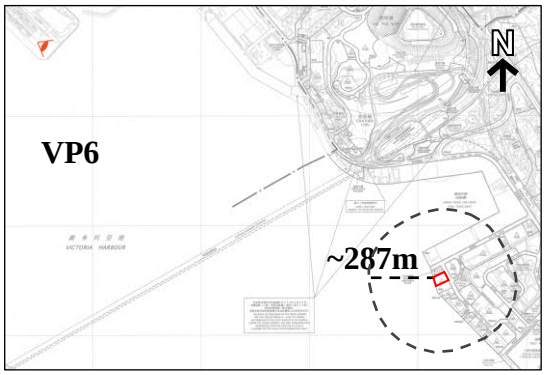
Baseline Scheme



Proposed Scheme



Key Plan



LEGEND

- Application Site
- Assessment Area
- Viewing Point

1. Planned CKLV Public Housing Development & Planned Ex-CKLKMS Public Housing Development (Phase 2) (+110 to +140mPD)
2. Indicative Commercial Tower under the Planning Application No. Y/K15/6 (+120mPD)
3. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
4. Peninsula East (+147mPD)
5. Approved Residential Developments under the Application No. A/K15/129 (+120mPD)
6. Approved Residential Developments under the Applications No. A/K15/122, 121 and 126 (+80 to +100mPD)
7. Montego Bay (+80 to +100mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 6: Kai Tak Runaway Garden**
8	-		
ARUP	*Date* April 2025	*Source*	Photomontage for illustrative purpose only

Appendix E

Updated Drainage & Sewerage Impact Assessment

SECTION 16 APPLICATION FOR PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACES WITH MINOR RELAXATION AND DOMESTIC AND NON-DOMESTIC PLOT RATIO AND BUILDING HEIGHT RESTRICTION IN "RESIDENTIAL (GROUP E)" ZONE AT NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

DRAINAGE & SEWERAGE IMPACT ASSESSMENT

Date	19 March 2025
Prepared by	Sally Chiu Assistant Environmental Consultant
Signed	
Approved by	Tony Cheng Senior Manager
Signed	
Project Reference	CRC_4TYSEI00
Document No.	R9291_v1.2

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APPENDICES AND DIAGRAMMATIC SECTION

Appendix 1.1 Key Developiment Parameters

Appendix 3.1 Detailed Sewerage Impact Assessment Calculations

Appendix 3.2 Detailed Sewerage Impact Assessment Calculations

1. INTRODUCTION

1.1 Background and Objectives

1.1.1 The Proposed Development is located at No. 4 Tung Yuen Street, Yau Tong ("Application Site"). It is zoned as "R(E)" site under OZP S/K15/27 Cha Kwo Ling, Yau Tong, Lei Yue Mun, gazetted on 18/11/2022.

1.1.2 This S16 application is submitted to the Town Planning Board for the Proposed Flat, Shop and Services, and Eating Places with Minor Relaxation of Plot Ratio and Building Height Restrictions at the Application Site.

1.1.3 Ramboll Hong Kong Limited is commissioned by the Applicants to prepare this Drainage and Sewerage Impact Assessment (DSIA) Mitigation measures will be identified if it is necessary. Development parameters of the Proposed Development are provided by project architect, P&T.

1.2 Application Site and its Environ

1.2.1 The Application Site has an area of about 2,419 m^2, which are situated in Yau Tong area. The Application Site is bounded by Yau Tong Sewage Pumping Station to the Northwest, Tung Yuen Street to the Northeast, The Coastline to the Southeast. Figure 1.1 shows the location of the Application Site and its environ.

1.3 Proposed Residential Development

1.3.1 The Proposed Development consist of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium for shop and services, eating place, and clubhouse with two level of basements for carparking and loading/ unloading spaces.

1.3.2 The tentative completion year of the Proposed Development would be Years 2032.

1.3.3 The development parameters of the Proposed Development are shown in Appendix 1.1.

2. DRAINAGE IMPACT ASSESSMENT

2.1 Existing Drainage and Condition of the Application Site

2.1.1 The Application Site is consisting with an industrial building (i.e., ground level 4.40 mPD) and is almost 100% paved under existing conditions. As confirmed by the Project Proponent, there will be no change in the gradient of the Application Site after redevelopment.

2.1.2 According to APP-152, at least 20% of greenery will be provided after development. The provision of a greenery area of approximately 484 m^2 will further increase filtration of stormwater and minimize surface runoff. The paved / unpaved ratio of the Application Site before and after the Proposed Development were reviewed and summarized in Table 2.1.

Table 2.1 Estimated Peak Flow

	Before Development	After Development
Paved Area	2,419 m^2(99%)	1,935 m^2 (80%)
Unpaved Area	36 m^2 (1%)	484 m^2 (20%)

2.1.3 As change in land use would affect the amount of surface runoff flowing into the existing drainage system. Meanwhile, there is a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. Adverse impact to the public drainage system is thus not anticipated. Upgrading works is considered not necessary.

2.2 Sea Level Rise due to Climate Change

Site Constraints

2.2.1 With reference to the Outline Zoning Plan (OZP) and confirmation from the Project Proponent, the design of the promenade within the Application Site should align directly with the design of the waterfront (i.e., at 4.40 mPD). Therefore, the current ground level of the proposed design is 4.40 mPD.

2.2.2 With reference the Table 8, and Table 29 in the *Stormwater Drainage Manual-Corrigendum No. 1/2022*. Based on the preliminary calculation, the design extreme sea level would be 4.39 mPD (i.e. 4.19+0.20 mPD) with reference the return period years 200 and the mean sea level rise in Mid-21st Century, compared with the the ground level (i.e., 4.40 mPD) of the Proposed Development, which is adequate to protect the Proposed Development from seawater inundation.

Table 8 Design Extreme Sea Levels (in mPD)

Return Period (Years)	North Point / Quarry Bay (1954- 2019)	Tai Po Kau (1962-2019)	Tsim Bei Tsui (1954-2019)	Tai O (1954-2019)
2	2.82	2.97	3.07	2.87
5	3.03	3.27	3.31	3.16
10	3.20	3.54	3.52	3.36
20	3.38	3.56	3.74	3.57
50	3.66	4.41	4.09	3.84

100	3.91	4.93	4.41	4.06
200	4.19	5.59	4.78	4.28

Note:

1. *The extreme sea levels at Tsim Bei Tsui and Tai O were based on the frequency analysis of instrumental data and correlated data from North Point/ Quarry Bay for an extended data set of 66 years (from 1954 to 2019).*
2. *For facilities which are vulnerable and sensitive to sea water level, e.g. E&M installations, where more stringent design is desirable, designers can make reference to the extreme sea levels as shown in Appendix 1. These extreme sea levels were derived with inclusion of significant storm surge events in Hong Kong before 1954.*

Table 29 Mean Sea Level Rise due to Climate Change

	Mean Sea Level Rise
Mid-21st Century	0.20 m
End of 21st Century	0.47 m

Notes:

1. *The mean sea level rise is relative to the average of 1995-2014.*
2. *Median projection values are adopted in the table.*
3. *Mid-21st century refers to period around 2050; end of 21st century refers to period around 2090.*

Mitigation Measures

2.2.3 For the Proposed Development design, the façade of the Proposed Development facing the waterfront on the ground floor primarily consists of blank walls with few entrances. Furthermore, there will be a basement for 2-story carpark and will be at about -4.6 mPD. The entrance of the basement carpark faces to Tung Yuen Street.

2.2.4 Apart from the scheme design, demountable flood barrier would be installed manually in front of the entrances of buildings, and carparks to prevent floodwater intrusion, and in open spaces to contain floodwater within the area. This type of barrier is widely used in Hong Kong to minimize flooding impact. Therefore, with proper mitigation measures there would be no adverse flooding impact.

3. SEWERAGE IMPACT ASSESSMENT

3.1 Scope of Work

3.1.1 The aim of this SIA is to assess whether the capacity of the sewerage network serving the Application Site is sufficient to cope with the sewage flow from the proposed development.

3.2 Assessment Criteria and Methodology

3.2.1 The Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department has been used to determine the worker density for various economic activities and planned usage types.

3.2.2 Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1 (GESF) has been referred to for the purposes of estimating the quantity of the sewage generated from the Proposed Development and the existing catchment area. Sewage flow parameters and global peaking factors in this document have been adopted for this SIA.

3.2.3 According to the GESF, the overall unit flow is composed of flows due to employees and the associated activities. The following unit flow factors have been adopted in the SIA calculation in accordance with Tables T-1, T-2 and T-3 of the GESF:

- Residential housing: 0.27m^3/day (Private RR)
- Restaurant & Hotel: 1.58m^3/day (Commercial Employee and J10 – Restaurant & Hotel)
- Wholesale & Retail: 0.28m^3/day (Commercial Employee and J4 – Wholesale & Retail)
- Industrial: 1.08m^3/day (Industrial Employee and J1 – Yau Tong)

3.2.4 The catchment inflow factor, PCIF of 1.1 (East Kowloon), is adopted in catchment calculations.

3.3 Existing and Future Sewerage System

3.3.1 With reference to the sewerage system shown in Geo-info Map, all the sewage generated from the proposed development will be discharged to the terminal manhole (T0) which is located at the eastern side of the proposed development. The terminal manhole TMH-01 (S0) is connected to the exciting manhole FMH4034524 (S1) outside the proposed development via a new Ø300mm polyethylene pipe. The sewer eventually discharges the collected sewage to Yau Tong Sewage Pumping Station.

3.3.2 The Yau Tong Sewage Pumping Station (YTSPS) is located at the junction of Ko Fai Road and Tung Yuen Street which is next to the Application Site. Based on the information for DSD, The YTSPS currently has a design capacity with 28,800m^3/day.

3.3.3 The existing sewers and catchment areas in the vicinity of Application Site are shown in Figure 3.1.

3.4 Wastewater Generated by the Proposed Development

3.4.1 The sewage generated by the proposed development will be mainly contributed by the residential units, club house, retail and F&B facilities. Detailed calculation of sewage generation from the proposed development is given in Table 3.1 below and in Appendix 3.1.

Table 3.1 Estimated Peak Flow

Calculation for Sewage Generation Rate of the Proposed Development at the Application Site

1. Proposed Residential Development			
Total number of residential units	=	342	units
Total number of residents	=	855	of 2.5 in Yau Tong West)
Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	230.9	m^3/day
2. Club House			
Assumed Area	=	725	m^2 (refer to Appendix 1.1)
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS – Community, Social & Personal Services)
Total number of employees	=	24	employees
Design flow	=	200	Services)
Sewage generation rate	=	6.7	m^3/day
3. Swimming Pool			
			2
			3
			3 2
			2
Backwashing			
			Water Treatment Installation in Government Buildings of the HKSAR published by the ArchSD)
Backwashing			
4. Retail			
Assumed area	=	1306.3	m^2
Assumed floor area per employee	=	28.6	m^2 per employee – (refer to Table 8 of CIFSUS – Retail Trade)
Total number of employees	=	46	employees
Design flow	=	200	litre/employee/day -- (refer to Table T-2 of GESF – J4 Wholesale & Retail)
Sewage generation rate	=	12.9	m^3/day
			2
			2
			3
Flow rate (without swimming pool)	=	320.0	m^3/day
Flow rate with P_{CIF} (without swimming pool)	=	352.0	m^3/day (refer to Table T-4 of GESF – East Kowloon - 1.0)
Contributing population	=	1304	people
Peaking factor	=	6	allowance)
Peak flow (without swimming pool)	=	22.2	litre/sec
Peak flow (with swimming pool)	=	32.6	litre/sec

3.5 Assessment of Sewerage Impact

3.5.1 The potential sewerage impact due to the Proposed Development has been quantitatively addressed. Total sewage generation rate from the Proposed Development is estimated to be 320.0 m^3/day (i.e. peak flow 22.2 litre/sec).

3.5.2 Based on the assessment results, it is found that the capacity of sewers FWD4036746, and FWD4036747 are not sufficient for the sewerage generated from the Proposed Development and the surrounding catchment. Therefore, sewers FWD4036746, and FWD4036747 are proposed to upgrade. The proposed upgrading works are summarized in Table 3.2 and Figure 3.2.

Table 3.2 Proposed Upgrading Works

Segment	Manhole Reference	Manhole Reference	Length (m)	Original Size (Ø)	Upgraded Size (Ø)
S1-S2	FMH4034524	FMH4034525	41.7	675	825
S2-S3	FMH4034525	FMH4034509	8.0	675	825

3.5.3 Hence, upgrading works on the public sewers FWD4036746, and FWD4036747 by the project proponent are required.

3.5.4 The estimated sewage generated including existing development and Proposed Development is about 7166.5m^3/day, which the flow is occupied about 25% of the current capacity of YTSPS. It is unlikely that the YTSPS will be overloaded. Detailed calculation for the capacities of YTSPS is given in Appendix 3.1.

4. OVERALL CONCLUSION

4.1.1 With a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. The proposed development can be completed without aggravating the flooding conditions within, upstream, or downstream of the Application Site. Therefore, it is anticipated that there will not be any impact on the existing drainage system. As such, upgrading work on the drainage system is NOT required.

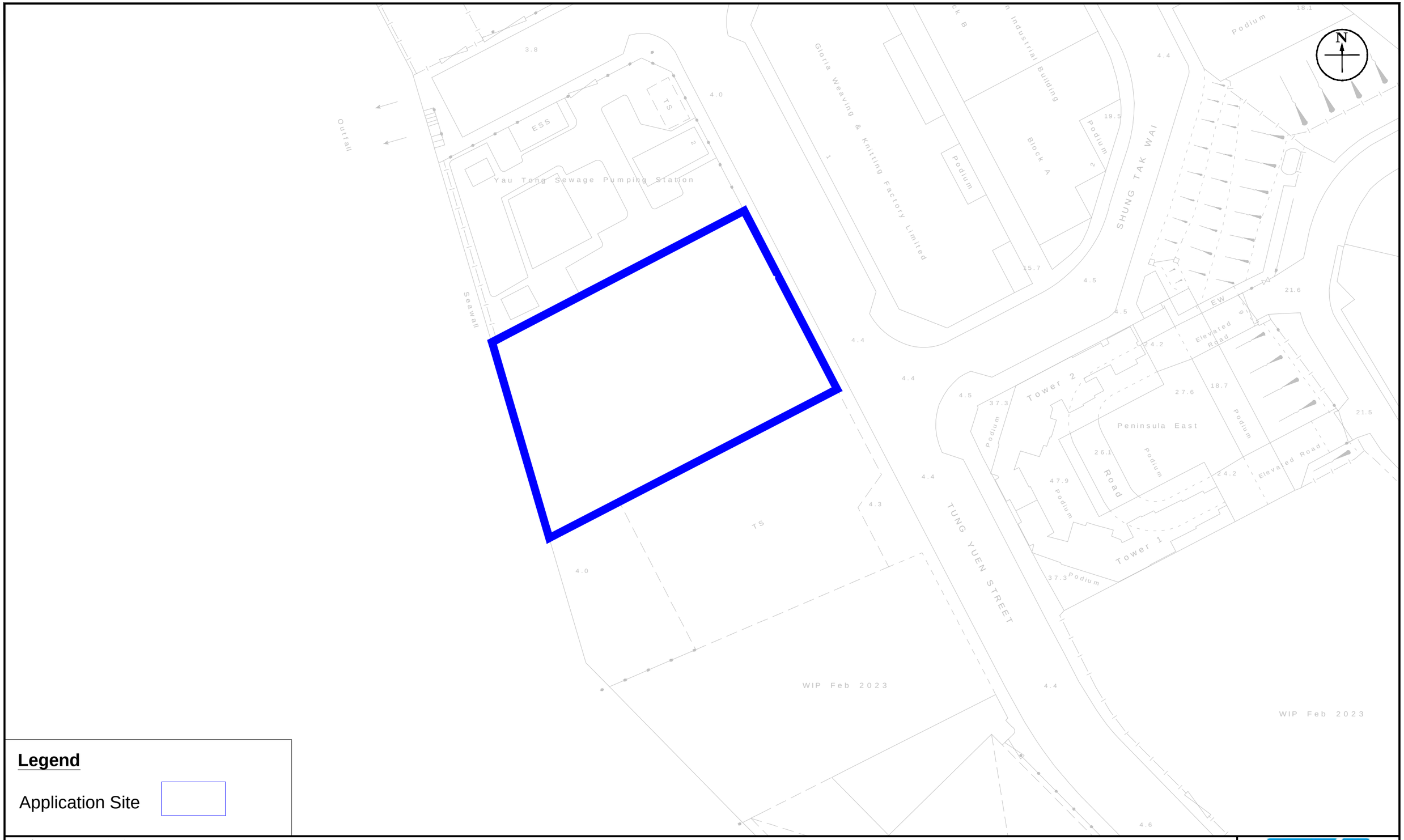
4.1.2 The potential sewerage impact arisen from the Proposed Development has been quantitatively assessed. Two of existing Ø675mm sewerage pipe (S2-S3 and S3-S1) will be upgraded to Ø825mm sewerage pipes. New Ø300mm sewerage pipes and manhole will be proposed to connect the existing pipe.

4.1.3 The TYSPS that the sewerage system would be connecting to has adequate capacity for the expected daily flows from the Proposed Development based on the assessment results.

4.1.4 With the proposed new connection and upgrading works in place, this SIA confirms the feasibility of the Proposed Development with no adverse impacts imposed to the public sewerage system.

4.1.5 This DIA and SIA confirm the feasibility of the proposed development in terms of its drainage and sewerage impact.

Figures



Legend

Application Site

Figure: 1.1	RAMBOLL
Title: Location of the Application Site and its Environ	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Mar 2025

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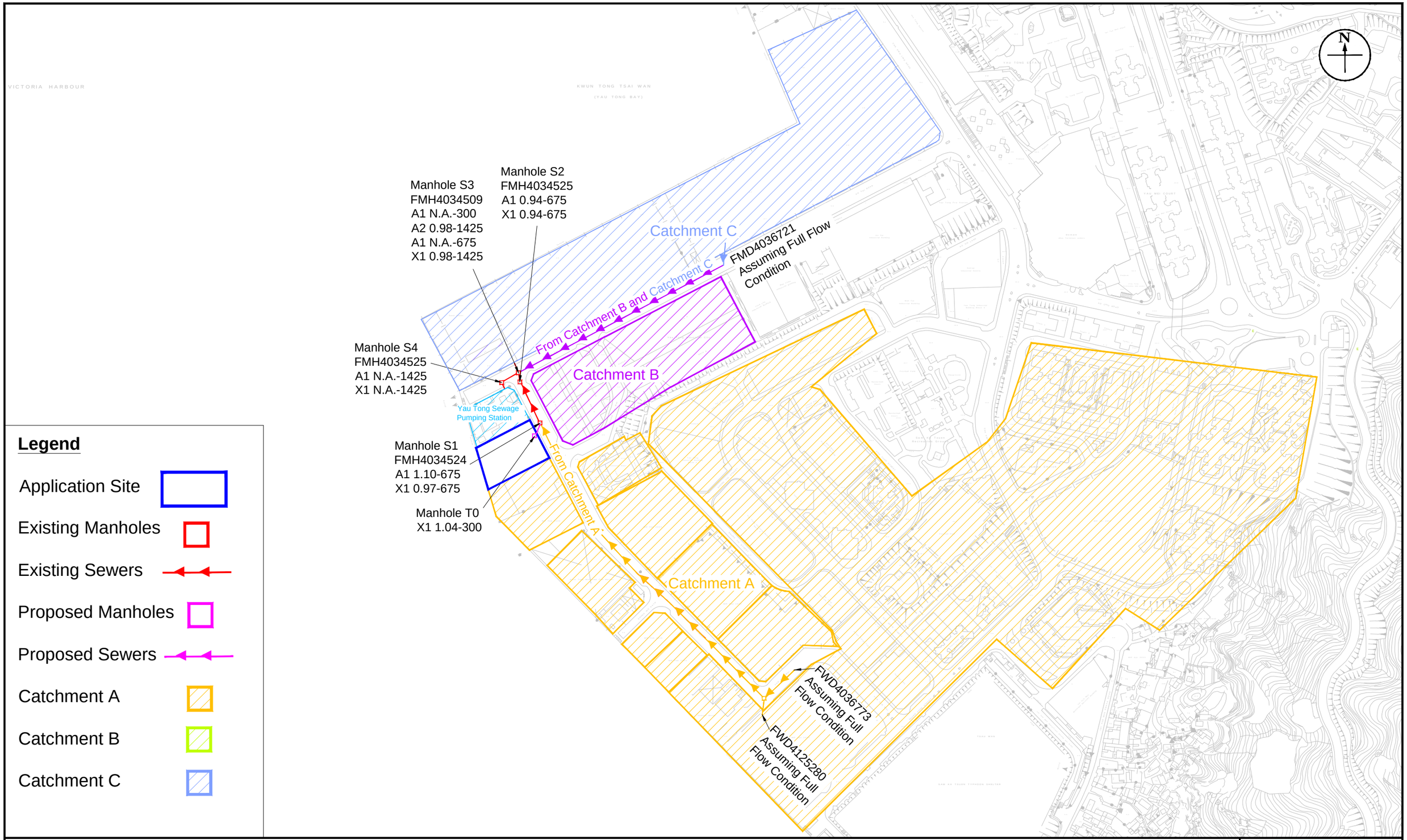

Legend

- Application Site
- Existing Manholes
- Existing Sewers
- Proposed Manholes
- Proposed Sewers
- Catchment A
- Catchment B
- Catchment C

Figure: 3.1

Title: Sewerage System and Catchment Areas in the Vicinity of the Application Site

Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	SC
Checked by:	TC
Rev.:	1.1
Date:	Mar 2025

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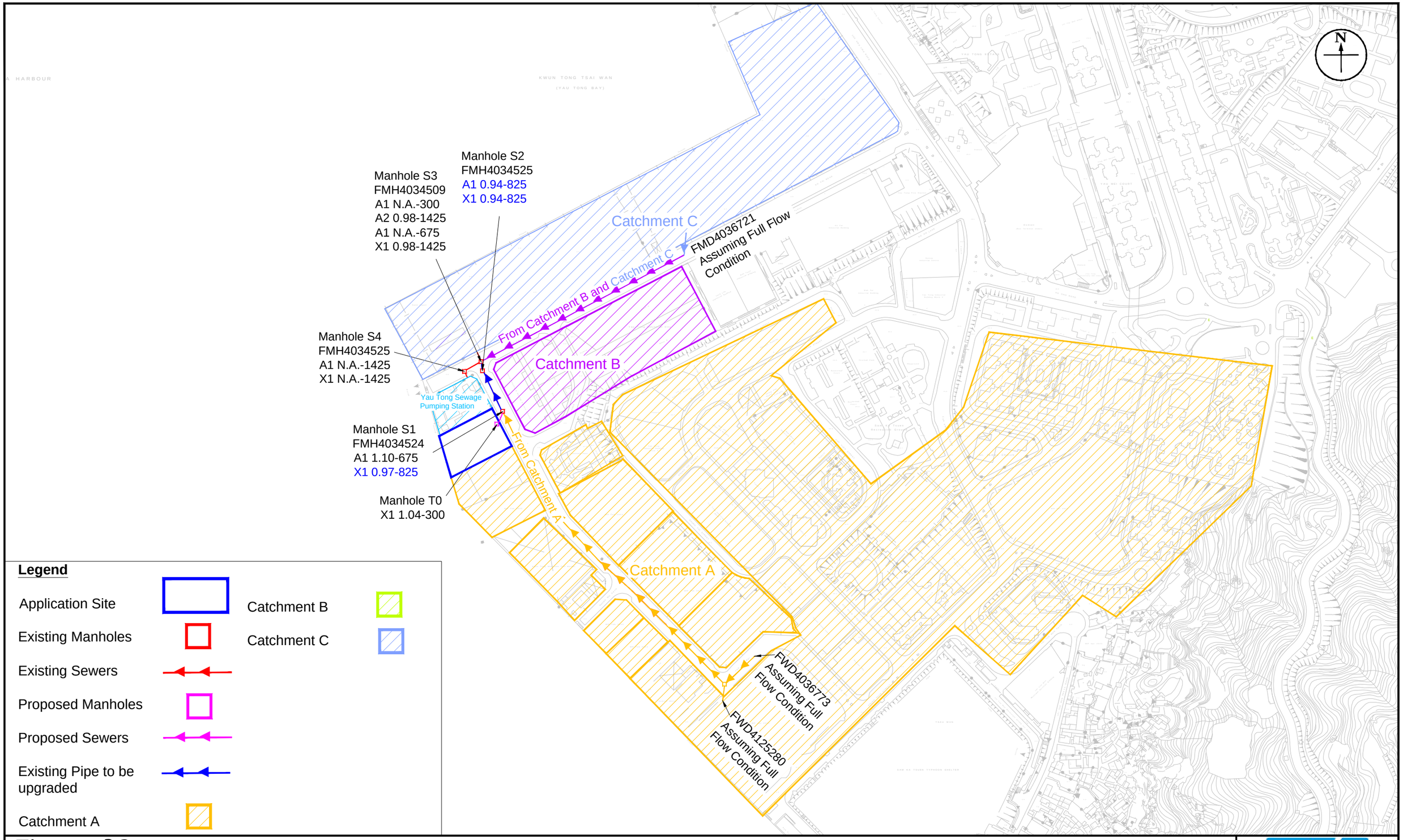

Figure: 3.2

Title: Proposed Sewerage System

Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by: SC
Checked by: TC
Rev.: 1.1
Date: Mar 2025

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Appendix

Appendix 1.1 Key Development Parameters

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	-
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691.1m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177.1m^2 [2]	-
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.081 [3] (to be included in Domestic PR) (Not more than 197.93m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
Floor-to-Floor Height	N/A	Basement: about 4.5m Retail: about 4.5-5.5m Clubhouse: about 3.9m Transfer Plate: about 1.85m	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
		Typical Residential: about 3.15m	
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-
Site Coverage (SC) - Below 15m - Above 15m	 N/A N/A	 Not more than 70% Not more than 33.3%	 -
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	Total area of not less than 855m^2, which includes a voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20% [5]	-
Car Parking Spaces Private Car Parking Spaces - Residential - Visitor - Shop and Services/ Eating Place Motorcycle Parking Spaces	 N/A N/A N/A N/A N/A	 63 (incl. 2 accessible car parking spaces) 50 5 8 4	 - - -
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m^2) and SC of 0.257% will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR and SC will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design

stage, nevertheless, the bonus PR and SC have been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

[5] The total greenery provision is located at Primary Zone, i.e. 15m vertical zone, of the Application Site which accounts for not less than 20% of SC of greenery.

Appendix 3.1 Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Proposed Residential Development at the Application Site

1. Proposed Residential Development			**Remarks**
1. Residential Towers (T1-T3)			
a. Total number of units	=	342	units
b. Total number of residents	=	855	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R1 in Table T-1 of GESF)
d. Sewage Generation rate	=	**230.9**	m^3/day
2. Club House			
a. Assumed used area	=	725	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	24	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**6.7**	m^3/day
3. Swimming Pool			
a. Assumed Area of Swimming Pool	=	250	m2
b. Average Depth of Water	=	1.5	m
c. Volume of Swimming Pool	=	375	m3
d. Turnover Rate	=	6	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
e. Surface Loading Rate of Filter	=	50	m3/m2/hr
f. Filter Areas required	=	1.3	m2
g. Backwash flow rate	=	30	$m^3/m^2/hr$
h. Design flow for Swimming Pool Backwashing	=	37.5	m^3/hr
i. Backwash Duration	=	7	min/day
j. Backwash generation rate	=	3.75	m^3/day
k. Design flow for Swimming Pool Backwashing	=	**10.4**	litre/sec
4. Retail			
a. Assumed used area	=	1306.2	m^2
b. Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
c. Total number of employees	=	46	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J4)
f. Sewage generation rate	=	**12.9**	m^3/day
5. F&B			
a. Assumed used area	=	870.8	m^2
b. Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
c. Total number of employees	=	44	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
f. Sewage generation rate	=	**69.5**	m^3/day
Total Flow at Manhole T0			
Flow Rate (Without Swimming Pool)	=	320.0	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	352.0	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	1304	people
Peaking factor	=	6	Refer to Table T-5 of GESF for population 1,000 - 5,000 including stormwater allowance
Peak Flow (Without Swimming Pool)	=	22.2	litre/sec
Peak Flow (With Swimming Pool)	=	**32.6**	litre/sec

Table 2a Hydraulic Capacity at Sewers along Tung Yuen Street, Yau Tong

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	675	41.7	0.97	0.94	9.81	0.0015	0.001	0.000001	0.62	0.36	0.22	223
S2-S3	FMH4034524	FMH4034509	675	8.0	-	-	9.81	0.0015	0.001	0.000001	0.62	0.36	0.22	223
S3-S4	FMH4034509	FMH4034510	1425	17.6	-	-	9.81	0.0015	0.002	0.000001	1.50	1.59	2.38	2385
S4-S5	FMH4034510	Yau Tong Sewage Puminp Station	1425	6.4	-	-	9.81	0.0015	0.002	0.000001	1.50	1.59	2.38	2385

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(5) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)

(6) According to DSD Drainage Records, the downstream invert level of manholes FMH4034525 is missing, as a conservative approach, the slope of the upstream Segment (i.e. S1-S2) is used instead.

(7) According to DSD Drainage Records, the invert level of manholes FMH4034509 and FMH4034510 are missing, as a conservative approach, the slope 0.002 is used .

The Invert Level 1 is reference the FWD4036916 downstream 1.22mPD and the Invert Level 2 is reference the FWD4036741 downstream 0.98mPD with length

Table 3a Hydraulic Capacity of Sewers (Catchment A)

1. Full Bore of Pipes FWD4036773 and FWD4125280 (Assumption)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Upstream Invert Level	Downstream Invert Level	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
FWD4036773	FMH4034555	FMH4034556	600	38.9	1.89	1.86	9.81	0.006	0.001	0.000001	0.49	0.28	0.14	138
FWD4125280	FMH4099933	FMH4034556	225	6.1	2.15	2.10	9.81	0.006	0.008	0.000001	0.81	0.04	0.03	32
													Sub-total	170

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used: $V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$

(5) The pipe information is obtained from Geoinfo Map.

2. 18 Tung Yuen Street Application No A/K15/121

a. Sewage Generation rate at FMH4034557	=	91	m^3/day (from EPD)
b. Sewage Generation rate at FMH4034558	=	136	m^3/day (from EPD)
c. Total Dewerage Generate rate	=	227	m^3/day

3. With reference Planning Application No. A/K15/126 (https://www.tpb.gov.hk/tc/plan_application/Attachment/20200828/s16_A_K15_126_0_gist.pdf)

Residential

a. Total number of units	=	1393	units
b. Total number of residents	=	3483	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R1 in Table T-1 of GESF)
d. Sewage Generation rate	=	**940.3**	m^3/day

Club House

a. Assumed used area	=	950	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	31	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**8.7**	m^3/day

Outdoor Swimming Pool

Assumed area	=	112.1	m^2
Assumed depth of water	=	1.5	m
Volume of water	=	168.2	m^3
Turnover Rate	=	6.0	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
Surface loading rate of filter	=	50.0	$m^3/m^2/hr$
Filter areas required	=	0.6	m^2
Backwashing flow rate	=	30.0	$m^3/m^2/hr$
Design flow for backwashing	=	16.8	m^3/hr
Backwash duration	=	7.0	min/day
Backwash generation rate	=	1.96	m^3/day
Backwash generation rate	=	**4.67**	litre/sec

4. Residential (Other Proposed Residential Development ref. YTML No. 69 & YTIL No. 4RP) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewage Generation rate	=	627	m^3/day (from EPD)

5. Commercial (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewage Generation rate	=	30	m^3/day

6. Peninsula East (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewerage Generate rate	=	193.5	m^3/day

7. Industrial (Redland Concrete Limited) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Sewerage Generate rate	=	27	m^3/day

Total Flow at Manhole S1 (FMH4034524), including Proposed Development and Catchment A

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	2373.4	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	2610.8	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	9670	people
Peaking factor	=	5	Refer to Table T-5 of GESF for population 5,000 - 10,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	307.7	litre/sec
Peak Flow (With Swimming Pool)	=	**322.8**	litre/sec

Table 3b Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment B)

1. Yau Tongindustrial City Block A			
a. Assumed used area	=	47051	m^2
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	1082	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**1168.6**	m^3/day
2. Yau Tongindustrial City Block B			
a. Assumed used area	=	36735	m^2
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	845	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**912.6**	m^3/day
3. Union Industrial Building Blook A&B			
a. Assumed used area	=	9149	m^2
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	210	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**226.8**	m^3/day
5. Gloria Weaving & Knitting Factory Limited			
a. Assumed used area	=	100052	m^2
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	2301	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**2485.1**	m^3/day

Total Flow of Catchment B			
Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	4793.0	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	5272.3	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	19527	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	221.9	litre/sec
Total Flow at Manhole S3 (FMH4034509), including Catchment A and Catchment B			
Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	7166.5	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	7883.1	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	29197	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	331.8	litre/sec
Peak Flow (With Swimming Pool)	=	**346.2**	litre/sec

Table 3c Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment C)

1. Full Bore of Pipes FWD4036721 (Assumption)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Upstream Invert Level	Downstream Invert Level	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
FWD4036721	FMH4034501	FMH4034502	1125	42.2	1.15	0.97	9.81	0.006	0.004	0.000001	1.74	0.99	1.73	1732
													Sub-total	1732

Remarks:
(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity
(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)
(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)
(4) Equation used: $$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$
(5) The pipe information is obtained from Geoinfo Map.
(6) Assumed sewage generated form Catchment C is discharged to FWD4036721 with full flow condition as a worst case scenario.

Total Flow at Manhole S1 (FMH4034524), including Proposed development, Cathment A, Catchment B and Catchment C

Peak Flow (Without Swimming Pool)	=	2063.6	litre/sec
Peak Flow (With Swimming Pool)	=	**2078.4**	litre/sec

Table 4 Hydraulic Capacity at Sewers After Upgrading

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	825	41.7	0.97	0.94	9.81	0.0015	0.001	0.000001	0.71	0.53	0.38	379
S2-S3	FMH4034524	FMH4034509	825	8.0	-	-	9.81	0.0015	0.001	0.000001	0.71	0.53	0.38	379
S3-S4	FMH4034509	FMH4034510	1425	17.6	-	-	9.81	0.0015	0.002	0.000001	1.50	1.59	2.38	2385
S4-S5	FMH4034510	Yau Tong Sewage Puminp Station	1425	6.4	-	-	9.81	0.0015	0.002	0.000001	1.50	1.59	2.38	2385

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(5) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)

(6) According to DSD Drainage Records, the downstream invert level of manholes FMH4034525 is missing, as a conservative approach, the slope of the upstream Segment (i.e. S1-S2) is used instead.

(7) According to DSD Drainage Records, the invert level of manholes FMH4034509 and FMH4034510 are missing, as a conservative approach, the slope 0.002 is used .

The Invert Level 1 is reference the FWD4036916 downstream 1.22mPD and the Invert Level 2 is reference the FWD4036741 downstream 0.98mPD with length

Table 4a Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	32.6	38.8%	OK	32.6	38.8%	OK	A
S1-S2	675	41.7	0.0007	223	32.6	14.6%	OK	322.8	144.6%	Spill	A
S2-S3	675	8.0	0.0007	223	32.6	14.6%	OK	322.8	144.6%	Spill	A
S3-S4	1425	17.6	0.0016	2385	32.6	1.4%	OK	331.8	13.9%	OK	A+B
S4-S5	1425	6.4	0.0016	2385	32.6	1.4%	OK	331.8	13.9%	OK	A+B

Table 4a Comparision of the Hydraulic Capacity of Upgrading Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	32.6	38.8%	OK	32.6	38.8%	OK	A
S1-S2	825	41.7	0.0007	379	32.6	8.6%	OK	322.8	85.2%	OK	A
S2-S3	825	8.0	0.0007	379	32.6	8.6%	OK	322.8	85.2%	OK	A
S3-S4	1425	17.6	0.0016	2385	32.6	1.4%	OK	2078.4	87.2%	OK	A+B+C
S4-S5	1425	6.4	0.0016	2385	32.6	1.4%	OK	2078.4	87.2%	OK	A+B+C

Table 5 Future Flows to Yau Tong Seage Pumping Station

Existing Designed Capacity	28800	m^3/day (DSD)
Estimated Flow including the Proposed Development and Catchment Area A, B and C	7166.5	m^3/day
Contribution	25%	(of designed capacity)

Appendix F

Updated Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN “RESIDENTIAL (GROUP E)” ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

ENVIRONMENTAL ASSESSMENT

Date	April 2025
Prepared by	Wendy Tin / Kyle Kam Environmental Consultant / Assistant Environmental Consultant
Signed	
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Signed	
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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at Yau Tong Marine Lot No.70, Tung Yuen Street (hereinafter collectively called "Application Site"). The Application Site is zoned as "Residential (Group E)" "R(E)" under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP). Figure 1.1 Shows the Location of the Application Site.

1.1.2 Ramboll Hong Kong Limited is commissioned by the Applicants to provide environmental consultancy services and prepare the relevant submissions to demonstrate the environmental sustainability of the Proposed Development for this Section 16 planning application.

1.1.3 The master layout plan (MLP) is provided by the project architect – P&T Group. The traffic forecast for vehicular emission impact assessment and road traffic noise impact assessment is provided by the project traffic consultant – MVA Asia Ltd.

1.2 Application Site and its Environ

1.2.1 The Application Site falls within an area zoned "R(E)" under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP). The area of the Site is about 2,419 m^2 and currently occupied by Wah Tung Godown Building.

1.2.2 The Application Site is bounded by Tung Yuen Street to the east and Ko Fai Road to the north. The surrounding areas are currently dominated by industrial and residential uses. Figure 1.1 Shows the Location of the Application Site and its environs.

1.3 Proposed Development

1.3.1 The Proposed Development consist of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium for shop and services, eating place, and clubhouse with two level of basements for carparking and loading/ unloading spaces.

1.3.2 The residential towers have a various building height, ranging from ~ 80 mPD to ~ 100 mPD, and the level of first residential floor is ranging from 21.10 mPD.

1.3.3 Detailed development parameters can be referred to Table 1.1 below.

Table 1.1 Development Parameters of the Proposed Development

Tower		
No. of Residential Floors	25	19
Typical Floor Height (m)	1-18/F: 3.10 19/F: 3.4 20-24/F :3.15 25/F: 3.95	3.1
Floor Level of lowest Residential Floor (mPD)	21.10	
Building Height (mPD)	100	80
Ancillary Facilities	Shop and Services, Eating place (3 storeys podium)	
Total no. of residential Units	342	

Completion year	2032
Site Area (m^2)	2,419

1.3.4 The master layout plan, floor plans and section plan of the Proposed Development are shown in Appendix 1.1.

1.4 Key Environmental Issues and Study Approach

Noise

1.4.1 As mentioned, the Application Site is situated immediate to nearby carriageways including Tung Yuen Street and Ko Fai Road. Road traffic noise impact assessment (detailed in Section 3) was therefore conducted to address the potential adverse traffic noise impact that would be generated from these local roads.

1.4.2 Apart from road traffic noise impact, the Application Site is surrounded by various industrial establishments such as concrete batching plants, vehicle repair workshop, Kwun Tong Wholesale Fish Market, Tung Yuen Street Food Market, Yau Tong Saltwater Pumping Station and recycling workshop. In view of the Application Site is located in close proximity to the nearby industrial uses, an industrial noise impact assessment (detailed in Section 4) was carried out to address the potential adverse industrial noise impact on the Proposed Development.

1.4.3 There is no railway noise source identified in the vicinity within 300m of the Application Site and thus, no adverse railway noise impact is anticipated on the Proposed Development.

Air Quality

1.4.4 The Application Site is subject to the nearby emissions from road traffic, concrete batching plants, marine emissions and active chimneys in the industrial areas, so an air quality impact assessment was conducted to assess the air quality concentrations and to recommend mitigation measures, if applicable, to be incorporated in the Proposed Development. The quantitative air quality impacts are addressed in a separate assessment report.

Waste Management and Land Contamination Review

1.4.5 The historical land use and existing condition have been studied for the purpose to identify if there is/was any potentially land contaminating activity held onsite, and actions recommended to be taken afterwards. The details will be discussed in Section 5.

1.4.6 The potential waste management issues in connection with the construction and operation of the Proposed Development Sites will be discussed in Section 5. Waste management Practices and mitigation measures will be recommended in order to alleviate the impacts, where necessary.

1.5 Interim Industrial / Residential Interface

1.5.1 The presence of Industrial / Residential ("I/R") interface scenario has long been a circumstance when the Yau Tong Bay was first zoned as CDA. The Application Site is located at the southwestern fringe of Yau Tong Industrial Area (YTIA). Based on the information, the YTIA is rezoned to "CDA", "R(E)", and "Commercial" zone with the intention of phasing out the existing industrial activities. Currently there are still a number of existing industrial operations in the vicinity of the Application Site under other "CDA" sub-zones and "R(E)" zone, for example the fish market to the southwest

of the Application Site. According to the Notes of the OZP, the "CDA" zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. Under the "R(E)" zone, existing industrial uses will be tolerated, while new industrial developments are not permitted in order to avoid perpetuation of I/R interface problems.

1.5.2 It should be emphasised that various recommendations based on the findings of this Environmental Assessment Report have been incorporated in the MLP of the Proposed Development with a view to fully addressing the interim I/R interface issues, including but not limited to the followings:

(i) Podium Design

Podium of 14.40mPD have been incorporated in the current design so that the residential uses start on elevated levels. It can reduce the air quality and noise impacts induced from the nearby roads, especially Tung Yuen Street and Ko Fai Road.

(ii) Building Layout / Orientation

Since the Application Site is located next to Redland Concrete Ltd, single aspect building design has been adopted as a precautionary layout design to minimize the potential noise impact from this industrial noise activity, the similar approach of the adjacent residential development, the Coastline I.

(iii) Direct Noise Mitigation Measures – Enhanced Acoustic Balcony (Baffle Type) in ProPECC PN 5/23 (EAB (BT)- (EPD-PN)]

As mentioned in Section 3.7.6, EAB (BT)- (EPD) with sidewall are proposed for living rooms to mitigate the road traffic noise impact. The industrial noise modelling results shows that there is no exceedance for NSRs F1-01 and F1-02, which immediately next to the concrete batching plant. In fact, the sidewall in the provision of the EAB (BT)- (EPD) applied at F1-01 and F1-02 could be consider as an effective barrier to provide further protection and completely blocked the line of sight from the NSRs to the concrete batching plant. Thus, the predicted industrial noise level in F1-01 and F1-02 should be lower as than modelling results. To present a worst-case scenario, such barrier correction has not applied at the mentioned NSRs in the assessment.

1.5.3 It should be emphasised the findings of this environmental assessment report confirm that there would not be any adverse noise or air quality impact with respect to the Proposed Development. That is, the predicted road traffic and industrial noise levels would comply with the relevant standards and air pollutant concentrations and odour at the fresh air intake locations for the clubhouse would comply with the Air Quality Objectives and odour criterion respectively. Nevertheless, in view of the nearby industrial activities are occurring in close proximity of the Application Site, the applicants would provide channels to assist the future residents to deal with their complaints relating to I/R interface issues of the Proposed Development. For instance, a designated hotline would be setup by the future management office to handle complaints with respect to the interim I/R interface matters. The future management office would also help future owners actively communicate and liaise with the nearby industrial operators to minimise disruption to the future residents.

1.6 Structure of the Environmental Assessment Report

1.6.1 According to the appraisal above, the environmental assessment reports are set out as follows:

- Section 2 Construction Noise Impact Assessment
- Section 3 Road Traffic Noise Impact Assessment
- Section 4 Industrial Noise Impact Assessment
- Section 5 Land Contamination Review and Waste Management
- Section 6 Overall Conclusion of the Environmental Assessment

2. CONSTRUCTION NOISE IMPACT ASSESSMENT

2.1 Introduction

2.1.1 The noise impact assessment is prepared to evaluate potential construction noise impact to the surroundings and to recommend mitigation measures where practicable to attenuate the impact.

2.2 Construction Phase Impact

2.2.1 During the construction phase of the proposed development, major noise impacts would arise from piling works, operation of Powered Mechanical Equipment (PME), and construction-related traffic.

Construction Noise Criteria

2.2.2 Construction noise is controlled under the Noise Control Ordinance (NCO) which prohibits the use of powered mechanical equipment (PME) during the restricted hours (7 p.m. to 7 a.m. on normal weekdays and any time on a public holiday, including Sunday) without a valid Construction Noise Permit (CNP) from the Authority. The criteria and procedures for issuing such a permit are specified in the "Technical Memorandum on Noise From Construction Works Other than Percussive Piling" (TM1). While there is no planned construction works to be carried out during the restricted hours, TM1 should be followed in case there is any need to carry out works in such time period in future.

2.2.3 With effect from 1 November 1996, the use of specified powered mechanical equipment (SPME) for carrying out construction work other than percussive piling and/ or the carrying out of prescribed construction work (PCW) within a designated area are also brought under control. The relevant technical details are provided in the "Technical Memorandum on Noise from Construction Work in Designated Areas" (TM2).

2.2.4 Percussive pilling is controlled similarly by a construction noise permit system and described in the NCO and the "Technical Memorandum On Noise From Percussive Piling" (TM3) which restrict the number of hours during which piling can be conducted. Percussive piling is prohibited between 7 p.m. and 7 a.m. and on holidays (including Sundays). Percussive piling during the daytime (i.e. between 7 a.m. and 7 p.m. on any day not being a holiday) may be carried out in accordance with the permitted hours and other conditions under a valid construction noise permit.

2.2.5 For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities, noise limits as shown in below Table are set out in the "Practice Note for Professional Persons Environmental Consultative Committee" (ProPECC) PN/1 issued in 2024.

Table 2.1 Noise Limit for Daytime Construction Activities

NSR	0700 to 1900 Hours on Any Day Not Being a Sunday or General Holiday, Leq (30 min), dB(A)
Dwelling	75
School	70 (65 during examinations)

Notes:

(i) The above standards apply to uses which rely on opened windows for ventilation;

(ii) The above standards shall be viewed as the maximum permissible noise levels assessed at 1 m from the external façade.

2.2.6 In all circumstances, future contractor will be required to exercise adequate mitigation measures to minimise potential construction noise impact on the surrounding noise sensitive uses.

Mitigation Measures

2.2.7 Sufficient noise mitigation measures should be introduced in the development to alleviate potential noise impacts on nearby NSRs. The Contractor(s) will be required under the contract to ensure regular maintenance of all plant and equipment, and that noise generation at source would be minimized and practicable noise mitigation measures would be in use. The Contractor(s) will be required to adopt quiet type construction plants (e.g. EPD's quality powered mechanical equipment (QPME) inventory), wherever practicable. Similarly, quieter method other than percussive piling will be adopted as far as practicable for any piling works subject to ground investigation result (which usually dictates the piling method). Movable noise barriers will also be erected around noisy plants in order to minimize noise generation at source. With these measures in place noise generation due to construction activities would be minimized.

2.2.8 The following general noise mitigation measures are recommended for implementation:

- Use of quieter equipment and construction method where practicable;
- Application of properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds or shields, etc.;
- Use of electric-powered equipment where applicable instead of diesel-powered or pneumatic-powered equipment;
- Erecting noise enclosures/ movable noise barriers around noisy plants;
- Only well-maintained plants should be operated on-site;
- Plants should be serviced regularly during the construction programme;
- Noisy activities can be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background noise;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from noise sensitive receivers;
- Location of noise emitting plants at maximum possible distances from sensitive receivers;
- Contractual clauses for construction works; and
- Schedule of noisy operations during non-restricted hours where possible.

2.2.9 The above-mentioned noise mitigation measures will be included in the contractual clauses for implementation by the contractor(s) during the construction stage.

2.2.10 "Recommended Pollution Control Clauses for Construction Contracts" is available on EPD website. These clauses spell out the recommended noise control measures to be implemented by the contractor(s) during the construction stage of the Project. The

Project Proponent will include the "Recommended Pollution Control Clauses for Construction Contracts" in the construction contract(s).

2.2.11 With these measures in place, construction noise due to the Proposed Development can be minimized, and no significant noise impact is anticipated.

2.3 Conclusion

2.3.1 With the implementation of recommended mitigation measures, including the use of QPMEs, installing temporary noise barrier and enclosure for PMEs as required in ProPECC PN 1/24, quiet construction methods and applying good site practices and together with the clauses of the "Recommended Pollution Control Clauses for Construction Contracts" in the construction contract(s) implemented by the contractor(s), the noise impact generated during the construction works on the NSRs will be minimised.

3. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

3.1 Introduction

3.1.1 This road traffic noise impact assessment is prepared to address road traffic noise impact on the noise sensitive uses of the Proposed Development and to recommend mitigation measures where practicable to attenuate the impact.

3.2 Assessment Criteria

3.2.1 Noise standards are recommended in Chapter 9, "Environment", of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against possible noise impact from road traffic, railway and aircrafts.

3.2.2 For the Proposed Development, only dwellings will rely on openable window for ventilation purpose. The clubhouse will be provided with air-conditioning system and will not be provided with any openable windows / openings for ventilation.

3.2.3 According to the guidelines, the criterion for road traffic noise impact on domestic premises (habitable rooms) is $L_{10(1\text{-hour})}$ 70dB(A). This criterion applies to uses which rely on openable windows for ventilation.

3.3 Assessment Methodology

3.3.1 In this assessment, the potential noise impact arising from nearby existing and future road carriageways on the development has been assessed. It involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows along existing and future road carriageways situated within or in the vicinity of the Application Site. Calculation of predicted road traffic noise were based on the worst-case peak hour traffic flows projected within a 15-year period from the target completion date (Year 2032) of the Proposed Development. For worst-case scenario evaluation, the assessment year was chosen to be year 2047, which has the maximum forecasted traffic flow within the 15-year period. The year 2047 traffic forecast data is prepared by the project traffic consultant and attached in Appendix 3.1.

3.3.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" (CRTN) has been applied to predict the hourly L10(1-hour) noise levels generated from road traffic at selected representative NSRs. Practicable environmental mitigation measures have been recommended, where necessary. The predicted noise levels were compared with the relevant HKPSG noise criterion (i.e., L10(1-hour) 70dB(A)).

3.3.3 Based on the site visit, the construction works at the YTIL 45 has already been started, the building blocks of the YTIL 45 is considered in this assessment as noise barriers.

3.4 Road Characteristics

3.4.1 Appendix 3.1 presents the predicted 2047 peak hour traffic data (i.e. road speed, traffic volume and percentage of heavy vehicle) on the main road carriageways surrounding the Application Site. The Tung Yuen Street is considered to be the dominant road traffic noise sources contributing on the Proposed Development. All roads are assumed with an impervious surface.

3.5 Noise Sensitive Receivers

3.5.1 All residential dwellings with openable windows/doors of habitable room (noise sensitive use) for prescribed ventilation purposes have been assigned with assessment points. All assessment points were taken at 1.2m above the floor and 1m away from

the facade of openable windows in rooms of sensitive use. Figure 3.1 shows the location of the NSRs of dwellings for road traffic noise impact assessment.

3.6 Road Traffic Impact Assessment Result (Base Case)

3.6.1 The assessment result for dwelling under base case scenario is presented in Detailed result is presented in Appendix 3.2 and summarised below.

Table 3.1 Assessment Result under Base Case Scenario

Scenario	Max Predicted Noise Level dB(A)	Total Number of Exceedances	Compliance Rate
AM	74	88	75%
PM	74	80	77%

3.6.2 Based on the result table above, scenario for AM peak flow is considered to be the worst-case scenario. Noise mitigation measures are recommended for the Proposed Development based on the AM scenario to attenuate the road traffic noise impact.

3.7 Proposed Road Traffic Noise Mitigation Measures

3.7.1 Noise mitigation measures have been duly studied and applied where practicable.

a. Podium Building

3.7.2 Since the Proposed Development on slope with the Tung Yuen Street at lower mPD level (+3.9 to +4.6 mPD) than the Proposed Development (+21.10 mPD FFL for first typical residential floor) podium (+14.40 mPD) has been provided to the Application Site. The podium would provide some shielding effects and increase the separation between the noise sources for the residential units.

b. Acoustic Window / Enhanced Acoustic Balcony (Baffle Type) (AW(BT)-(EPD-PN) / EAB(BT)-(EPD-PN)

3.7.3 Innovative noise mitigation measures are being explored in recent years. Baffle type acoustic windows and acoustic doors have been adopted for numerous residential developments for attenuating road traffic noise. It is understood that Environmental Protection Department (EPD) has issued the ProPECC PN 5/23 Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact (hereafter referred as "EPD-PN") for mitigating road traffic noise impact.

3.7.4 The reference cases in EPD-PN have been proposed in the Proposed Development. It refers to the type of window that has an inner sliding panel behind the outer opening, both readily openable, for creating an air gap for the supply of fresh air with noise mitigation effect. It comprises two glazing: -

(i) the outer window system with side hung openable window; and

(ii) the inner sliding panel.

3.7.5 The "designed setting" to reduce noise entering indoor area is achieved by placing the inner sliding panel behind the openable window, so that noise from outside cannot pass through the opening window and enter indoor area directly. As there is no gap at top and bottom of the sliding panel, direct transmission of sound energy into the habitable room is avoided. Instead, outdoor noise has to pass through the gap between the inner sliding panel and outer façade aside the opening window in order to enter indoor area. The design allows natural ventilation through the aforementioned gap (although extent of natural ventilation may be inferior to the case without the inner

sliding panel behind) and prevent most noise from entering indoor environment. According to the latest PNAP APP-130: "Lighting and Ventilation Requirements – Performance-based Approach", the proposed EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) are considered complying with prescribed ventilation requirement if the net opening when the inner sliding panel is moved to another side with least obstruction to the openable window at the outer façade.

3.7.6 A road traffic noise sound attenuation of EAB(BT)-(EPD-PN) with sidewall applied in 14m^2 living rooms reaches 8.0 dB(A), and AW(BT)-(EPD-PN) applied in 8m^2 bedroom can reach 6.0 dB(A). The indicative EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) design adopted in the Proposed Development is shown in Appendix 3.3.

3.7.7 The outer opening size & room size also play a significant role in affecting the sound attenuation performance. The sound attenuation performance provided by EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) increases with room size because of the longer reverberation time and lower reverberation effect in larger room. Due to the room size difference between the Proposed Development and the EPD-PN, further adjustment is needed and is made by accounting the difference between the room size between the Proposed Development and the EPD-PN. As a conservative approach, the corrected noise level would not be greater than the EPD-PN even the room size of the Proposed Development is larger than the EPD-PN. Appendix 3.4 shows the sound attenuation adjustment of EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) adopted in the Proposed Development. In case, the noise reduction of the proposed EAB(BT)-(EPD-PN) and AW(BT)-(EPD-PN) is higher than the residual exceedance, it is assumed that the reduction is equal to the residual exceedance for conservative assessment approach.

3.8 Road Traffic Impact Assessment Result (Mitigated Case)

3.8.1 The predicted road traffic noise effects on the selected NSRs based on the noise mitigation measures discussed above were assessed and presented in Appendix 3.5. With the implementation of the above recommended mitigation measure, full compliance can be achieved for the residential towers. The compliance rate would be 100%.

3.9 Conclusion

3.9.1 Road traffic noise impact assessment has been carried out for the Proposed Development.

3.9.2 Effective noise mitigation measures have been explored, which include podium building, acoustic window (baffle type), acoustic balcony (baffle type).

3.9.3 With the implementation of the above mitigation, no exceedance is found, i.e., 100% full compliance with the traffic noise standard. No adverse road traffic noise impact is anticipated for the Proposed Development. Figure 3.2 and Appendix 3.6 show the location and schedule of the consolidated noise mitigation measures respectively.

4. INDUSRTIAL NOISE IMPACT ASSESSMENT

4.1 Introduction

4.1.1 The aim of this study is to assess potential noise impacts arising from nearby industrial noise source of the industrial buildings and activities on the Proposed Development. Practicable noise mitigation measures would be recommended, where necessary.

4.1.2 There is a planning application (A/K15/129) of residential development is located at 18-20 Sze Shan Street southeast to the Proposed Development (hereinafter referred as "129 Approval Scheme") recently approved in 2023. The information from this recently approved planning application is referenced for this assessment. Site visits had been carried out in Aug, Sep, Nov, Dec 2023, and Feb, Oct and Nov 2024 to review and update the information of the industrial activities in the area in comparison with that identified in the 129 Approval Scheme. In general, the industrial noise sources identified in the 129 Approval Scheme remains. Apart from that identified in the 129 Approval Scheme, there is a temporary recycling workshop "全記" located north of the Ko Fai Road.

4.1.3 Since the Application Site is located next to Redland Concrete Ltd, single aspect building design has been adopted as a precautionary layout design to minimize the potential noise impact from this industrial noise activity, the similar approach of the adjacent residential development, the Coastline I.

4.2 Assessment Criteria

4.2.1 Industrial noise impact assessment has been conducted in accordance with the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM), published under the Noise Control Ordinance (NCO). The IND-TM specifies the applicable Acceptable Noise Levels (ANLs) at Noise Sensitive Receivers (NSRs) which are dependent on the Area Sensitivity Rating (ASR) and the time period concerned. The ASR of NSR is determined based on the perceived usage of the study area and the presence of any influencing factors such as major roads, industrial areas, and airports.

4.2.2 The Application Site is located in urban area. Since there are a number of industrial establishments surrounding the site, such as Mai Tong Industrial Building, Ajisen Group Tower, Safer Industrial Building, Wholesale Fish Market, Redland Concrete Ltd., as well as other industrial buildings within 300m from the site etc), the Application Site is considered to be either directly or indirectly affected by these influence factors. According to the TM for the Assessment of Noise from Places or Construction Sites, an Urban Area with directly or indirectly affected by the Influence Factor is considered to having the Area sensitivity rating (ASR) of "C". Noise standards of 70 dB(A) and 60 dB(A) are adopted for daytime and night-time respectively.

4.2.3 For the façade facing away from the clusters of the industrial establishment, i.e. facing towards the Victoria Harbour, these façades are considered to be not affected by the influencing factor, and so ASR "B" is adopted.

4.2.4 Figure 4.1 shows the applicable ASR of the noise sensitive facades of the Proposed Development.

Table 4.1 Acceptable Noise Level (ANLs), dB(A)

Time Period	ASR	
	B	C
Day and Evening (0700 to 2300 hours)	65	70
Night (2300 to 0700 hours)	55	60

4.3 Industrial Noise Sources

Site Inspections

4.3.1 According to the recent site surveys carried out in Aug, Sep, Nov, Dec 2023, and Feb, Oct and Nov 2024, there are various industrial establishments in the vicinity of the Application Site. During site surveys, the industrial noise sources identified would include Saltwater Pumping Station, Redland Concrete Ltd., Kwun Tong Wholesale Fish Market, Tung Yuen Street Cooked Food Market, Tung Lee Motor Services Centre, Ko's Brother Hardware Shop, and Cooling Towers at the roof top of Ajisen Group. For the concrete batching plant at the eastern end of Tung Yuen Street, i.e. China Concrete Co. Limited, Hong Kong Concrete Co. Limited, their specified process licences have been expired. Additionally, to the further north of the Application Site, industrial noise generated from material screening and loading & unloading activities as well as were observed temporary recycling workshop "全記" at YTML No.1-4.

4.3.2 Although the Specified Process Licences (SP Licence) of China Concrete Co. Limited and Hong Kong Concrete Co. Limited has been expired and their zoning is for residential use, the industrial noise coming from these concrete batching plants will be considered in the assessment as a hypothetic conservative scenario.

4.3.3 Site inspections, for both day & evening time and night-time, were conducted in Aug, Sep, Nov & Dec 2023, and Feb, Oct and Nov 2024 to verify and update the industrial activities information, if necessary. Figure 4.2 shows the locations of the identified noise sources in the vicinity of the Application Site.

4.3.4 Photo records of site investigation are shown in Appendix 4.1.

Noise Measurement for the Industrial Activities

4.3.5 Noise measurements were carried out by using a calibrated Bruel&Kjaer (B&K) Precision Integration Sound Level Meter Type 2250L, which complies with International Electrotechnical Commission Publications 651:1979 (Type 1) and 804:1985 (Type 1). The weather condition was fine with calm wind during measurements, which satisfied the required criteria. The equipment was properly calibrated immediately prior to and following each measurement by a B&K Sound Level Calibrator Type 4321.

4.3.6 Sound Power Levels (SWLs) of the noise activities are determined in accordance with standard acoustical principles, and "International Standard ISO 3746: Acoustics – Determination of sound power levels of noise sources using sound pressure – survey method using an enveloping measurement surface over a reflecting plane" (herein referred as ISO 3746), where necessary and practicable.

4.3.7 For 全記, standard acoustic principle was adopted for measuring the noise level generated from the industrial activities carried out in it. Details is shown in Appendix 4.2.

4.3.8 Measurement locations and data of the industrial noise sources are shown in Appendix 4.2.

4.3.9 Calculations of the SWLs are shown in Appendix 4.3.

4.3.10 Table 4.2 below lists out the identified industrial noise sources and the respective SWLs based on the findings of recent site surveys. The derived SWLs have taken into account the acoustic characteristics of tonality, impulsiveness and intermittency, if any.

Table 4.2 Identified Industrial Noise Sources

Noise Sources	Observations	Key Noise Sources	Noise Source IDs	Type of Industrial Noise Sources (Point Source/ Area Source)	Sound Power Level (SWLs), dB(A)	
					Day & Evening time	Nighttime
China Concrete Co. Limited	General Description and Characteristics • As observed from site surveys, the plant is enclosed without any opening at the top and sides. The main openings were located at the entrance / exit in front of Tung Yuen Street. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 71.8 dB(A) to 81.9 dB(A). • Given the size of the openings are considerable large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • No night-time operation was being observed.	Concrete Batching Plant (Concrete Lorry Mixer)	CCC_1	Area Source	96.3	Nil
		Concrete Batching Plant (Concrete Lorry Mixer)	CCC_2	Area Source	95.2	Nil
		Concrete Lorry Mixer Washing Bay	CCC_3	Area Source	100.4	Nil
		Concrete Lorry Mixer Washing Bay	CCC_4	Area Source	100.4	Nil
		Concrete Batching Plant (Tanker)	CCC_5	Area Source	94.3	Nil
		Concrete Batching Plant (Tanker)	CCC_6	Area Source	97.9	Nil
Hong Kong Concrete Co. Limited	General Description and Characteristics • Site inspections revealed that the concrete batching plant is enclosed without any opening at the top and sides, resulting in no direct line of sight of the concrete lorry mixed and the associated loading operation within the concrete batching plant to all NSRs of the Proposed Development. There are only openings at the entrance / exit in front of Tung Yuen Street. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 74.4 dB(A) and 82.8 dB(A). • Given the size of the openings are considerable large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • No night-time operation was being observed.	Concrete Batching Plant (Concrete Lorry Mixer)	HKA_1	Area Source	102.4	Nil
		Concrete Batching Plant (Tanker)	HKA_2	Area Source	96.2	Nil
		Screw Pumping Barge	HKA_3	--	102.0	Nil
Kwun Tong Wholesale Fish market	General Description and Characteristics • According to site investigations and as confirmed with the staff of the Wholesale Fish Market, peak hours of the operation of Fish Market are 07:00 – 12:00 for day-time and 04:00 – 6:00 for night-time. During day-time (07:00-12:00), noisy activities include fish unloading activities from fishing boats and lorries from restaurants or supermarkets	Operation Noise	Day & Evening time: WFM_1;	Area Source	92.9	91.6

	picking up and packing from the Fish Market before noon which started from the early morning. During night-time (04:00-06:00), there are mainly fish unloading activities from fishing boats. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 64.3 dB(A) to 76.2 dB(A) for day-time and 63.3 dB(A) to 74.3 dB(A) for night-time. • Please refer to Appendix 4.2 for noise measurement details. Time Period of Operation • Both daytime and night-time operations were observed.		Night-time: WFM_1N			
		Loading and Unloading By Marine Vessels	Day & Evening time: WFM_2; Night-time: WFM_2N	Point Source	96.7	94.8
Cooked Food Stall	General Description and Characteristics • The Cooked Food Stall comprises two ordinary cooking stove equipment which are considered to be the major noise sources. Derivation of Sound Power Level • The measured noise levels of the opening was 63.8 dB(A). • Given the size of the openings are considerably large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • The operating hours is observed to be between 07:30 to 17:00. Thus, no night-time operation is anticipated.	Operation Noise	CFS_1	Area Source	75.3	Nil
Yau Tong Salt Water Pumping Station	General Description and Characteristics • The operational plant was enclosed within the building. It was observed that there were only small sized louvers and window that emit sound. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 71.4 dB(A) to 71.8 dB(A) for day-time and 63.9 dB(A) to 64.5 dB(A) at night-time. • Given the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • Both day-time and night-time operations were observed.	Operation Noise	WPS_1	Area Source	84.3	84.3
Tung Lee Motor Service Centre	General Description and Characteristics • Tung Lee Motor Service Centre is located at Shung Tak Wai to the further north of the Application Site. Based on observations from site surveys, the operation mainly involves insignificant grinding hammering and air-compressor noise. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 61.3 dB(A) to 61.9 dB(A). • Given the size of the openings are considerable large, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • No night-time operation was being observed.	Operation Noise	TLM_1	Area Source	80.8	Nil
Redland Concrete Limited	General Description and Characteristics • The concrete batching plant is enclosed without any opening at the top and sides. There are only openings at the entrance / exit in front of Tung Yuen Street. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 74.8 dB(A) to 75.7 dB(A).	Operation Noise	RLC_1	Area Source	97.9	Nil

	• Given the size of the openings are considerably large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • No night-time operation was being observed.					
	General Description and Characteristics • Two cooling towers were identified located at the roof of Redland concrete plant. According to observations from site surveys, the diameter of cooling towers are less than 4m. Derivation of Sound Power Level (SWL) • Since noise measurement was unable to conduct due to restriction of access, SWLs are derived from the SPL* provided from a catalogue in Appendix 4.5 based on their estimated size. For a conservative approach, two cooling towers are assumed as model FT-225 – FT-250 with SPL* of 63 dB(A). **SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level according to the catalogue in Appendix 3.5.* Time Period of Operation • No night-time operation was being observed.	Cooling Tower	RLC_2	Point Source	95.1	Nil
		Cooling Tower	RLC_3	Point Source	95.1	Nil
	Derivation of Sound Power Level (SWL) • Noise measurement was not able to conduct due to restriction of access. SWL used for the industrial noise impact assessment was referenced from “TECHNICAL MEMORANDUM ON NOISE FROM CONSTRUCTION WORK OTHER THAN PERCUSSIVE PILING” (GW-TM). Time Period of Operation • No night-time operation was being observed.	Derrick Barge	RLC_4	Point Source	102.0	Nil
全記	General Description and Characteristics • As observed from site surveys, the industrial activities of the recycling workshop mainly involve screening material and loading and unloading. • Derivation of Sound Power Level (SWL) • The measured noise levels of the activities about 105 dB(A). • Appendix 4.3 shows noise measurement details and derivation of sound power level, respectively). Based on the analysis of the measurement data, no tonality correction is to be adopted in the calculation. The analysis is also shown in Appendix 4.3. Time Period of Operation • No night-time operation was being observed during the site visits.	Operation Noise	QJ_1	Area Source	105.1	Nil

4.4 Assessment Methodology

4.4.1 Standard acoustical principles were adopted for prediction of cumulative industrial noise impact. In accordance with the “Technical Memorandum On Noise From Construction Work Other Than Percussive Piling”, a -10dB shielding correction was adopted where the line of sight from the representative NSR would be completely blocked by buildings or barriers. A façade correction of +3dB was assumed. Corrections for tonality, intermittency or impulsiveness shall be applied where necessary.

4.4.2 Figure 4.5 indicates the line-of-sight from the NSRs which applied the vertical fin for noise reduction.

4.5 Noise Sensitive Receivers

4.5.1 A total of 11 Representative NSRs of residential towers nearest to the identified noise sources have been selected for the assessment. The NSRs are taken at 1m away from the façade opening and 1.2m above the floor level of habitable rooms. Figure 4.4 shows the locations of the representative NSRs.

4.6 Assessment Result (Base Case)

4.6.1 From the results of industrial noise impact assessment, it is also found that the major industrial noise source which have significant contribution to Industrial noise at the NSRs are the concrete batching plant - Redland Concrete Limited, which is found to be the same findings of the adjacent residential development, the Coastline I and II. As such, mitigation measures would be required for mitigating these exceedances.

4.6.2 As mentioned in Section 3.7.6, EAB (BT)- (EPD) with sidewall are proposed for living rooms to mitigate the road traffic noise impact. The industrial noise modelling results shows that there is no exceedance for NSRs F1-01 and F1-02, which immediately next to the concrete batching plant. In fact, the sidewall in the provision of the EAB (BT)-(EPD) applied at F1-01 and F1-02 could be consider as an effective barrier to provide further protection and completely blocked the line of sight from the NSRs to the concrete batching plant. Thus, the predicted industrial noise level in F1-01 and F1-02 should be lower as than modelling results. To present a worst-case scenario, such barrier correction has not applied at the mentioned NSRs in the assessment.

4.6.3 A summary of predicted industrial noise levels at selected NSRs are tabulated in Table 4.3 below. Detailed calculations are shown in Appendix 4.4.

Table 4.3 Industrial Noise Impact Assessment Results under Unmitigated Scenario

NSR ID	ASR	Noise Criteria, dB(A)		Predicted Noise Level, dB(A)	
		Day & Evening, dB(A)	Nighttime, dB(A)	Day & Evening, dB(A)	Nighttime, dB(A)
F1-01	C	70	60	70	46
F1-02	C	70	60	68	41
F1-03	C	70	60	65	55
F1-04	C	70	60	65	52
F2-01	B	65	55	70	40
F2-02	B	65	55	69	40
F2-03	B	65	55	69	40
F2-04	B	65	55	68	40
F2-05	B	65	55	67	40
F2-06	B	65	55	67	40
F2-07	B	65	55	67	40

4.7 Proposed Industrial Noise Mitigation Measures

Building Layout / Orientation

4.7.1 Since the Application Site is located next to the Redland Concrete Ltd, single aspect building design has been adopted as a precautionary layout design to minimize the potential noise impact from this industrial noise activity, the similar approach of the adjacent residential development, the Coastline I.

Vertical Acoustic Fin

4.7.2 Full-height vertical acoustic fins with the length from 1.8 m to 2.5 m long are proposed at strategic locations to further reduce the view angle to nearby source.

4.7.3 It is understood that erection of vertical fins near NSRs would possibly create a semi-enclosure area and hence induce possible multi-reflection effect. To minimize the possible effect, sound absorptive material (SAM) is proposed at the surface and tip of all vertical fins.

4.7.4 The proposed fixed noise mitigation measures are shown in Figure 4.4 and Table 4.4.

Table 4.4 Detailed Schedule of Noise Mitigation Measures for Industrial Noise

NSR ID	Flat	Floor	Room	Noise Mitigation Measures
F2-01	1b	1/F – 19/F	MBR	2.5 m Vertical Fin
F2-02	1b	1/F – 19/F	BR	2.5 m Vertical Fin
F2-03	1b	1/F – 19/F	BR	2.5 m Vertical Fin
F2-04	1b	1/F – 19/F	LIV/DIN	2.5 m Vertical Fin
F2-05	1b	1/F – 19/F	LIV/DIN	1.8 m Vertical Fin
F2-06	1b	1/F – 19/F	BR	1.8 m Vertical Fin
F2-07	1b	1/F – 19/F	MBR	1.8 m Vertical Fin

4.8 Assessment Result (Mitigated Case)

4.8.1 The predicted Industrial noise levels at selected NSRs for mitigated scenario are tabulated in Table 4.5. Detailed calculation is shown in Appendix 4.6. With the proposed mitigation measures in place, all NSRs comply with industrial noise standard. No exceedance is found.

Table 4.5 Industrial Noise Impact Assessment Results under mitigated Scenario

NSR ID	ASR	Noise Criteria, dB(A)		Predicted Noise Level, dB(A)	
		Day & Evening, dB(A)	Nighttime, dB(A)	Day & Evening, dB(A)	Nighttime, dB(A)
F1-01	C	70	60	70	46
F1-02	C	70	68	68	41
F1-03	C	70	65	65	55
F1-04	C	70	65	65	52
F2-01	B	65	55	63	40
F2-02	B	65	55	62	40
F2-03	B	65	55	62	40
F2-04	B	65	55	62	40
F2-05	B	65	55	62	40
F2-06	B	65	55	62	40
F2-07	B	65	55	62	40

4.9 Conclusion

4.9.1 An industrial noise impact assessment has been carried out. No unacceptable noise impact is envisaged without noise mitigation measure in place.

4.9.2 In order to avoid adverse noise impact of the future industrial noise sources onsite on the surrounding NSRs, the future contractor shall ensure that the equipment within the Proposed Development would be designed and installed to meet the HKPSG criteria.

5. WASTE MANAGEMENT

5.1 Introduction

5.1.1 This section presents the management and disposal strategy of the wastes generated from the construction work and operation phase. The options for waste minimization, reuse, recycling, collection, transportation and disposal of wastes arising from the construction, demolition work and operation phase have been examined. Where appropriate, procedures for waste reduction and management are considered and environmental control measures for avoiding and minimising the potential impacts are recommended.

5.2 Legislation

5.2.1 The following legislations and guidelines are relevant to the handling, treatment and disposal of waste in HKSAR and references were made in assessing the potential impacts and their avoidance or mitigation:

- *Waste Disposal Ordinance (Cap. 354);*
- *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C);*
- *Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N);*
- *Practice Note for Authorized Persons and Registered Structural Engineers – Construction and Demolition Waste (PNAP ADV-19, also known as PN for AR&RSE No. 243);*
- *Public Health and Municipal Services Ordinance (Cap 132);*
- *Land (Miscellaneous Provisions) Ordinance (Cap 28);*
- Dumping at Sea Ordinance (Cap.466);
- *Monitoring of Solid Waste in Hong Kong 2023; and*
- *Project Administration Handbook (PAH) for Civil Engineering Works, Section 4.1.3 of Chapter 4.*

5.2.2 The following guidelines also relate to waste management and disposal:

- *Waste Disposal Plan for Hong Kong (1989);*
- *Hong Kong Planning Standards and Guidelines (HKPSG), Chapter 9 – Environment;*
- *WBTC No. 2/93, Public Dumps;*
- *WBTC No. 2/93B, Public Filling Facilities;*
- *WBTC No. 12/2000, Fill Management, Hong Kong SAR Government;*
- *WBTC No. 12/2002, Specification Facilitating the Use of Recycled Aggregates, Works Bureau, Hong Kong SAR Government;*
- *WBTC No. 32/92, The Use of Tropical Hard Wood on Construction Site;*
- *ETWB TC(W) No. 19/2005 Environmental Management on Construction Sites;*
- *DEVB TC(W) No. 2/2011, Encouraging the Use of Recycled and other Green Materials in Public Works Projects;*
- *DEVB TC(W) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials, Development Bureau, Hong Kong SAR Government;*
- *DEVB TC(W) No. 8/2010, Enhanced Specification for Site Cleanliness and Tidiness, Works Bureau, Hong Kong SAR Government;*

- *CEDD TC No. 11/2019, Management of Construction and Demolition Materials;*
- *Code of Practice on the Handling, Transportation and Disposal of Asbestos Waste (1993) Environmental Protection Department;*
- *Code of Practice on Asbestos Control: Preparation of Asbestos Investigation Report, Asbestos Management Plan and Asbestos Abatement Plan (1997) Environmental Protection Department;*
- *ProPECC PN2/97, Handling of Asbestos Containing Materials in Buildings; and*
- *Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes, EPD (1992)*; and
- Guidance Note. No. 1/2024" under Dumping at Sea Ordinance, Cap. 466"

5.3 Assessment Methodology

5.3.1 The assessment of the potential waste management implications during the construction and operation phases of the Project has been conducted in accordance with Annexes 7 and 15 of the EIAO-TM, including the following tasks:

- Estimation of the types and quantities of the wastes generated;
- Evaluation of opportunities for waste reduction and re-use;
- Identification of disposal options for each type of wastes;
- Assessment of potential environmental impacts arising from the wastes management with respect of potential hazards, air and odour emissions, noise, wastewater discharge, and public transport; and
- Assessment of the impacts caused by handling, collection, transportation and re-use /disposal of wastes.

5.3.2 Prior to considering the disposal options for various types of waste, opportunities for reducing waste generation, on-site or off-site reuse and recycling have been evaluated. Measures which can be taken in the planning and design phases (e.g. by modifying the design approach) and in the construction phase for maximizing waste reduction have been separately considered. Practices to promote segregation of waste materials are additionally considered for advancing the waste management efficiency.

5.3.3 After considering the opportunities for reducing waste generation and maximizing reuse, the types and quantities of the waste required to be disposed of have been estimated and the disposal options for each type of waste have been described. The disposal method recommended for each type of waste has been taken into account the result of the assessment. The impacts caused by handling (including stockpiling, labelling, packaging and storage), collection and reuse / disposal of waste have been addressed and appropriate mitigation measures have been proposed.

5.4 Identification and Evaluation of Potential Impact during Construction Stage

5.4.1 The construction activities to be carried out for the proposed Project would generate a variety of wastes that can be divided into distinct categories based on their composition and ultimate method of disposal. The identified waste types include:

- Construction and Demolition (C&D) materials due to excavation and site formation;
- General refuse generated by the workforce;
- Chemical and oily wastes due to maintenance of equipment; and

- Asbestos Containing Materials (ACM)

Key sources of C&D materials

It is anticipated that the majority of C&D materials will be generated from the following key construction activities:

- Excavation of ground for basement of the Proposed Development;
- Demolition existing industrial buildings; and
- Building construction and superstructure works.

C&D Materials

5.4.2 C&D materials comprise mainly of unwanted materials, including surplus materials arising from excavations that are generated from the works (e.g. site clearance, demolition works of substructure, site formation works, excavation work for basement). Inert soft C&D materials comprise of soil, sand, clay, slurry, etc., while hard C&D materials comprise of crushed concrete, asphalt, rock, etc. The amount of non-inert C&D materials generated during site clearance would be minor (as there is little vegetation at the Application Site). C&D materials may comprise different types of materials, including:

- Inert C&D materials (also known as public fill, including soil, rock debris, rubble earth, concrete, etc.) do not decompose and are suitable to reuse as filling materials for land reclamation and site formation. Inert C&D materials could be reused on-site as filling materials. For those inert C&D materials that cannot be reused should be delivered to CEDD designated public fill reception facilities.
- Non-inert C&D materials (also known as C&D waste, including bamboo, timber, paper, metal, glass, plastic, packaging wastes, etc.). Non-inert C&D materials should be reused or recycled as far as possible. For those non-inert C&D materials that cannot be reused or recycled, they should be disposed of at designated landfill sites as last resort.

5.4.3 The general waste management strategy is to avoid waste generation in the first place. Should it be unavoidable, reduction and segregation at-source should be exercised as far as practicable, and recycling and reuse should be adopted at the same time to salvage all the recyclable and reusable materials as much as possible.

5.4.4 According to ETWB TC(W) 19/2005 on "Environmental Management on Construction Sites", waste management plan (WMP) becomes part of Environmental Management Plan (EMP) to be submitted to Architect/ Engineer for approval before construction works. The Project team will require the Contractor(s) to submit WMPs for approval. The WMPs will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. It will ensure that the day-to-day operations on site comply with the approved WMPs. It will control the delivery of inert C&D materials and non-inert C&D materials to public fill reception facilities and landfills, respectively, through a trip-ticket system. It will require the Contractor(s) to separate public fill from C&D materials for delivery at appropriate facilities. It will record the delivery, reuse and recycling of C&D materials for monitoring purposes.

5.4.5 The site area of the Application Site is approximately 2,419m^2 with 1 existing industrial building. It is assumed that all buildings are 7-story with 3m floor height. Assuming the inert and non-insert materials produced during the demolition is 90% and 10%, 36,900m^3 and 4,100m^3 of inert and non-inert materials will be produced in this stage. For the area of the basement in the Proposed Development is 1,800m^2 with 9m depth (which is a conventional headroom for basement level). Considerations will be made to minimise the excavation extent as practicable as possible while ensuring the parking

provision can meet the HKPSG standard. It is estimated that 14,580m^3 and 1,620m^3 of inert and non-inert materials are generated from excavation, assuming 90% inert C&D materials and the remaining are non-insert C&D materials. During the building construction, appropriately 1,669 m^3 C&D materials will be produced. Assuming 90% are inert materials and 10% non-inert materials, 1,530m^3 and 170m^3 of inert and non-inert materials will be produced. Therefore, it is estimated that about 53,010m^3 of inert C&D material and 5,890m^3 of non-inert C&D material will be generated during the course of construction (including demolition, excavation and building construction). Adequate areas for sorting and storage of segregated materials should be provided onsite. Construction wastes shall be sorted, with the inert C&D materials broken up into small pieces for delivery at public fill reception facility, and the non-inert C&D materials should be disposed of at landfill.

5.4.6 The Contractor(s) should be responsible for ensuring that all on-site wastes will be collected by approved waste collectors and appropriate measures should be undertaken to minimise adverse impacts to the surrounding environment, such as dust generation. The Contractor(s) must also ensure that all necessary waste disposal permits have been obtained before actions.

5.4.7 Prior to disposal of non-inert C&D materials, it is recommended that wood, steel, glass and other metals will be collected separately for re-use and/or recycling and inert C&D materials utilized as fill materials to minimize the quantity of waste to be delivered to the Public Fill Reception Facilities and landfill. The details are shown in Table 5.1.

5.4.8 All the soil generated from the underground work should be refill on site to form the site to the required level. Other C&D materials should be used on-site as far as practicable.

5.4.9 Project Administration Handbook for Civil Engineering Works, Section 4.1.3 Management of Construction and Demolition Material Including Rock published by CEDD to enhance the management of C&D materials and to minimise their generation at source. The enhancement measures include drawing up a Construction and Demolition Material Management Plan (C&DMMP) at an early design stage to minimise C&D materials generation and encourage proper management of such materials.

5.4.10 Under DEVB TCW No. 6/2010 Trip Ticket System for Disposal of Construction and Demolition Materials, for all contracts that are expected to generate inert C&D materials requiring disposal from site, the project office should write to the Public Fill Committee (PFC) through Secretary of the PFC to request a designated disposal ground for incorporation into the tender documents. For contracts where the estimated amount of non-inert C&D materials requiring disposal at landfill facilities equals to or exceeds 50,000 m^3, the project office should seek confirmation from the DEP in terms of the availability of landfill facilities for disposal of such materials and the DEP would designate landfill facilities, if available, for the contracts. For contracts where the estimated amount of non-inert C&D materials to be generated from the contract is less than 50,000 m^3, the project office is not required to apply to DEP for designated landfill facilities, but it should still specify in the tender documents of the appropriate landfill facilities for disposal.

Chemical Waste

5.4.11 Construction plant and equipment will require regular maintenance and servicing, which would generate waste such as solvents, lubrication oil and fuel, etc. Chemical wastes arising during the construction phase may pose serious environmental, health and safety hazards if not stored and disposed of in an appropriate manner.

5.4.12 It is difficult to quantify the amount of chemical wastes as it will solely depend on the contractor's on-site maintenance practice and the quantities of plant and vehicles utilized at the construction site. Nevertheless, it is anticipated that the quantity of chemical waste such as lubrication oil and solvent produced from equipment maintenance would be small and less than hundred litres per month.

5.4.13 The contractor is required to register as a chemical waste producer if chemical wastes would be produced from the construction activities. The Waste Disposal Ordinance (Cap 354) and its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation should be observed and complied with for control of chemical wastes. The amount of chemical waste to be generated shall be quantified in the Waste Management Plan (WMP) as part of the Environmental Management Plan (EMP) to be prepared by the Contractor in the subsequent construction stage. Also, the requirements to register with EPD as a chemical producer is observed and will be duly followed by the Project Proponent or its Contractor.

5.4.14 Storage, handling, transportation and disposal of chemical waste should be arranged in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Waste published by the EPD. Chemical wastes such as wasted solvents, lubrication oil and fuel, etc. will need special handling and storage arrangements and should be collected by licensed chemical waste collectors for subsequent disposal and appropriate treatment at licensed waste disposal facilities, for example the Chemical Waste Treatment Facility Centre (CWTC) in Tsing Yi. Mitigation and control requirements for chemical waste are provided in the "Recommended Pollution Control Clauses for Construction Contracts" available in EPD website mentioned the handling, storage and disposal of chemical wastes. With good management and site particles, adverse environmental impacts should not result.

General Refuse

5.4.15 Throughout the construction stage, the workforce would generate general refuse comprising food scraps, wastepaper, empty containers, etc. Release of general refuse into the nearby storm drain should not be permitted as introduction of these wastes is likely to have detrimental effects on water quality in the area. Effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into the surrounding environment, and odour nuisance. The work site may also attract pests and vermin if the waste storage area is not well maintained and cleaned regularly.

5.4.16 Recyclable materials (i.e., food scraps and container, paper, plastic bottles and aluminium cans) will be separated for recycling, in order to reduce the amount of general refuse to be disposed of at landfill. Adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. The non-recyclable refuse will be placed in bags and stored in enclosed containers and disposed of on a daily basis to designated landfill.

5.4.17 With the implementation of recommended waste management practices at the site, adverse environmental impacts would not arise from the storage, handling and transportation of general refuse.

Asbestos Containing Materials (ACM)

5.4.18 Asbestos was widely used in the construction industry prior to the early 1980s for fireproofing, thermal and electrical insulation as well as in sound absorption materials. However, asbestos is currently recognized as hazardous materials, due to its etiological effects on human respiratory system.

5.4.19 As the Schemes involve the demolition of buildings/ structures that were built before 1980s, ACM may be present in the buildings within the Schemes. It is requires that all asbestos wastes must be disposed of at designated or licensed facilities. In Hong Kong, the only proven method of disposing of asbestos is by secure burial in a landfill site, so as to avoid the release of harmful asbestos fibres to environment and minimise potential hazard.

5.4.20 All ACM if confirmed to be present within the existing premises must be removed and disposed of in accordance with the Air Pollution Control Ordinance (APCO) and WDO prior to the demolition works. A Registered Asbestos Consultant and Registered Asbestos Laboratory shall be engaged to conduct investigation for the presence of ACM. An Asbestos Investigation Report, an Asbestos Abatement Plan (AAP) (if required) and a notification of commencement of asbestos abatement works commences. Also, the removal of ACMs should be carried out by a Registered Asbestos Contractor according to the approved AAP under the supervision of a Registered Asbestos Consultant. The asbestos waste generated shall be disposed of by a licensed chemical waste collectors in compliance with the WDO.

5.4.21 Table 5.1 below presents the estimation of waste generated during construction phase.

Table 5.1 Summary Table of Estimated Waste during Construction Phase

Construction activities	Factor / Assumption adopted	Estimated Quantities of C&D Materials Generated
Demolition of Existing Building	• Site Area:2,149 m^2 • Anticipate Existing Building Height: 21m (7-Story with 3m floor height) • Ratio for Inert and Non-Inert C&D Materials: 9:1	• Inert C&D Materials generated: 36,900 m^3 • Non-inert C&D Materials generated: 4,100m^3 ~0.5% (i.e.1,845m^3) would be reused or recycled on site or in other projects; and the remaining (i.e., 99.5%, ~35,055m^3) would be delivered to Public Fill Reception Facilities for another beneficial reuse. (c)(d)
Excavation of Basements	• Excavation Area:1,800 m^2 • Excavation Depth: 9m • Ratio for Inert and Non-Inert C&D Materials: 9:1	• Inert C&D Materials generated: 14,580 m^3 • Non-inert C&D Materials generated: 1,620m^3 • ~0.5% (i.e.729m^3) would be reused or recycled on site or in other projects; and the remaining (i.e., 99.5%, ~13,851m^3) would be delivered to Public Fill Reception Facilities for another beneficial reuse. (c)(d)
Construction of New Buildings/Structures	• GFA: 16,691m^2 • Ratio for Inert and Non-Inert C&D Materials: 9:1	• Inert C&D Materials generated: 1,530 m^3 • Non-inert C&D Materials generated: 170m^3

General refuse	• ~33 kg per day	• Recyclables to recyclers; • Non-recyclables to landfill
Chemical Waste	• Anticipated to be limited (not more than 50L of chemical waste)	• To be collected by licensed chemical waste collectors and deliver to Chemical Waste Centre

Note:

(a) The above estimated quantities are subject to detailed design.

(b) As the majority of sites are managed by private owners and still in operation, further investigation is required by the asbestos specialist after land resumption, when access to the sites becomes available.

(c) With total ~64, 444 tonnes inert/ non-inert C&D material, the number of dump truck is anticipated to be around 16 trucks/day (assuming each truck can carry 15 tones and there is around 270 working day per year)

(d) The destination of inert C&D materials is subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010

(e) The disposal of non- inert C&D materials is subject to agreement with relevant section of the EPD

5.5 Mitigation Measures During Construction Phase

5.5.1 The mitigation measures for construction phase are recommended based on the waste management hierarchy principles. Recommendations of good site practices, waste reduction measures as well as the waste transportation, storage and collection are described in following sub-sections.

Good Site Practices

5.5.2 Appropriate waste handling, transportation and disposal methods for all waste arisings generated during the construction phase should be implemented to ensure that construction waste do not enter the nearby sensitive receivers.

5.5.3 It is expected that adverse impacts from waste management would not arise, provided that good site practices are strictly followed. Recommendations for good site practices during construction include:

- Nomination of approved personnel, such as a site manager, to be responsible for good site practices, and making arrangements for collection of all wastes generated at the site and effective disposal to appropriate facilities;
- Training of site personnel in proper waste management and chemical waste handling procedures;
- Provision of sufficient waste disposal points and regular collection for disposal;
- Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers;
- Regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors.

5.5.4 In order to monitor the disposal of C&D material at landfills and public fill reception facilities, as appropriate, and to control fly tipping, a trip-ticket system should be included as one of the contractual requirements to be implemented by the Contractor. Reference shall be made to DEVB TCW No. 6/2010 for details.

Waste Reduction Measures

5.5.5 Good management and control can prevent the generation of significant amounts of waste. Waste reduction is best achieved at the planning and design stage, as well as

by ensuring the implementation of good site practices. Recommendations to achieve waste reduction include:

- Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal;
- Separate labelled bins shall be provided to segregate aluminium cans from other general refuse generated by the work force, and to encourage collection of by individual collectors;
- Any unused chemicals or those with remaining functional capacity shall be recycled;
- Maximising the use of reusable steel formwork to reduce the amount of c&d material;
- Prior to disposal of non-inert C&D material, it is recommended that wood, steel and other metals shall be separated for re-use and / or recycling to minimise the quantity of waste to be disposed of to landfill;
- Proper storage and site practices to minimise the potential for damage or contamination of construction materials;
- Plan and stock construction materials carefully to minimise amount of waste generated and avoid unnecessary generation of waste; and
- Minimize over ordering of concrete, mortars and cement grout by doing careful check before ordering.

5.5.6 In addition to the above good site practices and waste reduction measures, specific mitigation measures are recommended for the identified waste to minimise environmental impacts during handling, transportation and disposal of these wastes.

General Refuse

5.5.7 Recycle bins will be provided onsite to collect recyclable wastes such as paper, metal (e.g. cans), plastic and glass. Recyclable wastes will be segregated from non-recyclable waste to be stored in enclosed bins or compaction units. A reputable waste collector should be employed by the contractor to remove general refuse from the site on a daily basis. Recyclable waste will be collected in appropriate frequency to ensure no over stacking of recyclable wastes. An enclosed and covered area is preferred to reduce the occurrence of 'wind blown' light material.

5.5.8 For the food waste, it is recommended an adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Also, food waste will be placed in bags and stored in enclosed containers. The containers should be placed in prominent places to promote wate separation at the source. The food waste should be collected by daily basis to minimize any potential odour and environmental hygiene impacts.

Construction and Demolition Material

5.5.9 The C&D material generated from excavation should be sorted on-site into inert C&D material (that is, public fill) and non-inert C&D material. In order to minimise the impact resulting from collection and transportation of C&D materials for off-site disposal, the excavated material comprising fill material should be reused on-site as far as practicable. Non-inert C&D material, such as wood, plastic, steel and other metals should be reused or recycled and, as a last resort, disposed of to landfill.

5.5.10 The Applicant and its contractor will consider if "All dump trucks engaged on-site for delivery of inert and non-inert C&D material from the site to the designated disposal location, including PFRFs, landfill etc., should be equipped with GPS or equivalent system for tracking and monitoring of their travel routings and parking locations by the Contractor to prohibit illegal dumping and landfilling of materials." and "The data collected by GPS or equivalent system should be recorded properly for checking and analysis the travel routing and parking locations of dump truck engaged on site." are appropriate in the construction phase. Disposal and transportation of C&D materials are recommended before foreseeable inclement weather such as typhoon or heavy rain.

5.5.11 Suitable areas should be designated within the site for temporary stockpiling of C&D material and to facilitate the sorting process. Within stockpile areas, the following measures should be taken to control potential environmental impacts or nuisance:

- Covering material during heavy rainfall;
- Locating stockpiles to minimise potential air quality, water quality and visual impacts; and
- Minimising land intake of stockpile areas as far as possible.

Chemical Wastes

5.5.12 For those processes which would generate chemical waste, it may be possible to find alternatives to eliminate the use of chemicals, to reduce the generation quantities or to select a chemical type of less impact on environment, health and safety as far as possible.

chemical wastes are produced at the construction site, the Contractor should register with EPD as a Chemical Waste Producer and to follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Good quality containers compatible with the chemical wastes should be used. Appropriate labels should be securely attached on each chemical waste container indicating the corresponding chemical characteristics of the chemical waste, such as explosives, flammable, oxidising, irritant, toxic, harmful, corrosive, etc. The Contractor shall use a licensed chemical waste collector to transport, and disposal of the chemical wastes generated at the Chemical Waste Treatment Centre at Tsing Yi, or other licenced facility, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

Asbestos Containing Materials

5.5.13 Due to the potential presence of ACM during the site clearance stage, asbestos investigation is required. An asbestos specialist shall be employed during the design and construction stage to investigate this issue.

5.5.14 Sufficient and reasonable lead time shall be allowed for the preparation, vetting and implementation of asbestos investigation report and asbestos abatement plan in accordance with APCO before commencement of any demolition or site clearance work.

5.5.15 Asbestos waste will be handled in accordance with the Code of practice on the Handling, Transportation and Disposal of Asbestos Waste issued by the EPD.

5.5.16 Some key precautionary measures related to the handling and disposal of asbestos based on Handling of Asbestos Containing Materials in Buildings (ProPECC PN 2/97) are listed as following:

- Adoption of protection, such as full containment, mini containment, or segregation of work area;
- Provision of decontamination facilities for cleaning of workings, equipment and bagged waste before leaving the work area;
- Adoption of engineering control techniques to prevent fibre release from work area, such as use of negative pressure equipment with high efficiency particulate air (HEPA) filters to control air flow between the work area and the outside environment;
- Wetting of asbestos containing materials before and during disturbance, minimising the breakage and dropping of asbestos containing materials, and packing of debris and waste immediately after it is produced;
- Cleaning of work area by wet wiping and vacuuming with HEPA filtered vacuum cleaner;
- Coating on any surfaces previously in contact with or contained by asbestos with a sealant;
- Proper bagging, safe storage and disposal of asbestos and asbestos contaminated waste;
- Pre-treatment of all effluent from the work area before discharged; and
- Air monitoring strategy to check the leakage and clearance of the work area during and after the asbestos work.

Marine Sediment

5.5.17 At this planning stage, there is no detailed information about the land-based sediment. As shown in the MLP, the concrete structure of the proposed basement carpark reaches -4.65mPD. With reference to the surrounding Drillhole Record of project "East Kowloon Sewerage Improvements and Pollution Control, Stage I" (Appendix 5.1), there is no marine deposits were observed above -2.18mPD. However, once the relevant information is available and land-based sediment is confirmed, the Consultant shall adequately address the potential environmental impacts. Meanwhile, it is recommended that the marine sediment would be reused onsite as much as possible; otherwise, the handling and disposal of these excavated materials in accordance with "Guidance Note. No. 1/2024" under the Dumping at Sea Ordinance, Cap. 466" and "Dumping at Sea Ordinance (Cap.466)".

5.6 Identification and Evaluation of Potential Impact during Operation Phase

5.6.1 During operation of the project, there will be waste generation from residential and recreational such as glass, metals, paper, plastics, food wastes, textile, wood, household hazardous wastes and others. Instead, general waste is anticipated to be the major type of waste generated during the operation of the proposed development. With reference to the latest data from "Monitoring of Solid Waste in Hong Kong 2023" by EPD, the per capita disposal rates of municipal solid waste, domestic waste, commercial & industrial waste are respectively 1.44 kg/person/day, 0.89 kg/person/day and 0.55 kg/person/day (Plate 2.7 of Waste Statistics for 2023). Among domestic and commercial waste, the recovery rate is 21% and 46% respectively (Plate 3.2 of Waste Statistics for 2023). Based on the Proposed Development with around 855 residential population and 42 working population, there will be around 614kg/day of waste generation (i.e. 0.89/ (1-21%) x 855 + 0.55/ (1-46%) x 42). With adequate

waste collection/storage facilities provided to segregate recyclable and non-recyclable wastes, the burden of waste treatment facilities in Hong Kong will be reduced. In addition, the applicant will explore in detailed design stage to collect these recyclable wastes mentioned above to further reduce waste generation.

5.6.2 The refuse shall be properly managed by suitable waste collectors so that intentional or accidental release to the surrounding environment will not occur. Storage of general refuse would generate odour nuisance and visual impact if they are not managed in a proper manner. Vermin and pests may also be attracted if the waste containers are not cleaned or maintained properly and frequently. Therefore, general refuse should be temporarily stored in proper containers with covers to avoid adverse impact to the surroundings. To reduce waste and improve recycling, sufficient properly labelled recycling bins for paper, plastic and aluminium should be provided at appropriate locations of the site to collect recyclables for off-site recycling. Regular (e.g., daily) waste removal and recyclables collecting should be arranged to avoid odour nuisance or pest/vermin problem. These waste management practices and good site practises should be properly implemented to ensure adverse environmental impacts from handling and disposal of general refuse would not arise.

5.6.3 For the food wastes such as leftovers, it is recommended an adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Also, leftovers will be placed in bags and stored in enclosed containers. Rather than disposing of the food waste to the designated landfill directly, the project proponent is recommended to deliver the food waste to the Organic Resources Recovery Centre (ORRC) to reduce the pressure on the existing landfill. Therefore, the chances of odour nuisance and hygiene issues are reduced.

Chemical Waste

5.6.4 Chemical waste will be generated from various routine maintenance and servicing activities for air conditioning systems, and other electrical and mechanical equipment. Chemical waste such as waste lubricating oil, contaminated rags, waste paint, used solvents and spent chemicals are expected to be generated from these activities. It is difficult to quantify the amount of chemical waste that will arise from those activities at this stage since it will be dependent on the equipment maintenance requirements and the amount of equipment utilised.

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

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

5.6.6 Chemical wastes will require special handling and storage arrangements in accordance with the relevant regulations before off-site disposal at the approved Chemical Waste Treatment Facility or recycling by licensed facilities. Provided that the handling, storage and disposal of chemical wastes will be in accordance with these requirements, adverse environmental impacts will not be expected.

5.7 Conclusion

5.7.1 The types of wastes which may be generated from the construction and operation of the Project have been identified. The quantities of waste shall be estimated during the later project design stage when more information is available. The storage, handling and disposal of the identified wastes shall follow relevant guidelines in order to minimize potential environmental nuisance to the nearby sensitive receivers.

6. PRELIMINARY LAND CONTAMINATION REVIEW

6.1 Assessment Criteria for Preliminary Land Contamination Review

6.1.1 This preliminary land contamination review has been prepared following the below guidelines published by EPD:

- *Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management (RBRGs), EPD, Revised in April 2023*
- *Guidance Note for Contaminated Land Assessment and Remediation, EPD, Revised in April 2023*; *and*
- *Practice Guide for Investigation and Remediation of Contaminated Land (EPD's Practice Guide), EPD, Revised in April 2023*

6.1.2 As the RBRGs and the EPD's Practice Guide were the latest guidelines promulgated for use in August 2007 and August 2011 respectively, the RBRGs criteria and the requirements stated in the EPD's Practice Guide will be adopted in this land contamination review.

6.2 Review of Historical and Currently Available Information

6.2.1 The Application Site is zoned as "Residential (Group E)" (RE) under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP).

6.2.2 The Subject Site comprises an industrial building, (i.e., Wah Tung Godown). The building was 6 storeys high without basements.

6.2.3 In the aerial photograph taken in 1963 by the Lands Department (LandsD), the Application Site was depicted as a sea area. Reclamation work began around 1964, and by 1967, the Application Site had been formed and become vacant land. In 1977, a building (i.e., Wah Tung Godown Building) was constructed at Lot No. YTML 70. It is important to note that the building at YTML 70 has remained unchanged until the present day.

6.2.4 Upon review of the aerial photographs in Years 1963, 1964, 1967, 1972, 1976, 1977, 1982, 1987, 1992, 1997, 1998, 2003, 2008, 2013, 2018, and 2022 from the Lands Department (LandsD), the land uses of the Subject Site are summarized in Table 6.1. The relevant aerial photographs from LandsD are presented in Appendix 6.1.

Table 6.1 Historical Landuse Summary of the Subject Site

Period / Year	Landuse / Description	Off-Site Properties	Sources of Information
	YTML70		
1963	The Application Site was a sea area.	N.A.	Aerial photographs from LandsD
1964	The Application Site was a sea area.	N.A.	Aerial photographs from LandsD
1967	The Application Site was being formed by reclamation and become vacant land.	N.A.	Aerial photographs from LandsD
1972	The Application Site was become vacant land.	N.A.	Aerial photographs from LandsD
1976	The Application Site was become vacant land.	N.A.	Aerial photographs from LandsD

Period / Year	Landuse / Description	Off-Site Properties	Sources of Information
	YTML70		
1977	A building (i.e., Wah Tung Godown Building) was constructed.	N.A.	Aerial photographs from LandsD
1982 - 1992	No landuse change for the Application Site.	N.A.	Aerial photographs from LandsD
1997	No landuse change for the Application Site.	Redland Concrete Batch Plant	Aerial photographs from LandsD
1998	No landuse change for the Application Site.	Redland Concrete Batch Plant	Aerial photographs from LandsD
2003-2022	No landuse change for the Application Site.	Redland Concrete Batch Plant	Aerial photographs from LandsD

Site Inspection and Observation

6.2.5 Desktop review and site inspection to the Application Site was conducted on Nov, Dec 2023 and Feb, Oct, Nov 2024. Photo records are provided in Appendix 6.2.

6.2.6 For the building (i.e., Wah Tung Godown Building) at YTML 70, it is observed that the ground floor generally consists of car park. There were no aboveground / underground oil storage tanks, chemicals and dangerous goods observed to be stored on site during the site visit. Besides, the site was fully paved with good condition. However, due to the nature of the existing industrial building, potential land contamination issues need to be ascertained in later stage.

6.2.7 On the other hand, it is observed that a Redland Concrete Batch Plant is located immediately adjacent to the south of the Application Site. As the plant are still in operation access was not granted, a site inspection outside the plant was also conducted. It is observed that the ground floor generally consists of the carpark for loading/ unloading activities, and the ground of the plant was fully paved in good condition. Nevertheless, considering the nature of the plant, it could be considered a potential land contamination source.

Information available from BRAVO website

6.2.8 Building Records Access and Viewing On-line (BRAVO) of Buildings Departments (BD) was visited to obtain records for completed private buildings. It is observed there is one (1) building plan for the Application Site. There were no basement and aboveground / underground oil storage tanks are observed in the building plan. The ground floor generally consists of car park for loading/ unloading activities. The captured shown of BRAVO is provide in Appendix 6.3.

Information from Government Department

6.2.9 Apart from the historical aerial photos, the following Hong Kong Special Administration Region (HKSAR) Government Departments have been enquired on the latest update on the availability of land contamination and/or spillage (i.e. (i) Dangerous Goods Incidents, (iv) Explosive Storage/Spillage, (v) Spillage/Leakage of Chemical or Dangerous Goods; and (vi) Fire Incidents) for Subject Site. The summary of correspondence is tabulated in Table 6.2 below. Copy of the response letters and emails are included in Appendix 6.4.

6.2.10 As advised by Environmental Protection Department (EPD), there are 3 chemical waste producer registrations in the Application Site.

6.2.11 As advised by Civil Engineering and Development Department (CEDD), There are no licences issued for the manufacture, storage, or use of explosives in the Application Site, and no records indicating that any incidents related to explosives occurred in the concerned area.

6.2.12 As advised by Lands Department, they are not in a position to provide on the land contamination issues.

6.2.13 As advised by Fire Services Department, there are no records of dangerous goods license, fire incidents nor incidents of spillage/ leakage of dangerous goods were found at Subject Site.

Table 6.2 Enquiries and Responses on Land Contamination Issue

Consultant's Letter Ref.	Department	Response Letter Ref.	Response Date	Summary
CRC_4TYSEI00_0_0002L.24	Environmental Protection Department (EPD)	Email	4 March 2024	No record of a chemical spillage/leakage accident at the Application Site in past 5 years. 3 chemical waste producer registrations in the Application Site
CRC_4TYSEI00_0_0003L.24	Fire Services Department (FSD)	(63) in FSD GR 6-5/4 R Pt.52	25 March 2024	No records of dangerous goods license, fire incidents nor incidents of spillage/ leakage of dangerous goods were found at Subject Site.
CRC_4TYSEI00_0_0004L.24	Planning Department (PlanD)	K-15/100	18 April 2024	Not in a position to provide on the land contamination issues.
CRC_4TYSEI00_0_0005L.24	Lands Department (LandsD)	(167) in DLOKE 852/KPA/ 63	8 April 2024	Not in a position to provide on the land contamination issues.
CRC_4TYSEI00_0_0006L.24	Civil Engineering and Development Department (CEDD)	() in CEDD-MIN-06-20-1	7 March 2024	There are no licences issued for the manufacture, storage, or use of explosives in the Application Site, and no records indicating that any incidents related to explosives occurred in the concerned area.

Discussion

6.2.14 The whole Application Site was formed by reclamation in the 1960s and was vacant until 1977. From 1977 to 1997, a building structure was observed at YTML 70, with the land use as an industrial building. The building at YTML 70, known as Wah Tung Godown Building, have remained unchanged to this day.

6.2.15 Based on the desktop review and site inspection, considering the nature of the existing industrial building and land uses, it is concluded that the Application Site has a potential land contamination issue related to its historical land use. The potential land contamination issue needs to be ascertained in later stage.

6.3 Conclusion

6.3.1 A preliminary land contamination review has been conducted for the Application Site. Historical aerial photos from Lands Department and building plans from Buildings Department have been reviewed. Site inspection has also been conducted to identify the potential land contamination in the Application Site.

6.3.2 In considering the nature of existing industrial building at the Application Site and the surrounding land use, further site investigations shall be conducted to determine whether potential contamination sources are present at the Application Site subject to the findings of site investigation, a detailed land contamination study and hence Contamination Assessment Plan (CAP), Environmental Site Investigation (SI) and Contamination Assessment Report (CAR), if necessary, is recommended to be conducted and prepared in the later stage to determine the presence and extent of contamination on the Subject Site. The Consultant shall agree with EPD on the Contamination Assessment Plan before undergoing site investigation works.

6.3.3 Further land contamination assessment and/or remediation works will be completed before commencement of any construction works for the development, in accordance with relevant guidelines issued by government departments.

7. OVERALL CONSULSION

7.1.1 In order to confirm the environmental acceptability of the Proposed Development, an Environmental Assessment was carried out to examine the impacts associated with the Proposed Development. Potential environmental impacts, including air and noise impact have been assessed. Quantitative Air quality Impact Assessment is included in separation submission.

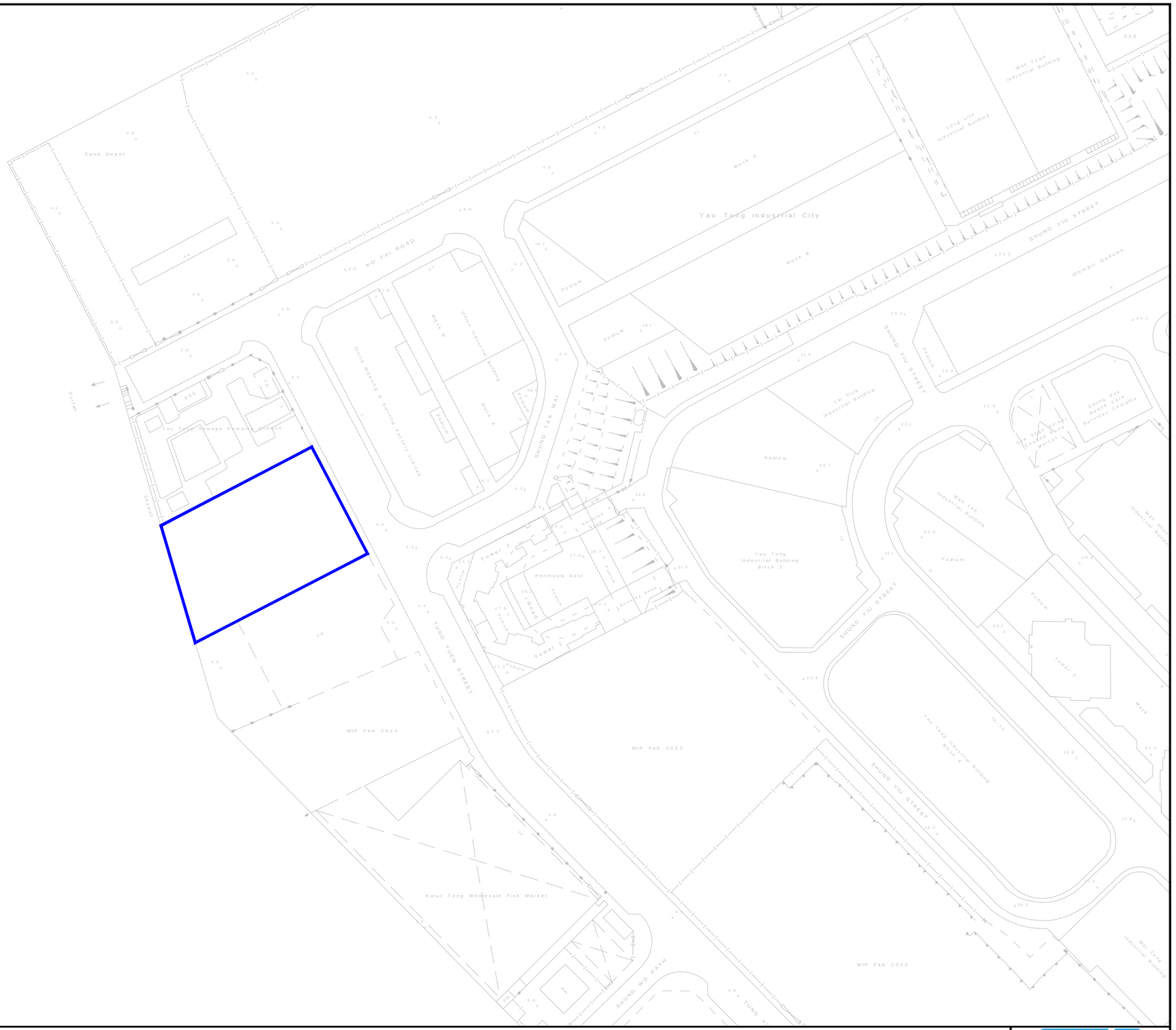
7.1.2 According to the road traffic noise impact assessment and industrial noise impact assessment, with the implementation of appropriate noise mitigation measures, the Proposed Development shall not be subject to adverse road traffic noise and industrial noise impact.

7.1.3 Due to the usage of the Project Site (i.e., industrial building and concrete batch plant), there are potential land contamination issues associated. Detail study will be carried out at later stages. The land contamination assessment and/or remediation works will be completed before commencement of any construction works for the development, if the later stage assessment demonstrated the land is contaminated.

7.1.4 With the implementation of the waste management measures, no adverse impact is anticipated due to the waste generated during construction and operational stages.

7.1.5 This Environmental Assessment confirms the feasibility of the Proposed Development from an environmental point of view.

Figure



Legend

Application Site

Figure: 1.1	RAMBOLL
Title: The Location of the Application Site and its Environmental	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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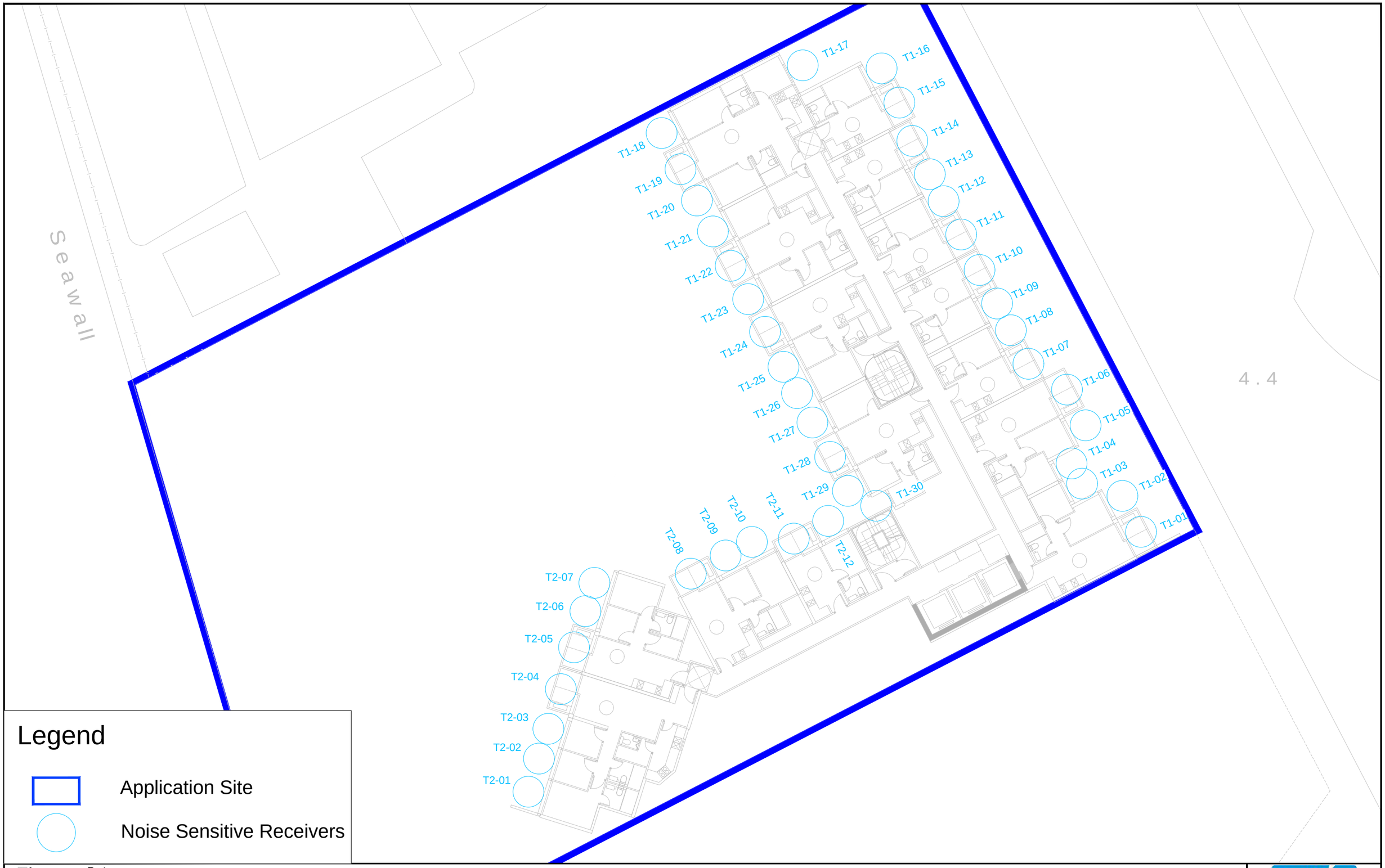

Figure:	3.1	RAMBOLL
Title:	Location of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment	Drawn by: KK Checked by: TC
Project:	Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

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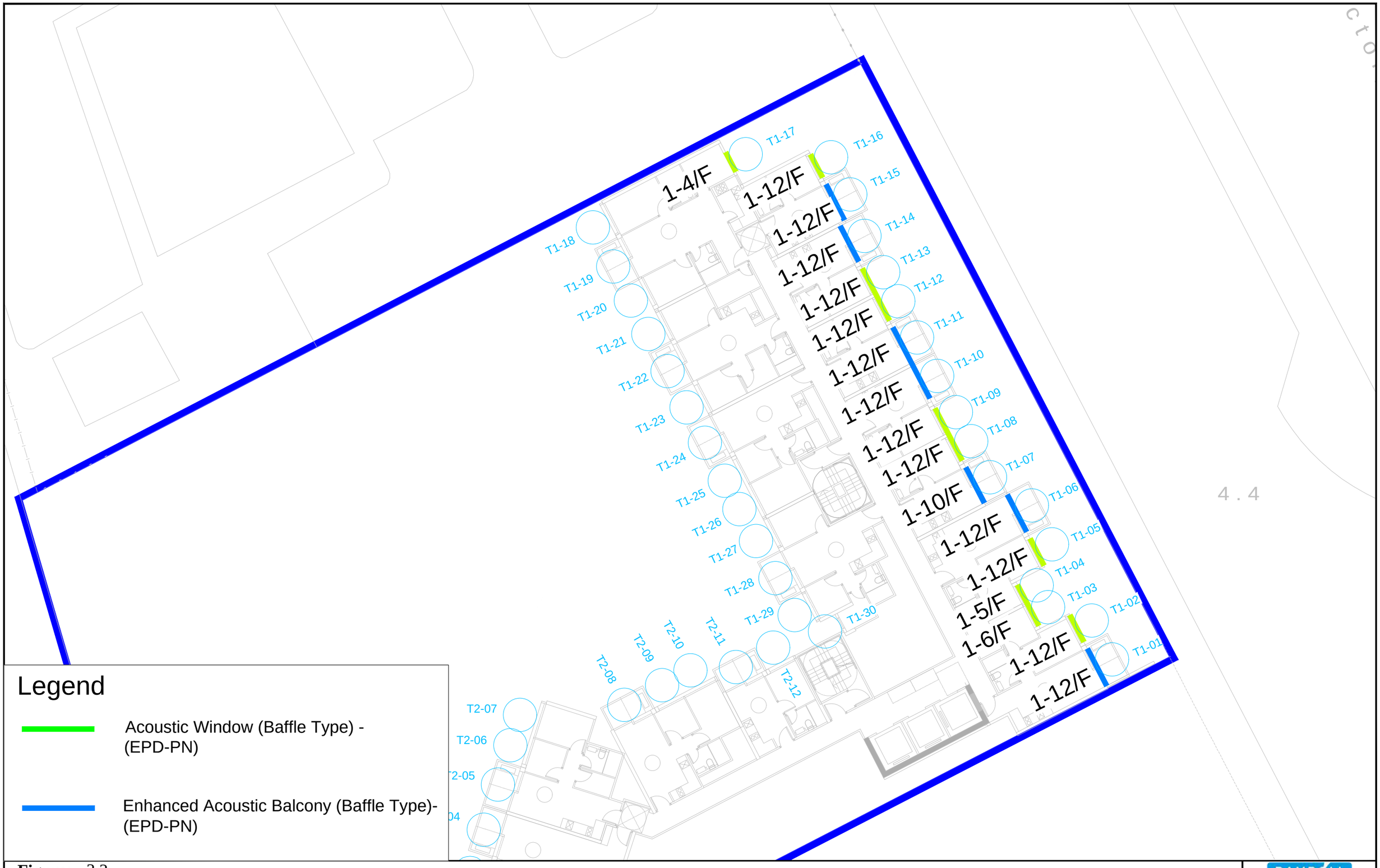

Figure:	3.2	RAMBOLL
Title:	Proposed Road Traffic Noise Mitigation Measures	Drawn by: KK Checked by: TC
Project:	Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

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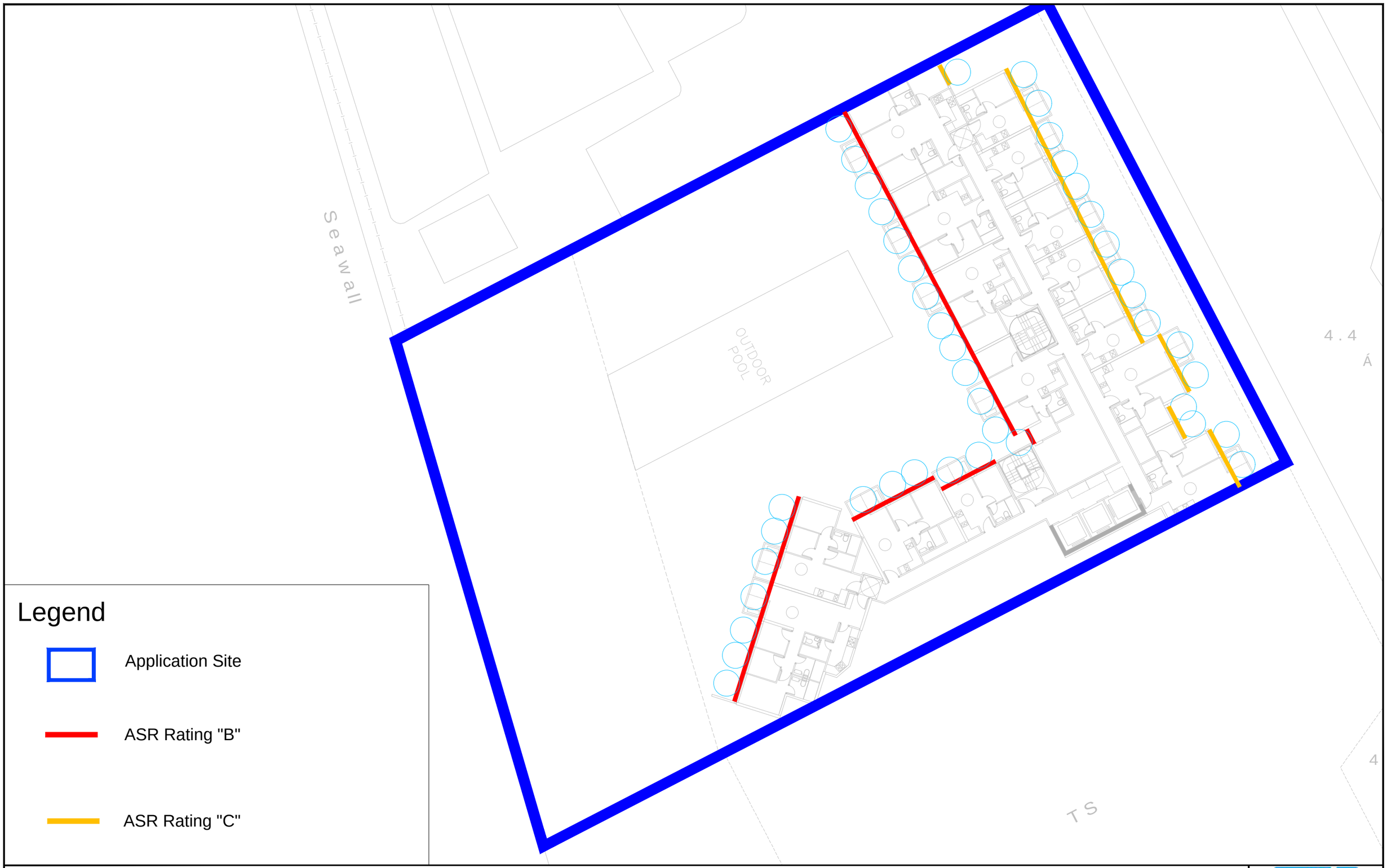

Figure: 4.1

Title: The Applicable ASR of the Noise Sensitive Facades of the Proposed Development

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by: KK
Checked by: TC
Rev.: 1.0
Date: Nov 2024

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Figure: 4.2a	RAMBOLL
Title: Location of Industrial Noise Sources Identified within 300m of the Application Site	Drawn by: KK Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

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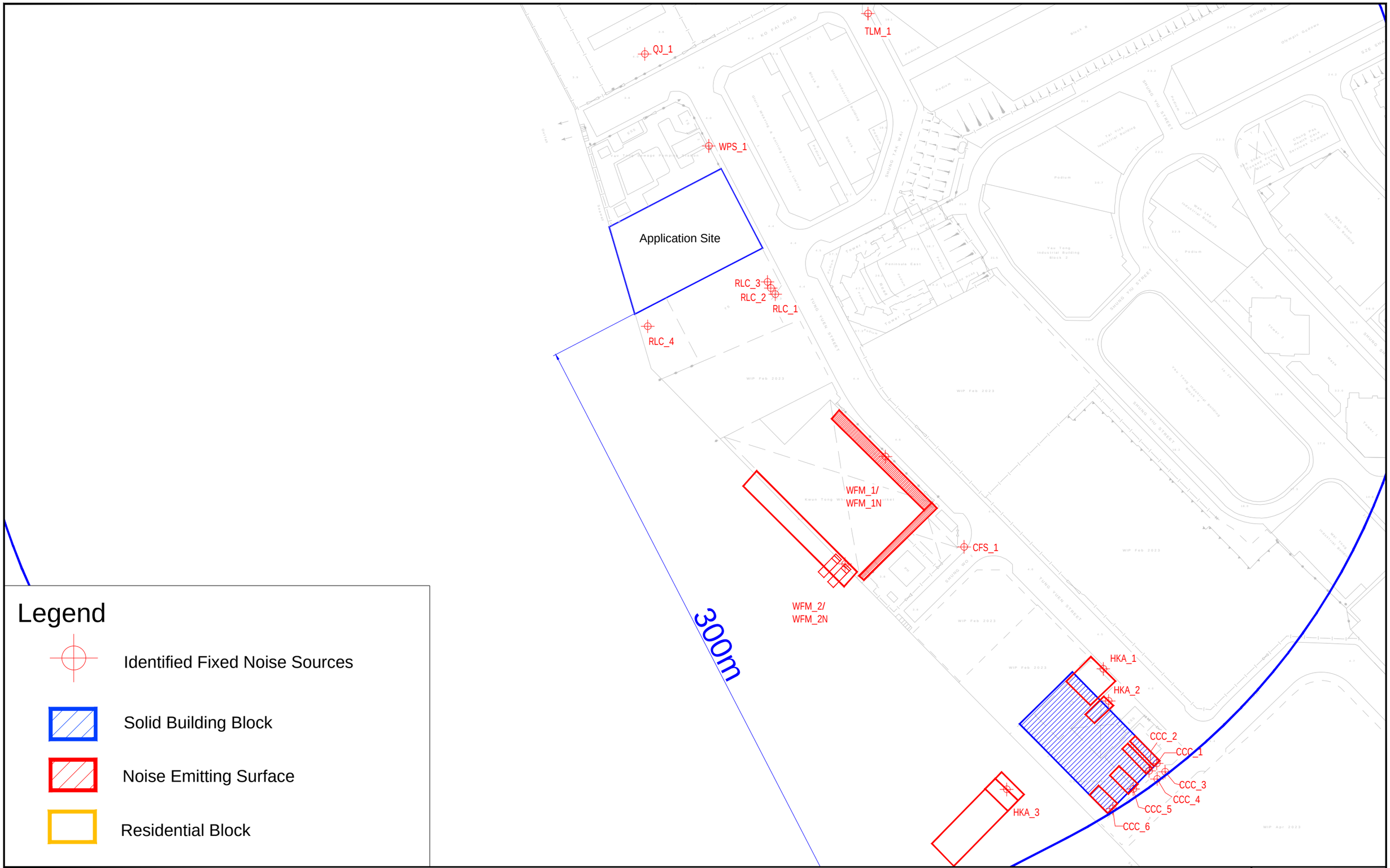

Legend

- Identified Fixed Noise Sources
- Solid Building Block
- Noise Emitting Surface
- Residential Block

Figure: 4.2b

Title: Location of Industrial Noise Sources Identified within 300m of the Application Site

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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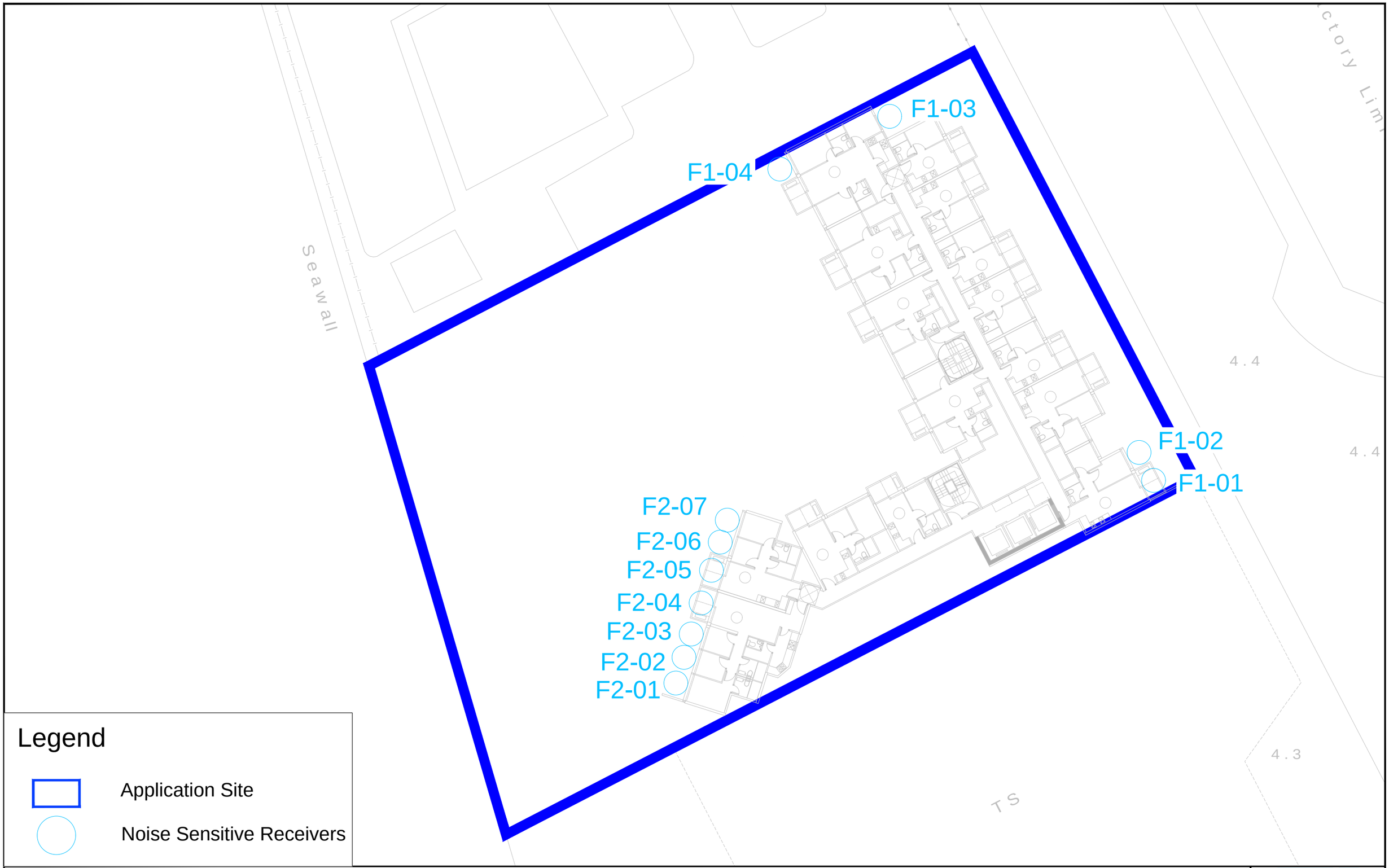


Figure: 4.3	RAMBOLL
Title: Location of Noise Sensitive Receivers for Industrial Noise Impact Assessment	Drawn by: KK Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

Q:\Projects\CRC_4TYSEI00\05 Assessments\02 Noise\02 Traffic\241118\INIA_250403.dwg

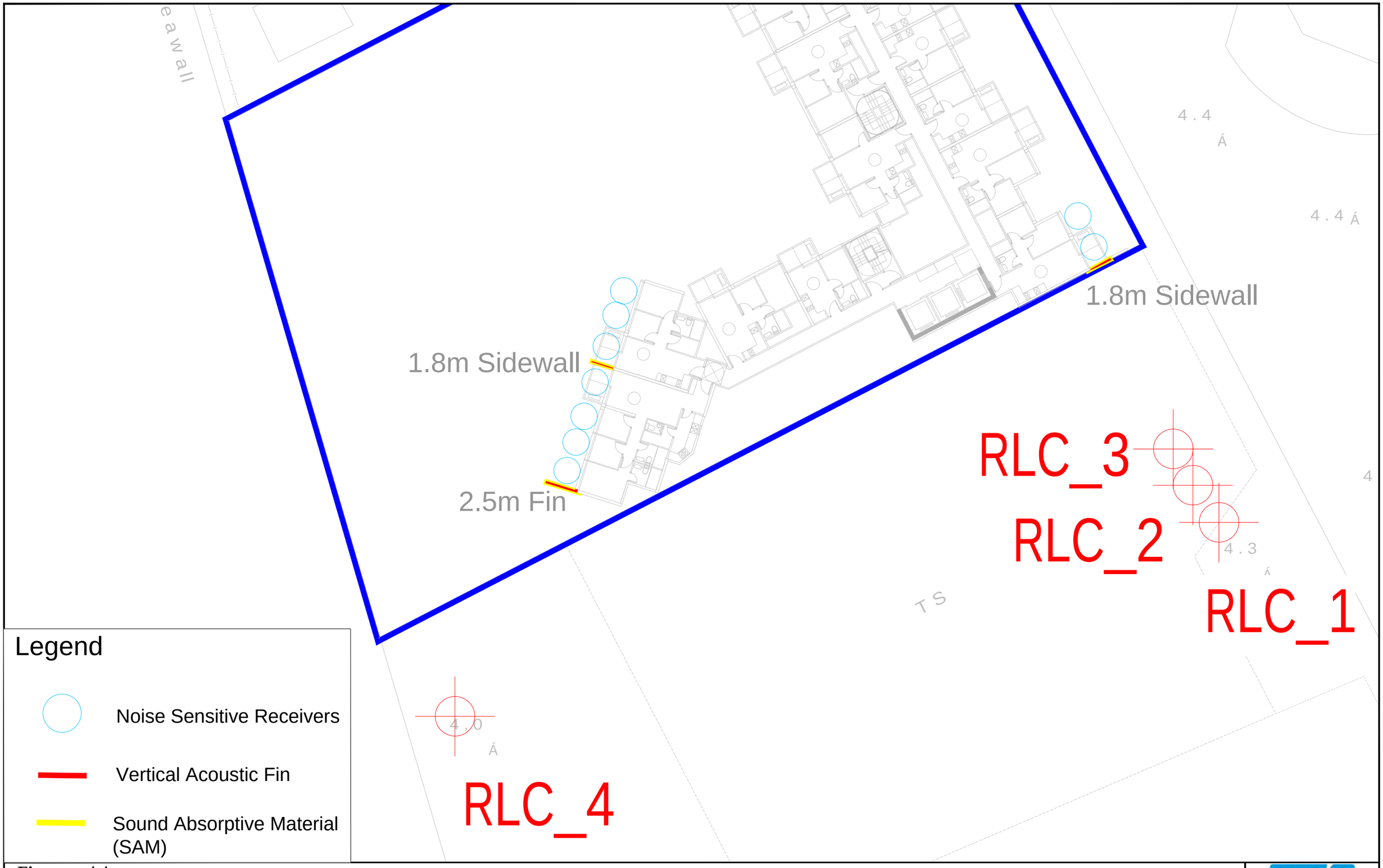
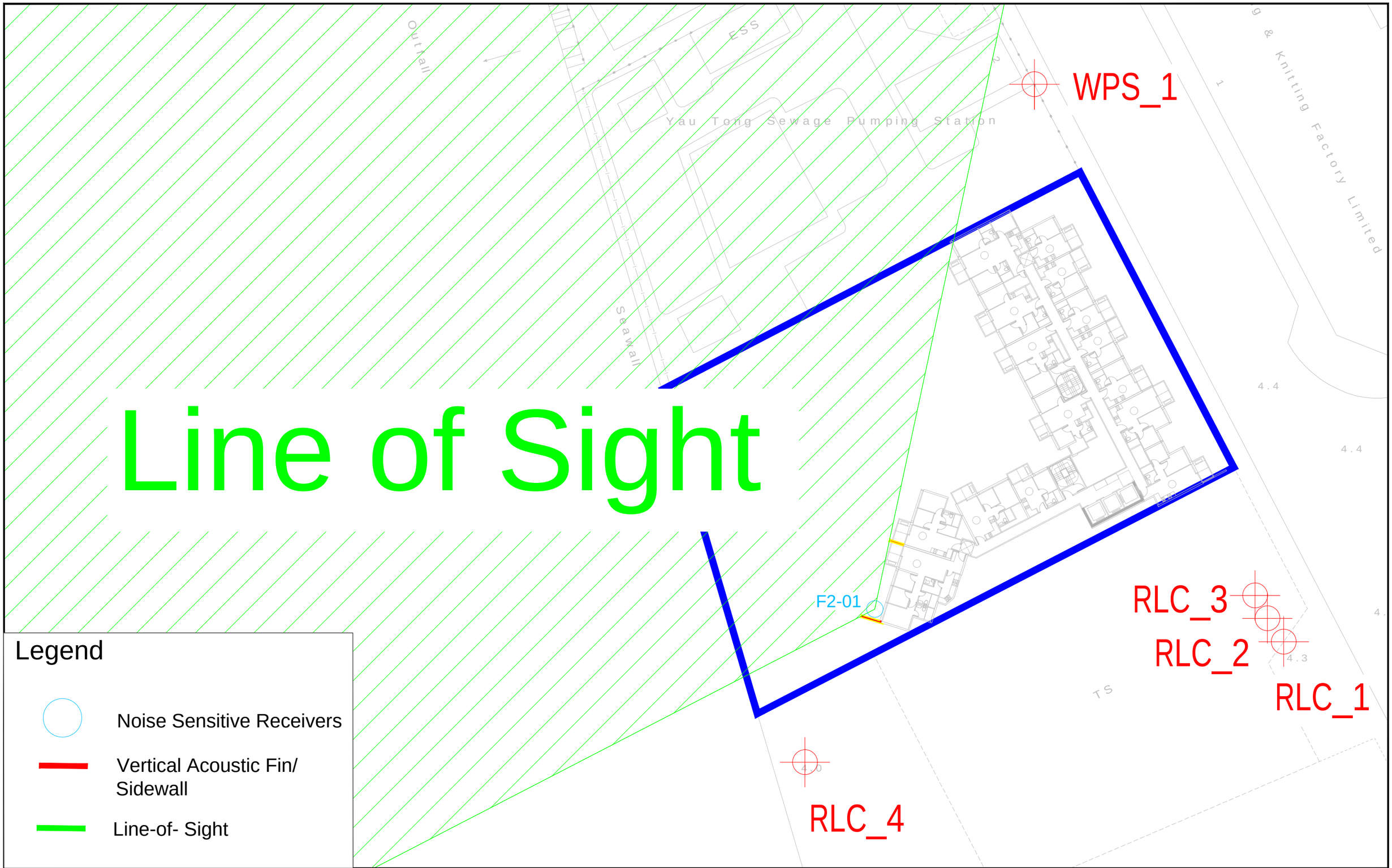


Figure: 4.4		RAMBOLL
Title: Proposed Industrial Noise Mitigation Measures		Drawn by: KK
		Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon		Rev.: 1.0
		Date: Nov 2024

Q:\Projects\CRC_4TYSEI00\05 Assessments\02 Noise\02 Traffic\241118\TNIA_241118_recover.dwg

Line of Sight



Legend

- Noise Sensitive Receivers
- Vertical Acoustic Fin/ Sidewall
- Line-of- Sight

Figure: 4.5a	RAMBOLL
Title: Line-of -Sight from NSR F2-01	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1
	Date: Apr 2025

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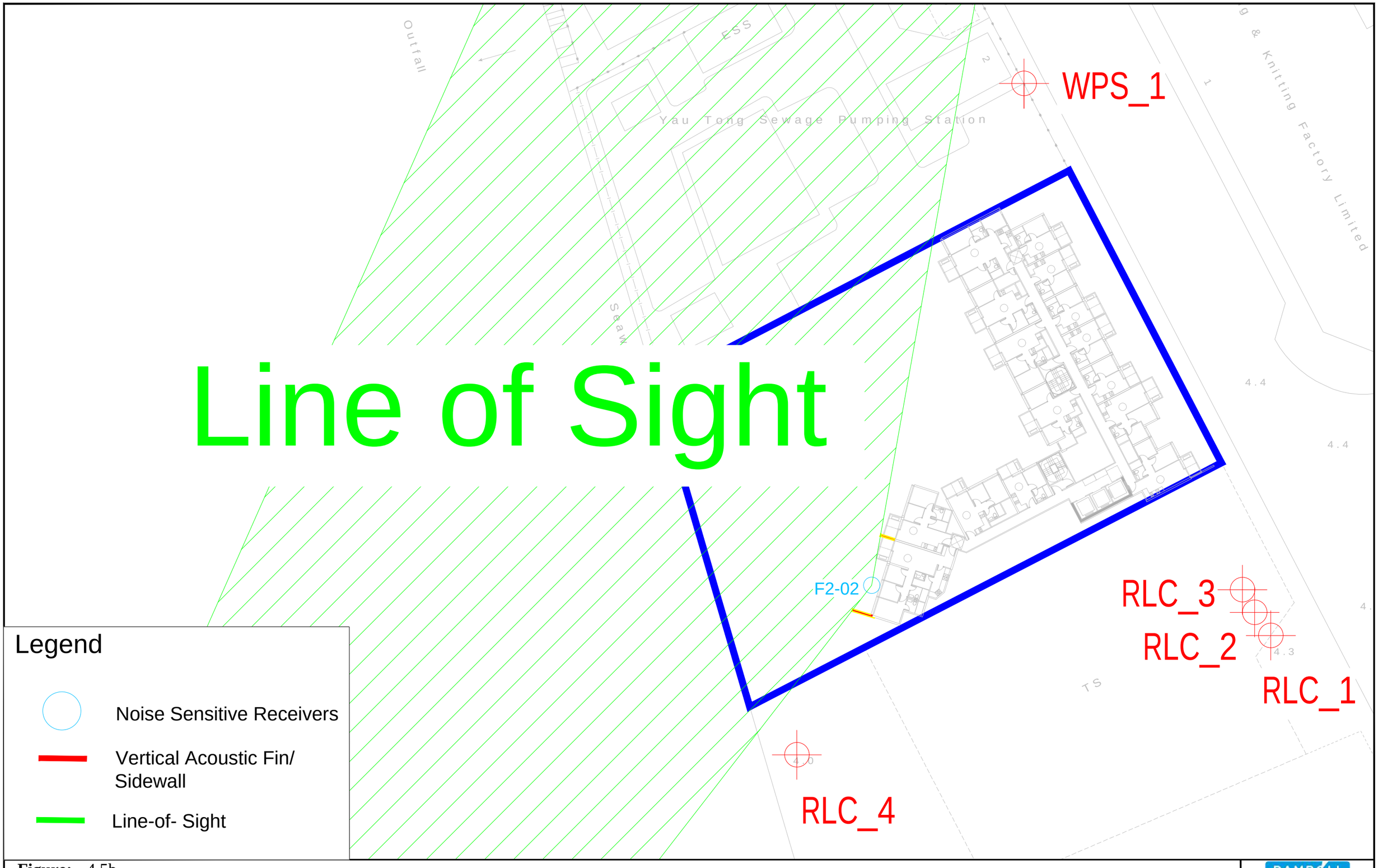

Legend

- Noise Sensitive Receivers
- Vertical Acoustic Fin/ Sidewall
- Line-of- Sight

Figure: 4.5b	RAMBOLL
Title: Line-of -Sight from NSR F2-02	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1
	Date: Apr 2025

Q:\Projects\CRC_4TYSEI00\05 Assessments\02 Noise\02 Traffic\241118\INIA_250403.dwg

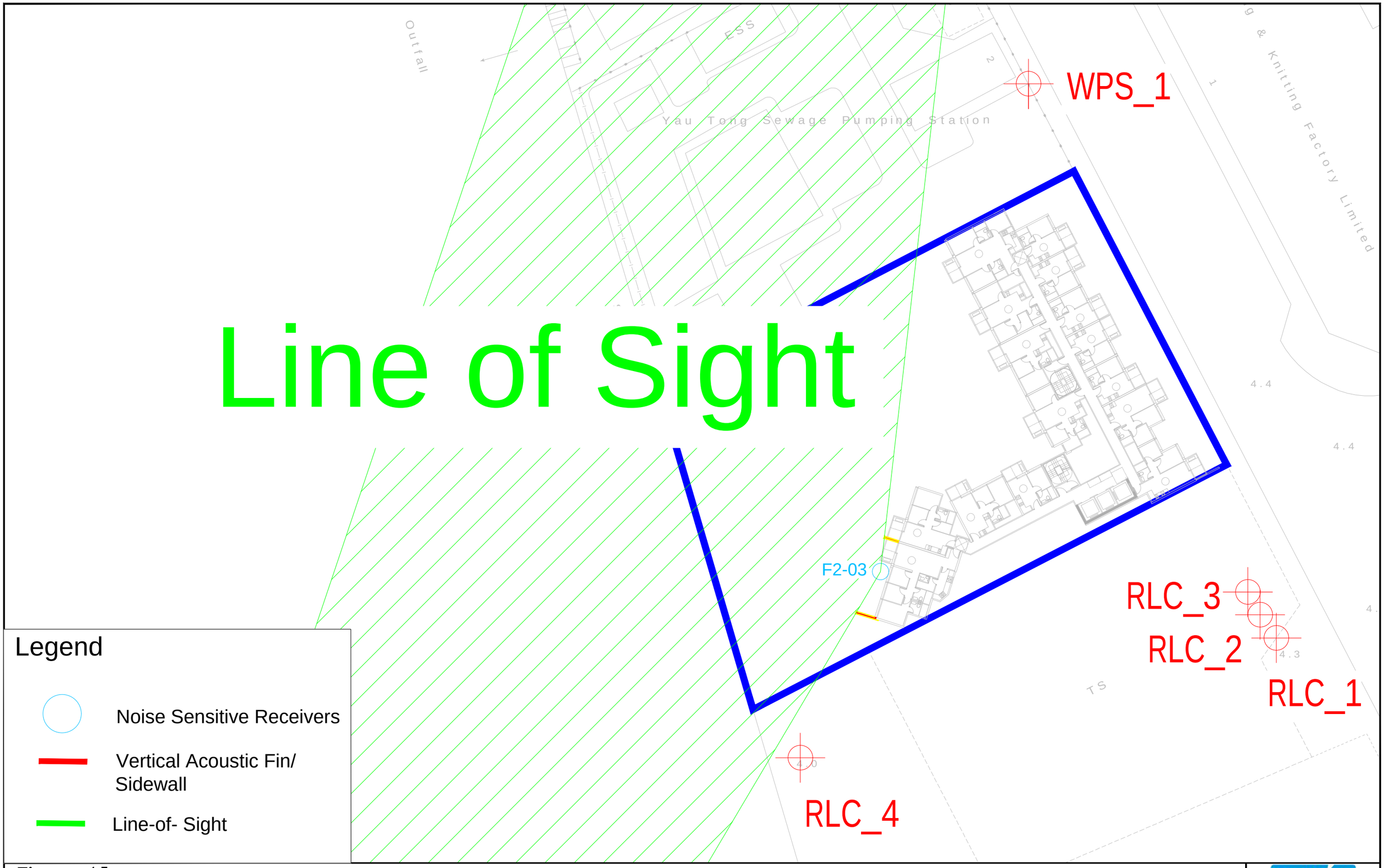

Figure: 4.5c		RAMBOLL
Title: Line-of -Sight from NSR F2-03		Drawn by: KK
		Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon		Rev.: 1.1
		Date: Apr 2025

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Line of Sight

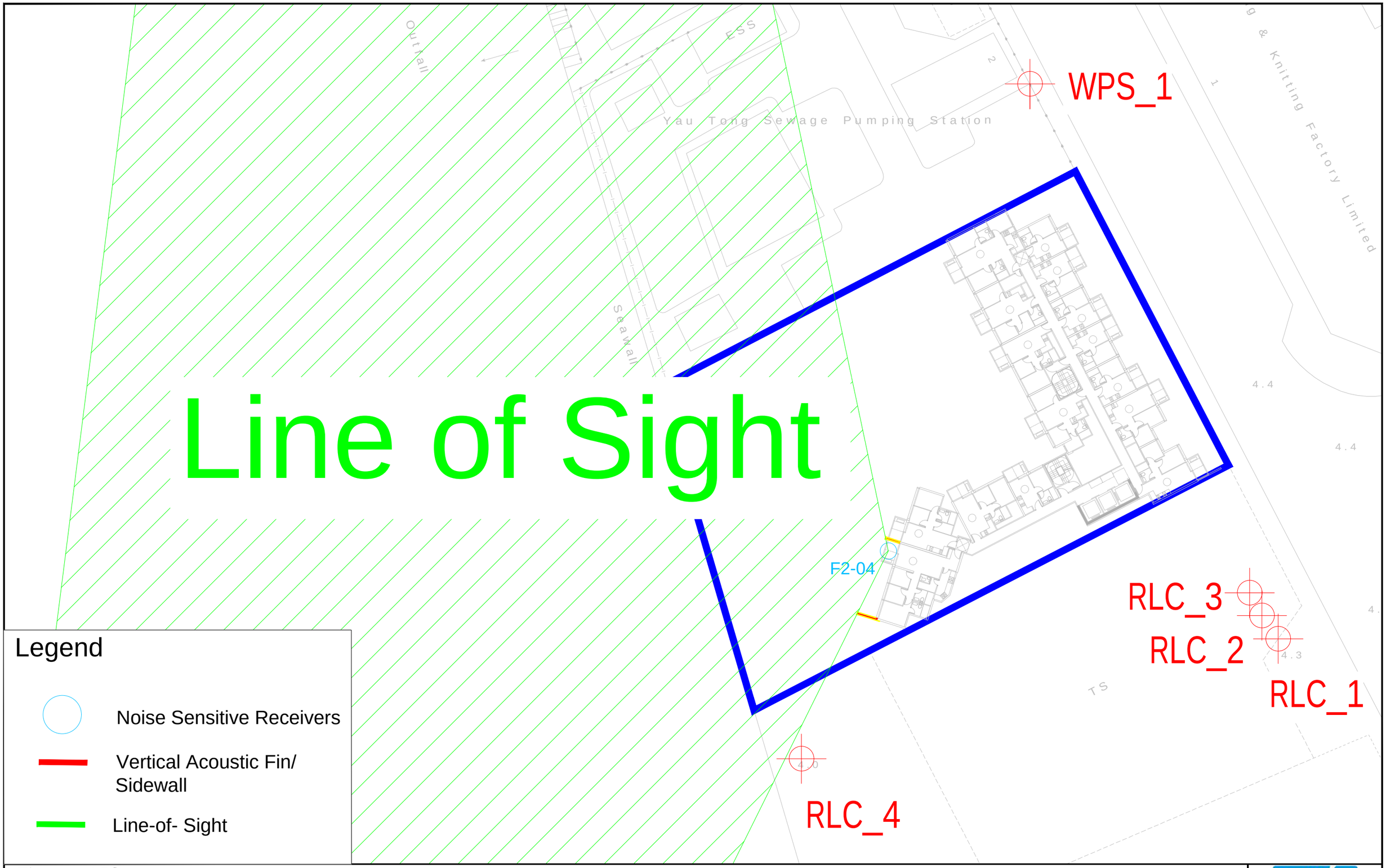

Figure: 4.5d	RAMBOLL
Title: Line-of -Sight from NSR F2-04	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1
	Date: Apr 2025

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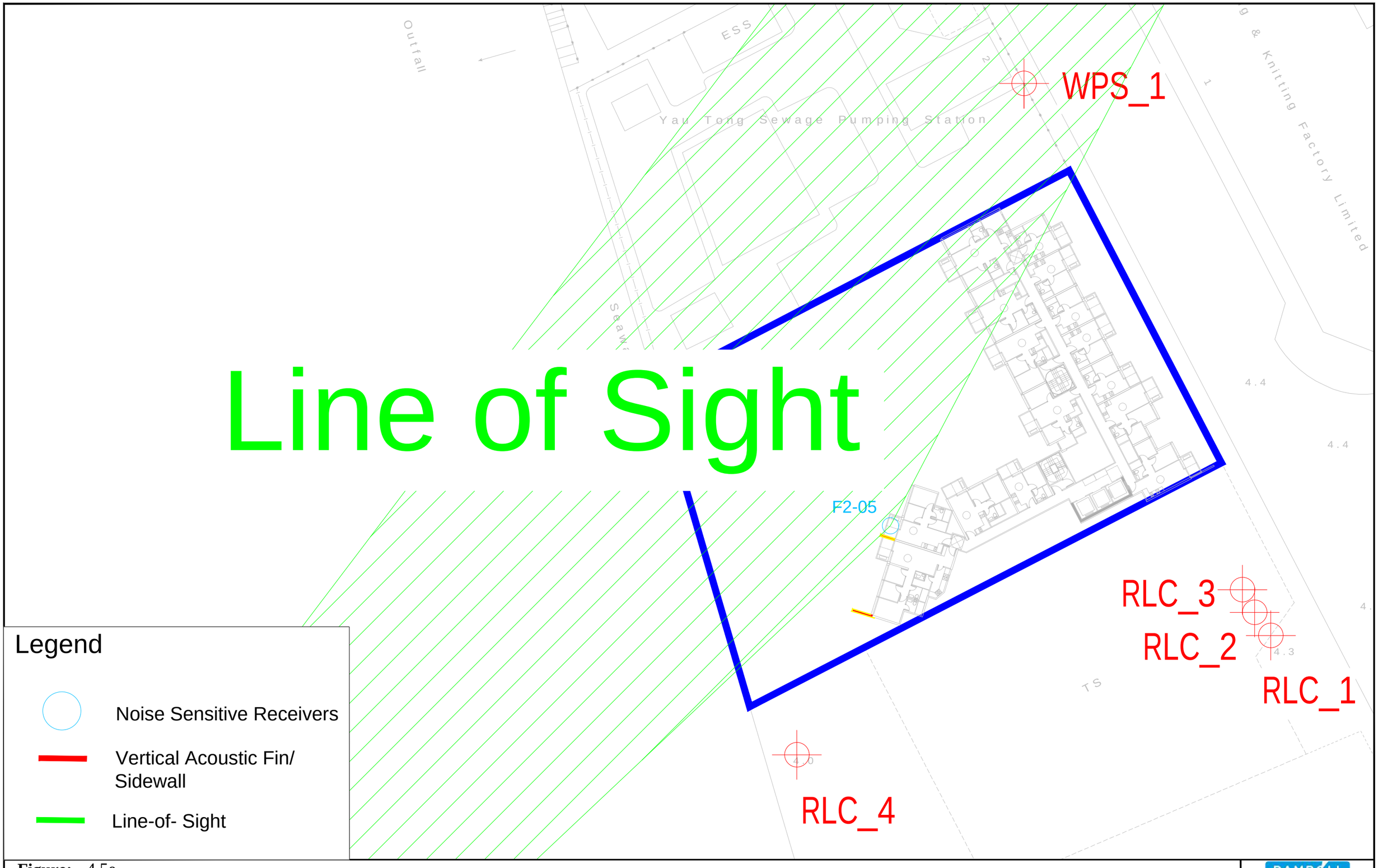
Line of Sight



Legend

- Noise Sensitive Receivers
- Vertical Acoustic Fin/ Sidewall
- Line-of- Sight

Figure: 4.5e	RAMBOLL
Title: Line-of -Sight from NSR F2-05	Drawn by: KK Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

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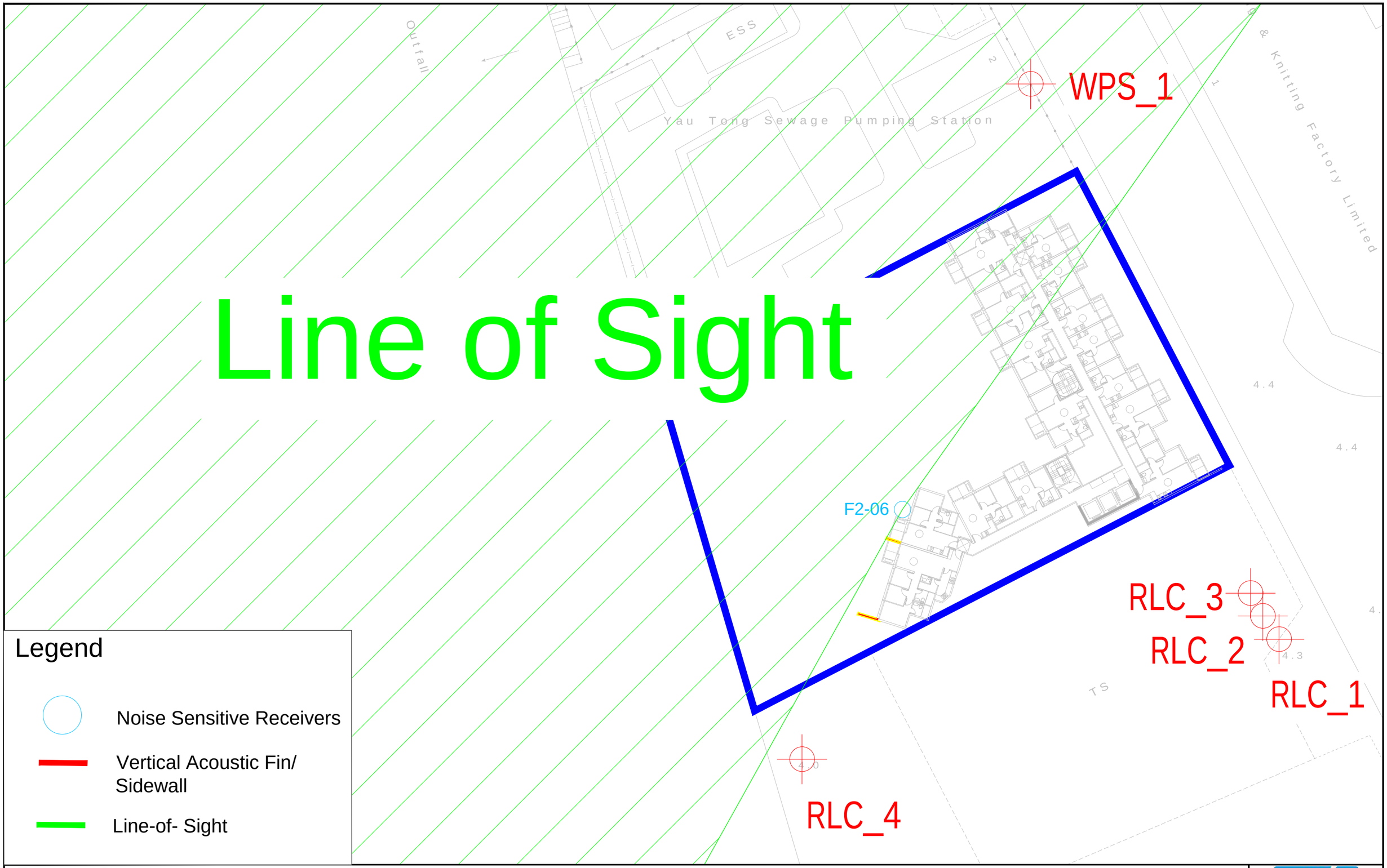
Line of Sight



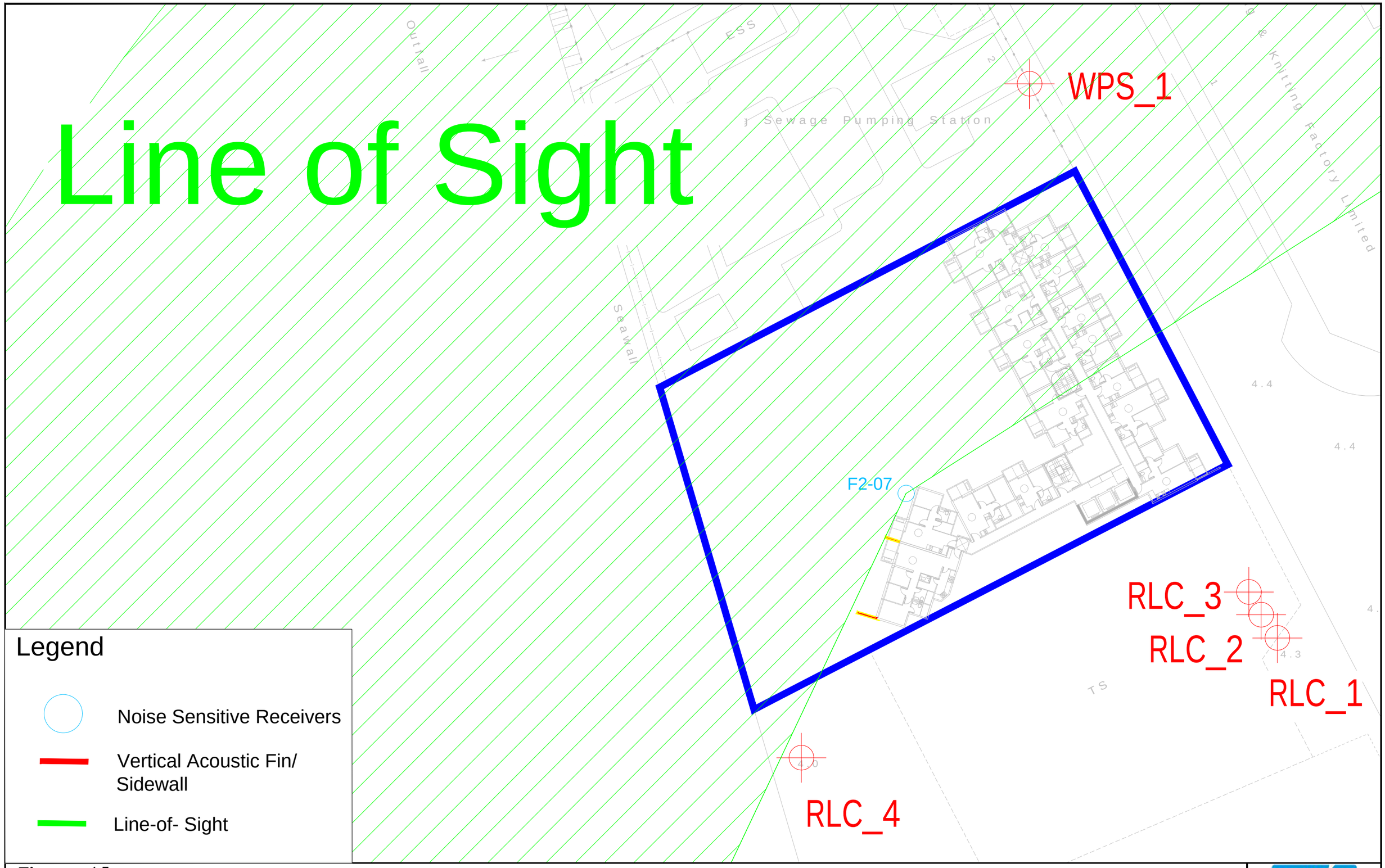
Legend

- Noise Sensitive Receivers
- Vertical Acoustic Fin/ Sidewall
- Line-of- Sight

Figure: 4.5f	RAMBOLL
Title: Line-of -Sight from NSR F2-06	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1
	Date: Apr 2025

Q:\Projects\CRC_4TYSEI00\05 Assessments\02 Noise\02 Traffic\241118\INIA_250403.dwg

Line of Sight



Legend

- Noise Sensitive Receivers
- Vertical Acoustic Fin/ Sidewall
- Line-of- Sight

Figure: 4.5g	RAMBOLL
Title: Line-of -Sight from NSR F2-07	Drawn by: KK Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 to 6 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

Q:\Projects\CRC_4TYSEI00\05 Assessments\02 Noise\02 Traffic\241118\INIA_250403.dwg

Appendix 1.1 The Master Layout Plan of the Proposed Development

TUNG YUEN STREET

SHUNG TAK WAI

18290

1500 Pavement Widening

1500

5000

+4.40

+100.00MPD

T1

+109.50MPD

2F
+14.40

OUTDOOR
POOL

+20.15

+80.00MPD

YAU TONG SEWAGE
PUMPING STATION

CONCRETE BATCHING PLANT
(YTML 68)

THE COAST LINE I

+4.40

15M PROMENADE

海堤 Seawall

SEAWALL

VICTORIA HARBOUR

CANOPY

WALL

OVERHANG

CONC

PLATFORM

TS

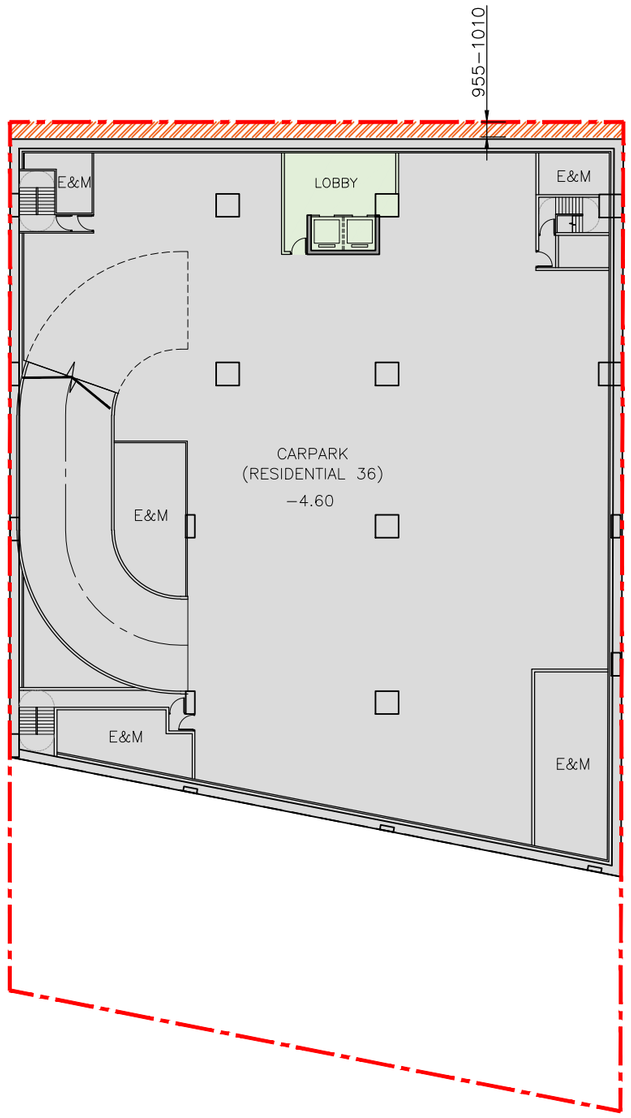
LEGEND

- SURRENDERED SETBACK AREA (39.586m^2)
- VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK
- VOLUNTARY WATERFRONT PROMENADE (NOT LESS THAN 608m^2)
- +100mPD PORTION
- +80mPD PORTION

0 1 2 5 10 20m

A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



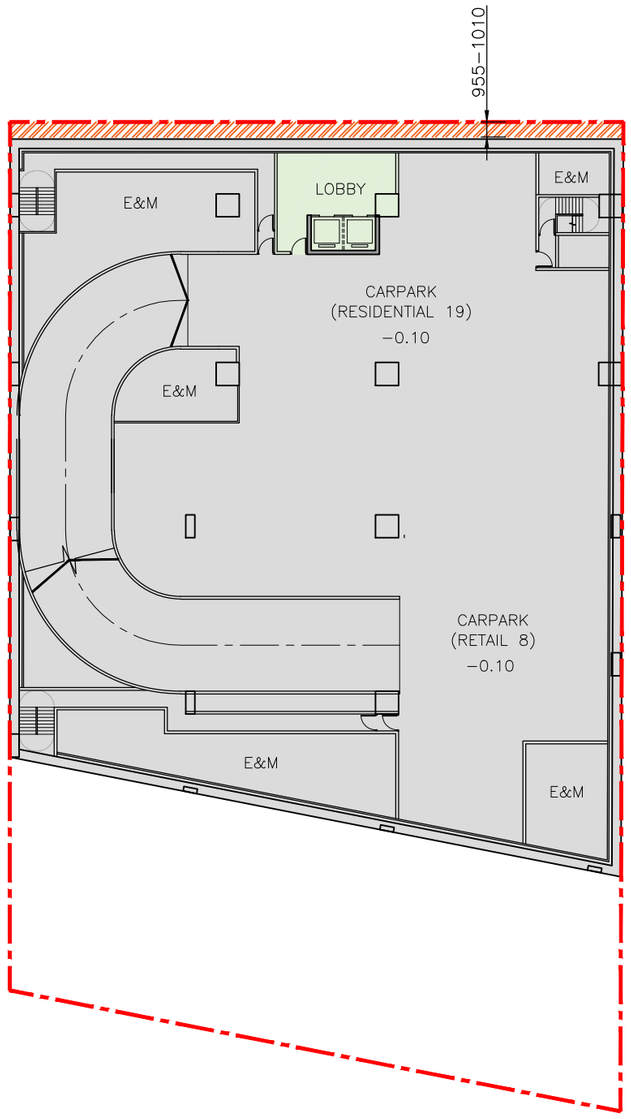
LEGEND

SURRENDERED SETBACK AREA
(39.586m^2)

0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

SURRENDERED SETBACK AREA
(39.586m^2)

0 1 2 5 10 20m

A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

TUNG YUEN STREET

SHUNG TAK WAI

18290

3000

1500

1500

Pavement Widening

+4.40

LOBBY

RETAIL

L&UL
+3.90

5M

RETAIL
+4.40

PUBLIC PASSAGE TO PROMENADE

RETAIL

E&M

YAU TONG SEWAGE PUMPING STATION

CONCRETE BATCHING PLANT
(YTML 68)

THE COAST LINE I

15M PROMENADE

海堤 Seawall

SEAWALL

OVERHANG

CONC

PLATFORM

VICTORIA HARBOUR

LEGEND

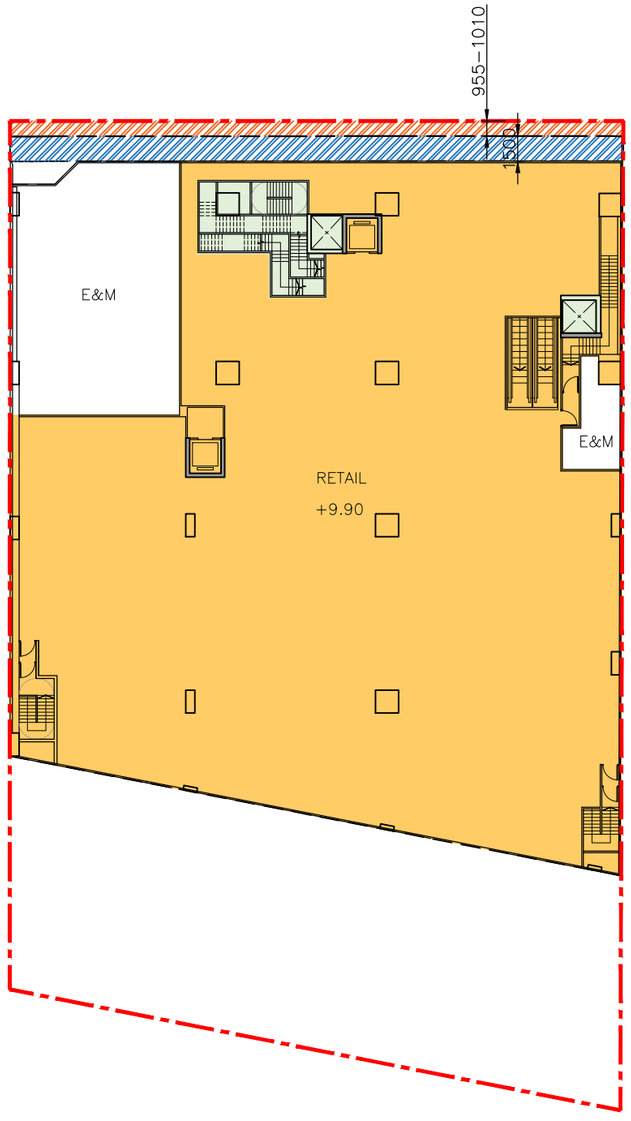
SURRENDERED SETBACK AREA
(39.586m^2)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK

0 1 2 5 10 20m

A-04 Ground Floor Level (GF) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

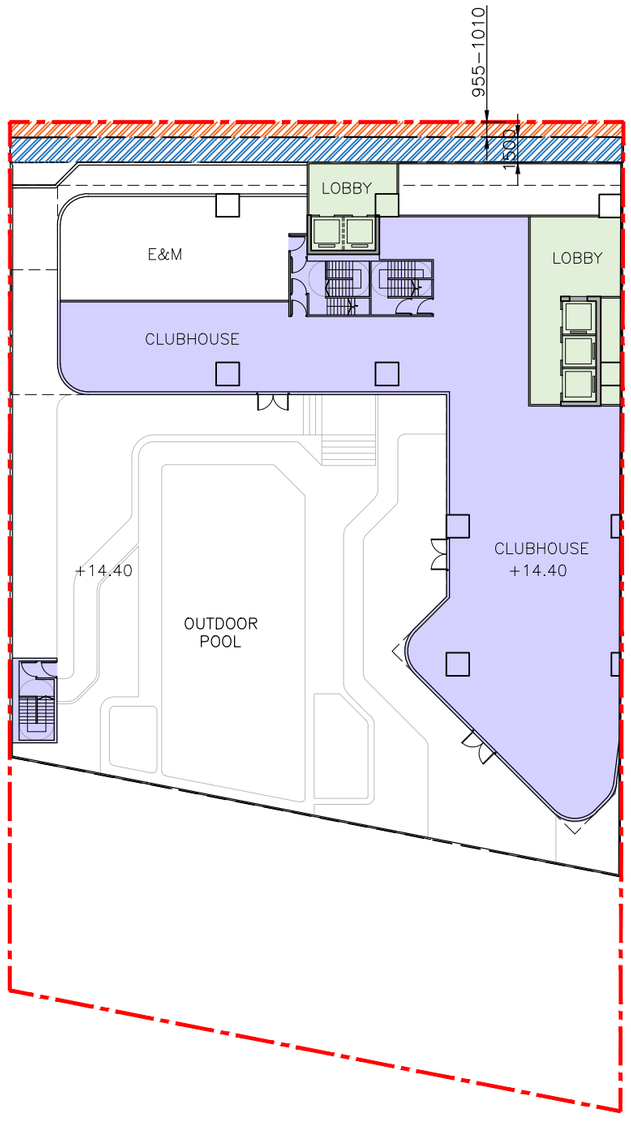
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK

0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

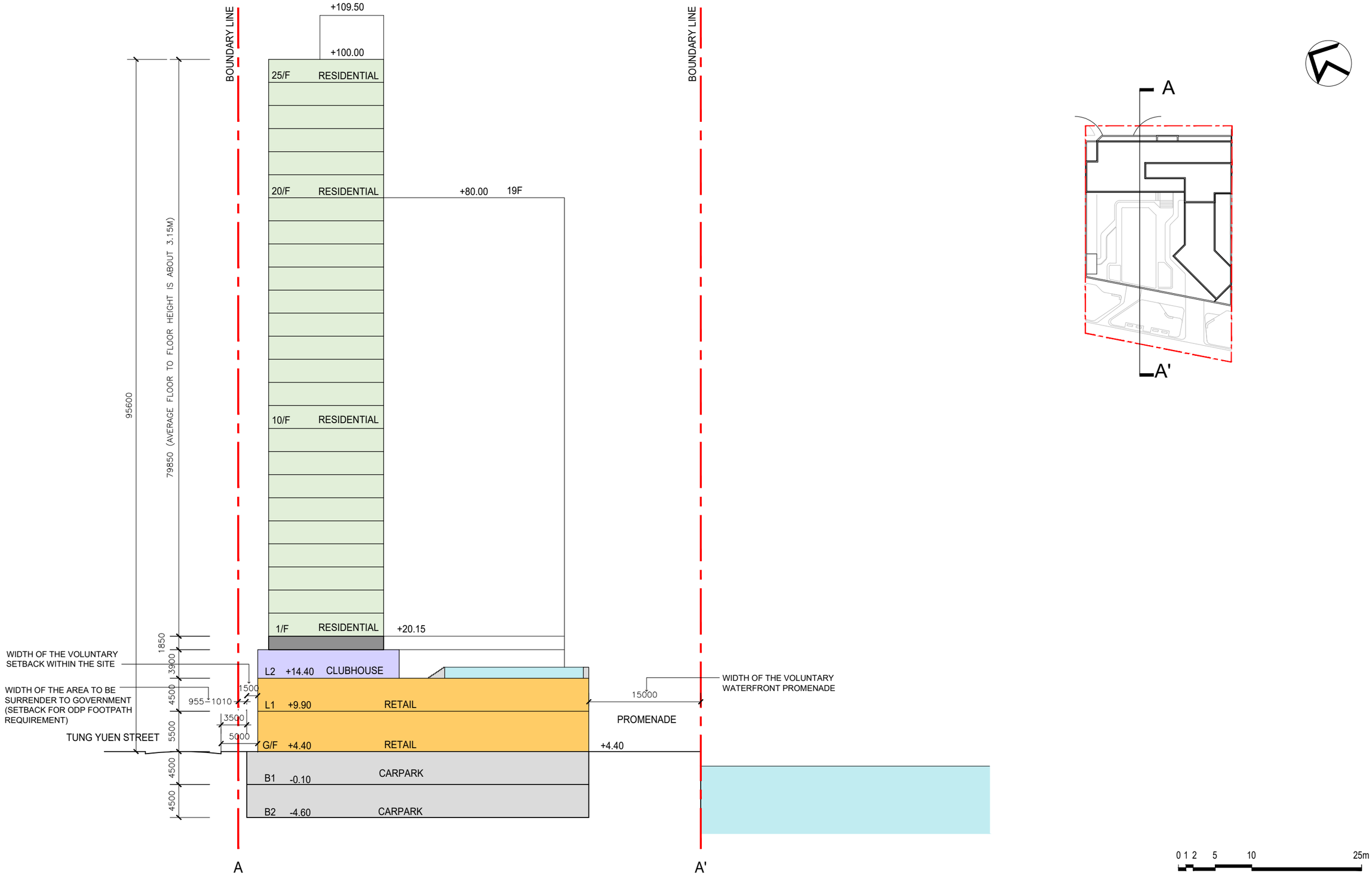
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK

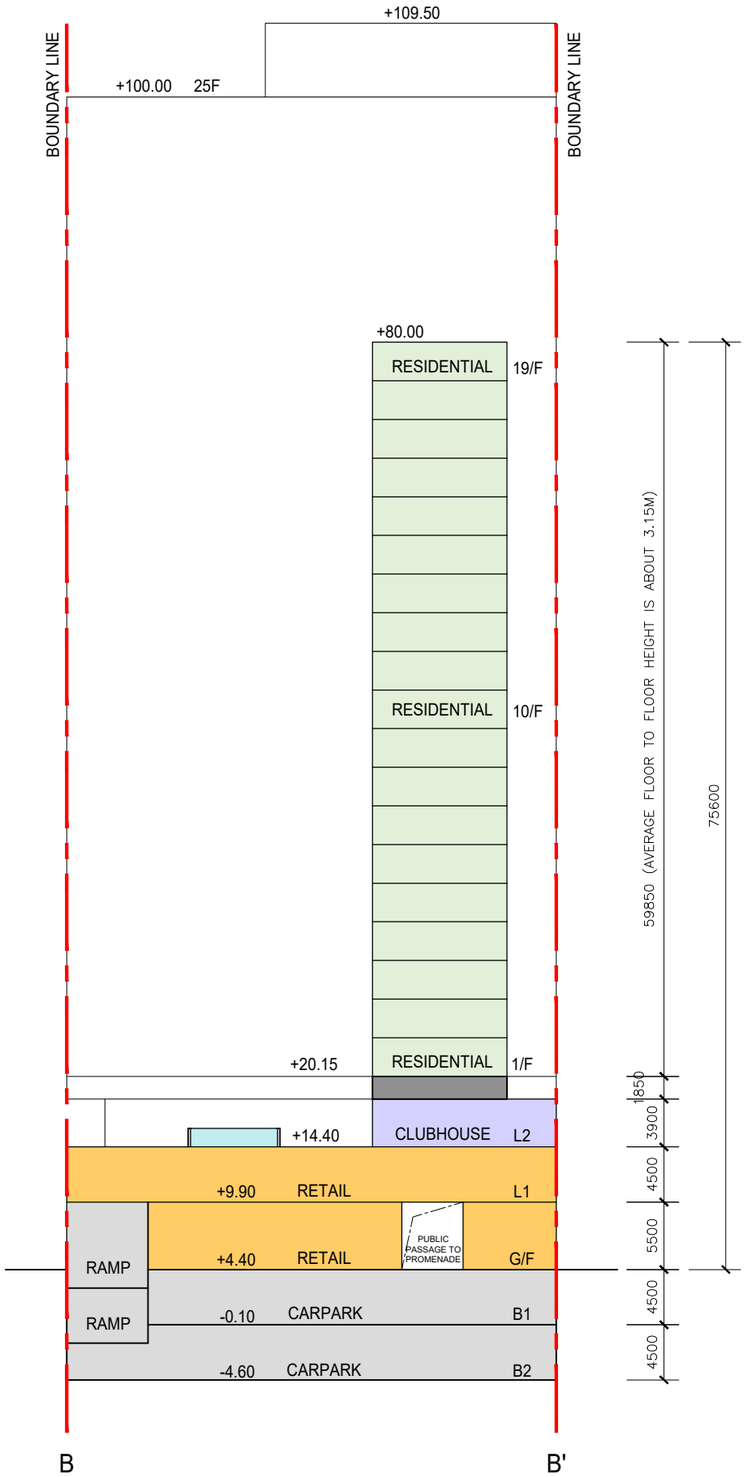
0 1 2 5 10 20m

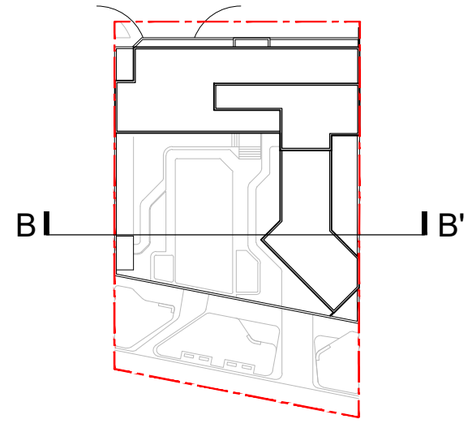
A-06 Level 2 (L2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70


BOUNDARY LINE
BOUNDARY LINE
+109.50
+100.00
25/F RESIDENTIAL
20/F RESIDENTIAL
+80.00
19F
10/F RESIDENTIAL
1/F RESIDENTIAL
+20.15
95600
79850 (AVERAGE FLOOR TO FLOOR HEIGHT IS ABOUT 3.15M)
1850
3900
4500
5500
4500
4500
WIDTH OF THE VOLUNTARY SETBACK WITHIN THE SITE
WIDTH OF THE AREA TO BE SURRENDER TO GOVERNMENT (SETBACK FOR ODP FOOTPATH REQUIREMENT)
TUNG YUEN STREET
955
1010
1500
3500
5000
L2 +14.40 CLUBHOUSE
L1 +9.90 RETAIL
G/F +4.40 RETAIL
B1 -0.10 CARPARK
B2 -4.60 CARPARK
15000
WIDTH OF THE VOLUNTARY WATERFRONT PROMENADE
PROMENADE
+4.40
A
A'
A
A'
0 1 2 5 10 25m

A
A'





0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

TUNG YUEN STREET

18290

SHUNG TAK WAI

1500 Pavement Widening 500 1000

+4.40

5000

+100.00MPD

T1

+109.50MPD

2F
+14.40

+20.15

OUTDOOR
POOL

+80.00MPD

YAU TONG SEWAGE
PUMPING STATION

CONCRETE BATCHING PLANT
(YTML 68)

THE COAST LINE I

Possible future
connection to the
wider Kowloon East
promenade.

+4.40

15M
PROMENADE

Possible future connection
to the waterfront
promenade at the
concrete batching plant

海堤 Seawall

SEAWALL

VICTORIA HARBOUR

LEGEND

- Proposed new trees
- Full height setback from the northeastern boundary along Tung Yuen Street for provision of a 3.5m-wide footpath
- The voluntary 1.5m-wide full height setback abutting the building façade within the Application Site
- 5m-wide covered public passage, open 24/7, from Tung Yuen Street to the waterfront promenade through the G/F of the proposed building.
- 15m-wide waterfront promenade (Not less than 608m^2) would be publicly accessible and open 24/7
- Greenery at grade (+4.40mPD)
- Greenery at podium roof (+14.40mPD)

0 1 2 5 10 20m

E-03 Illustration of Planning and Design Merits

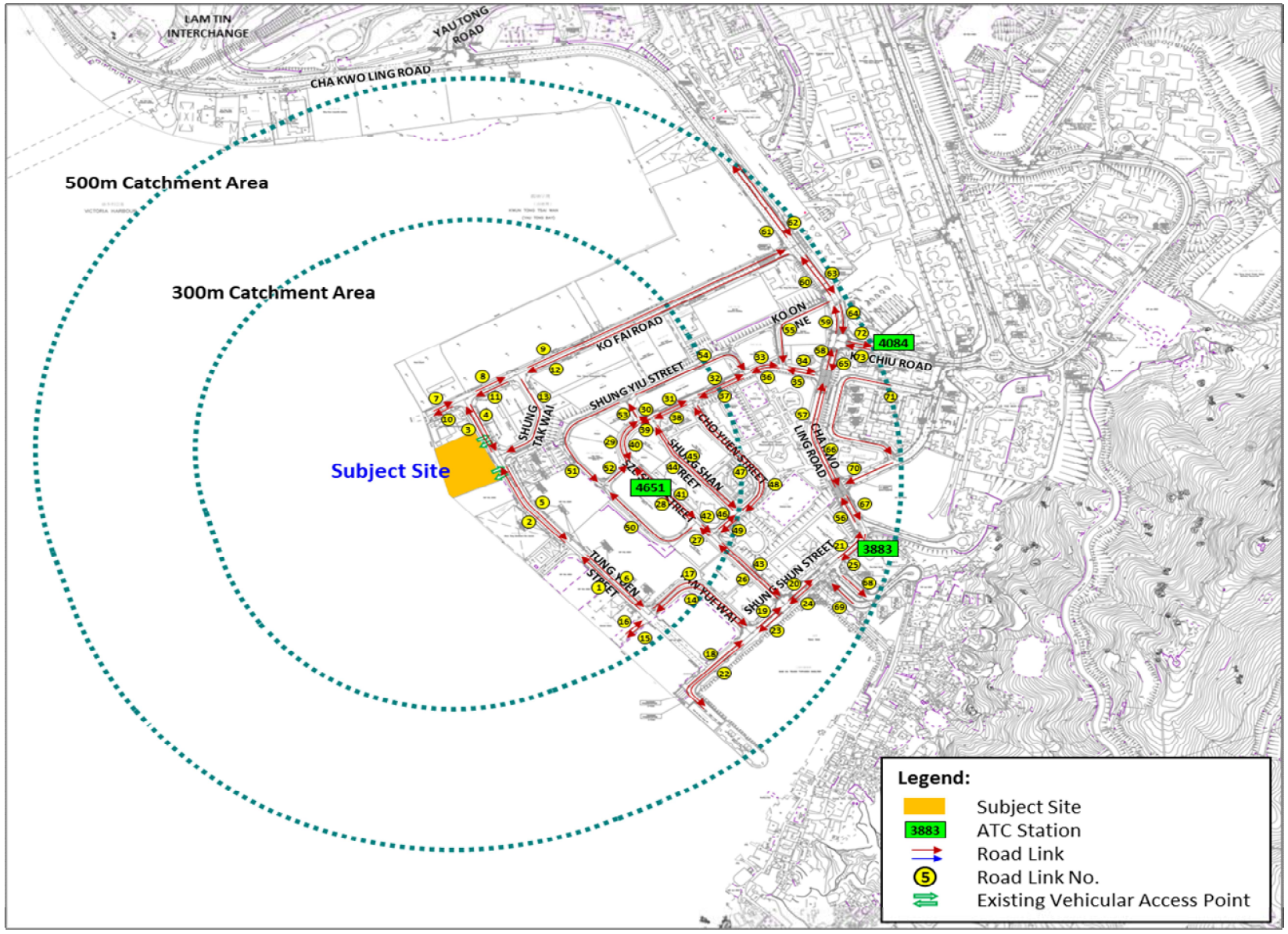
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 3.1 Traffic Forecast of Year 2047

NIA | Reference: RONOSS_2023 | Assessment Year 2047

Index	Road Name	Direction	AM Peak Traffic Volume	Light Vehicles	Heavy Vehicles	Powered Two-wheelers	PM Peak Traffic Volume	Light Vehicles	Heavy Vehicles	Powered Two-wheelers	Speed Limit
			(veh/hr)	(%)	(%)	(%)	(veh/hr)	(%)	(%)	(%)	(km/h)
1	Tung Yuen Street	NB	145	38%	58%	4%	150	53%	47%	0%	50
2	Tung Yuen Street	NB	240	38%	61%	1%	215	44%	55%	1%	50
3	Tung Yuen Street	NB	280	39%	61%	0%	280	47%	53%	0%	50
4	Tung Yuen Street	SB	85	38%	58%	5%	110	53%	47%	0%	50
5	Tung Yuen Street	SB	210	58%	40%	2%	225	56%	40%	4%	50
6	Tung Yuen Street	SB	175	59%	39%	2%	145	49%	51%	0%	50
7	Ko Fai Road	EB	60	32%	68%	0%	40	54%	46%	0%	50
8	Ko Fai Road	EB	305	39%	61%	0%	280	48%	52%	0%	50
9	Ko Fai Road	EB	540	51%	49%	1%	465	67%	27%	6%	50
10	Ko Fai Road	WB	55	31%	62%	7%	75	35%	65%	0%	50
11	Ko Fai Road	WB	100	40%	53%	8%	140	41%	59%	0%	50
12	Ko Fai Road	WB	470	61%	33%	7%	500	58%	39%	2%	50
13	Shung Tak Wai	SB	225	58%	40%	1%	235	56%	41%	3%	50
14	Yan Yue Wai	EB	130	38%	58%	3%	175	57%	43%	0%	50
15	Yan Yue Wai	EB	25	13%	88%	0%	35	77%	23%	0%	50
16	Yan Yue Wai	WB	35	22%	78%	0%	5	0%	100%	0%	50
17	Yan Yue Wai	WB	200	57%	40%	2%	155	52%	48%	0%	50
26	Sze Shan Street	NB	100	72%	28%	0%	125	71%	20%	9%	50
27	Sze Shan Street	NB	55	74%	26%	0%	90	71%	25%	4%	50
28	Sze Shan Street	NB	75	73%	27%	0%	100	71%	25%	4%	50
29	Sze Shan Street	NB	165	73%	25%	2%	175	82%	12%	6%	50
30	Sze Shan Street	NB	160	72%	26%	2%	165	82%	12%	6%	50
31	Sze Shan Street	NB	165	73%	25%	2%	175	84%	10%	6%	50
32	Sze Shan Street	NB	210	69%	26%	5%	210	79%	12%	9%	50
37	Sze Shan Street	SB	210	76%	18%	6%	200	68%	21%	11%	50
38	Sze Shan Street	SB	155	69%	28%	3%	165	64%	26%	10%	50
39	Sze Shan Street	SB	140	68%	30%	2%	155	64%	27%	9%	50
40	Sze Shan Street	SB	105	68%	29%	3%	105	59%	31%	9%	50
41	Sze Shan Street	SB	90	67%	33%	0%	120	73%	27%	0%	50
42	Sze Shan Street	SB	80	67%	33%	0%	100	73%	27%	0%	50
43	Sze Shan Street	SB	130	78%	22%	0%	115	81%	16%	3%	50
44	Shung Shan Street	NB	20	83%	0%	17%	40	90%	0%	10%	50
45	Shung Shan Street	SB	35	79%	21%	0%	50	73%	18%	9%	50
46	Cho Yuen Street	NB	75	55%	35%	10%	55	58%	33%	9%	50
47	Cho Yuen Street	NB	85	65%	29%	6%	55	49%	37%	14%	50
48	Cho Yuen Street	SB	95	78%	10%	13%	55	82%	12%	6%	50
49	Cho Yuen Street	SB	75	76%	14%	10%	50	81%	19%	0%	50
50	Shung Yiu Street	NB	30	80%	20%	0%	35	78%	22%	0%	50
51	Shung Yiu Street	SB	60	77%	23%	0%	70	76%	16%	8%	50
52	Shung Yiu Street	NB	65	78%	22%	0%	85	78%	16%	6%	50
53	Shung Yiu Street	NB	70	66%	34%	0%	85	63%	22%	15%	50
54	Shung Yiu Street	NB	50	40%	60%	0%	50	45%	45%	9%	50

Confidential



Confidential

Appendix 3.2 Road Traffic Noise Impact Assessment Result (Base Case)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)
Base Case

T1																													
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	74	74	73	72	75	75	73	73	73	74	74	74	74	74	74	74	71	63	57	55	54	54	53	53	52	51	51	50	49	45
2	24.2	74	74	72	72	74	74	73	74	74	74	74	74	74	74	74	74	71	64	57	56	55	54	54	53	53	52	52	51	51	47
3	27.3	73	74	72	72	74	74	73	73	73	73	73	73	73	73	73	73	71	64	57	56	55	55	54	54	53	53	52	52	51	47
4	30.4	73	73	71	71	73	73	73	73	73	73	73	73	73	73	73	73	71	64	57	56	56	55	54	54	53	53	53	52	52	48
5	33.5	73	73	71	71	73	73	72	73	73	73	73	73	73	73	73	73	70	63	57	56	56	55	55	54	54	53	53	53	52	48
6	36.6	72	72	71	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	53	53	53	52	48
7	39.7	72	72	70	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	54	53	53	53	49
8	42.8	72	72	70	70	72	72	71	72	72	72	72	72	72	72	72	72	70	63	57	56	56	55	55	54	54	54	53	53	53	49
9	45.9	71	71	70	69	71	72	71	71	71	71	71	71	71	71	71	71	69	63	57	56	56	55	55	54	54	54	53	53	53	49
10	49	71	71	69	69	71	71	71	71	71	71	71	71	71	71	71	71	69	63	57	56	56	55	55	54	54	54	53	53	53	49
11	52.1	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	55	54	54	54	53	53	53	49
12	55.2	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	54	54	54	53	53	53	53	48
13	58.3	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	57	56	55	55	54	54	54	53	53	53	53	48
14	61.4	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	55	54	54	54	53	53	53	53	48
15	64.5	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	53	48
16	67.6	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
17	70.7	69	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
18	73.8	69	69	68	67	69	69	69	69	69	69	69	69	69	69	69	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	53	52	52	48
20	80.3	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
21	83.45	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	53	53	53	53	52	52	52	48
22	86.6	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
23	89.75	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
24	92.9	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	48
25	96.05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	61	55	54	--	--	--	--	--	--	52	52	52	48
		12	12	6	5	12	12	10	12	12	12	12	12	12	12	12	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		74	74	73	72	75	75	73	74	74	74	74	74	74	74	74	74	71	64	57	56	56	55	55	54	54	54	53	53	53	49
Exceedance		12			12			12		12		12		12		12		4				0			0			0			

T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	53	53	53	54	55	55	56	52	52	51	51	50
2	24.2	55	56	56	56	57	57	57	54	53	53	52	51
3	27.3	56	57	57	57	57	58	58	54	54	54	53	52
4	30.4	57	57	57	58	58	58	58	55	54	54	53	52
5	33.5	57	58	58	58	58	58	58	55	54	54	53	53
6	36.6	58	58	58	58	58	58	59	55	55	54	53	53
7	39.7	58	58	58	58	58	58	59	55	55	54	54	53
8	42.8	58	58	58	58	58	59	59	55	55	54	54	53
9	45.9	58	58	58	58	58	58	59	55	55	54	54	53
10	49	58	58	58	58	58	58	58	55	55	54	54	53
11	52.1	58	58	58	58	58	58	58	55	55	54	54	53
12	55.2	58	58	58	58	58	58	58	55	55	54	54	53
13	58.3	58	58	58	58	58	58	58	55	55	54	54	53
14	61.4	58	58	58	58	58	58	58	55	54	54	54	53
15	64.5	58	58	58	58	58	58	58	55	54	54	53	53
16	67.6	57	58	58	58	58	58	58	55	54	54	53	53
17	70.7	57	57	58	58	58	58	58	54	54	54	53	53
18	73.8	57	57	57	58	58	58	58	54	54	54	53	53
19	76.9	57	57	57	57	58	58	58	54	54	54	53	53
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	59	59	55	55	54	54	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	88
Compliance Level:	74%
Max. Noise Level:	75

Noted:
Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)
Base Case

T1																													
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	74	74	72	72	74	74	73	73	73	73	74	74	74	74	74	74	71	63	56	55	54	53	53	52	51	51	50	50	49	45
2	24.2	73	74	72	72	74	74	73	73	73	74	74	74	74	74	74	74	71	63	57	55	55	54	53	53	52	52	51	51	50	46
3	27.3	73	73	72	71	73	73	73	73	73	73	73	73	73	73	73	73	71	63	57	56	55	54	54	53	53	52	52	51	51	47
4	30.4	73	73	71	71	73	73	72	73	73	73	73	73	73	73	73	73	70	63	57	56	55	54	54	53	53	53	52	52	51	47
5	33.5	72	72	71	71	73	73	72	72	72	72	72	72	72	72	72	72	70	63	57	56	55	55	54	54	53	53	52	52	52	48
6	36.6	72	72	70	70	72	72	72	72	72	72	72	72	72	72	72	72	70	63	57	56	55	55	54	54	53	53	53	52	52	48
7	39.7	72	72	70	70	72	72	71	72	72	72	72	72	72	72	72	72	69	63	57	56	55	55	54	54	54	53	53	52	52	48
8	42.8	71	71	70	69	71	72	71	71	71	71	71	71	71	71	71	71	69	63	57	56	55	55	54	54	54	53	53	53	52	48
9	45.9	71	71	69	69	71	71	71	71	71	71	71	71	71	71	71	71	69	63	57	56	55	55	54	54	54	53	53	53	52	48
10	49	71	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	57	56	55	55	54	54	54	53	53	53	52	48
11	52.1	70	71	69	69	71	71	70	71	71	71	71	71	71	71	71	71	69	62	56	56	55	55	54	54	54	53	53	53	52	48
12	55.2	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	54	54	54	53	53	53	53	52	48
13	58.3	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
14	61.4	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
15	64.5	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	53	53	53	53	52	52	48
16	67.6	69	69	68	68	70	70	69	70	70	70	70	70	70	70	70	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
17	70.7	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
18	73.8	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
20	80.3	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
21	83.45	68	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	47
22	86.6	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	52	52	52	52	52	47
23	89.75	68	68	66	66	68	68	68	68	68	68	68	68	68	68	68	69	66	60	55	54	54	53	53	53	52	52	52	52	52	47
24	92.9	68	68	66	66	68	68	68	68	68	68	68	68	68	68	68	68	66	60	55	54	54	53	53	53	52	52	52	52	51	47
25	96.05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	60	55	54	--	--	--	--	--	--	52	52	52	48
		10	11	5	5	11	11	9	11	11	11	11	11	11	11	11	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		74	74	72	72	74	74	73	73	73	74	74	74	74	74	74	74	71	63	57	56	55	55	54	54	54	53	53	53	52	48
Exceedance		11			11			11		11		11		11		11		3				0			0			0			

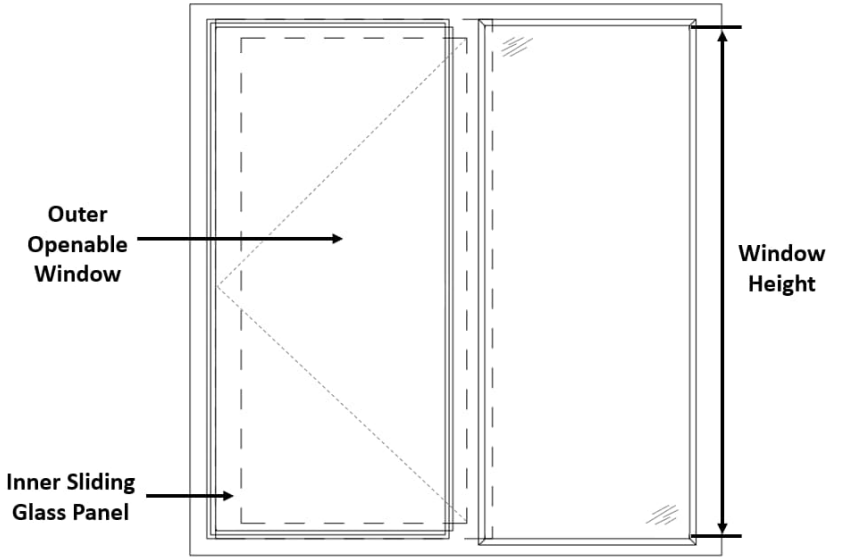
T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	52	53	53	54	54	55	55	52	51	51	50	49
2	24.2	55	55	55	56	56	57	57	53	53	53	52	51
3	27.3	56	56	57	57	57	57	57	54	54	53	52	51
4	30.4	57	57	57	57	58	58	58	54	54	53	53	52
5	33.5	57	57	57	58	58	58	58	54	54	54	53	52
6	36.6	57	57	58	58	58	58	58	54	54	54	53	52
7	39.7	57	58	58	58	58	58	58	55	54	54	53	53
8	42.8	58	58	58	58	58	58	58	55	54	54	53	53
9	45.9	58	58	58	58	58	58	58	55	54	54	53	53
10	49	58	58	58	58	58	58	58	55	54	54	53	53
11	52.1	58	58	58	58	58	58	58	55	54	54	53	53
12	55.2	57	58	58	58	58	58	58	55	54	54	53	53
13	58.3	57	57	58	58	58	58	58	55	54	54	53	53
14	61.4	57	57	57	58	58	58	58	54	54	54	53	53
15	64.5	57	57	57	58	58	58	58	54	54	54	53	53
16	67.6	57	57	57	57	57	58	58	54	54	54	53	53
17	70.7	57	57	57	57	57	57	57	54	54	54	53	52
18	73.8	57	57	57	57	57	57	57	54	54	53	53	52
19	76.9	57	57	57	57	57	57	57	54	54	53	53	52
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	58	58	55	54	54	53	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	80
Compliance Level:	77%
Max. Noise Level:	74

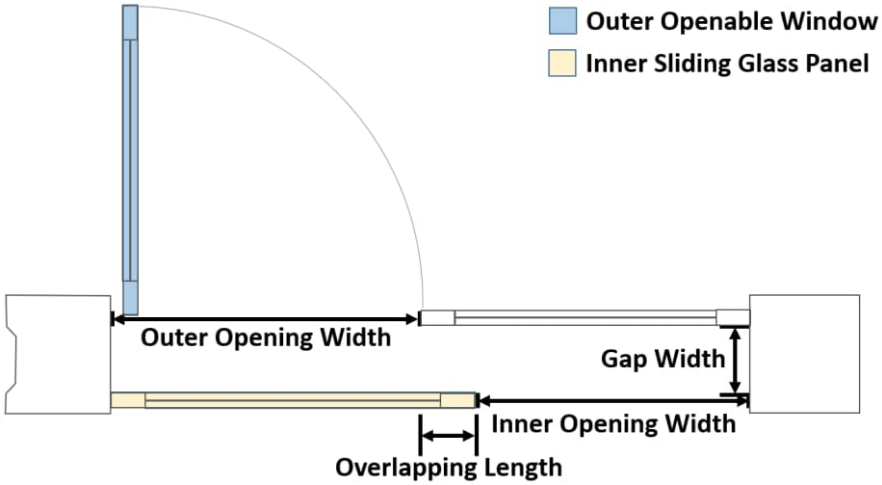
Noted:
Noise level exceed stardand of 70 dB(A)

Appendix 3.3 Indicative Design of EAB(BT)-(EPD-PN) & AW(BT)-(EPD-PN) Adopted in the Proposed Development

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



INTERNAL VIEW (NOT TO SCALE)



PLAN (NOT TO SCALE)

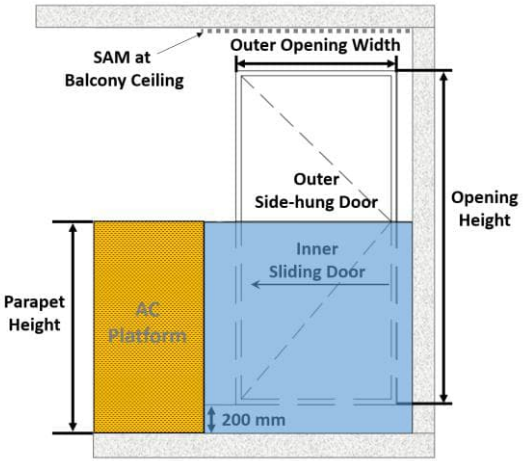
Possible Designs of "Acoustic Window (Baffle Type)" for 8m² and 18m² rooms					
Room Size (m^2)	**Room Dimensions (mm^3)**	**Inner Window Opening (mm^2)**	**Outer Window Opening (mm^2)**	**Overlapping Length (mm)**	**Gap Width (mm)**
8	**3200 (W) x 2500 (D) x 3400 (H)**	**580 (W) x 870 (H)**	**600 (W)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

Notes:

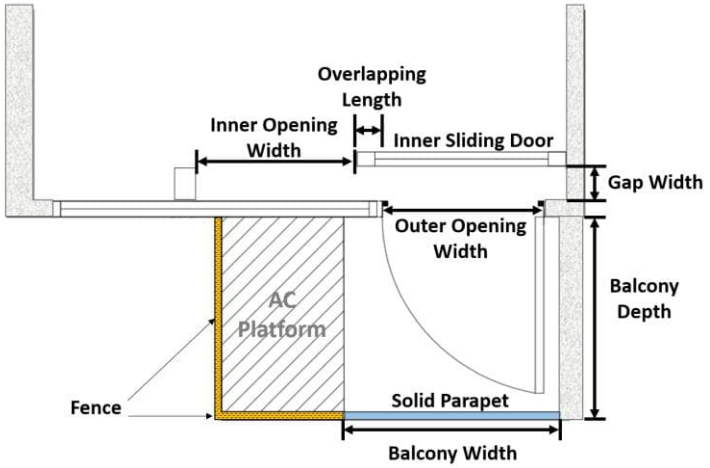
a. These are feasible designs of AW(BT) for 8m² and 18m² rooms.

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

(II) Possible designs of "Enhanced Acoustic Balcony (Baffle Type)" in 14m^2 and 18m^2 habitable rooms (i.e. dining room, living room or bedroom)



EXTERNAL VIEW (NOT TO SCALE)



PLAN (NOT TO SCALE)

Fence (≥ 70% Permeability) Solid Parapet

Possible Designs of "Enhanced Acoustic Balcony (Baffle Type)" for 14m^2 and 18m^2 rooms								
Room size (m^2)	**Room Dimensions (mm^3)**	**Balcony Width (mm)**	**Balcony Depth (mm)**	**Parapet Height (mm)**	**Inner Opening (mm^2)**	**Outer Opening (mm^2)**	**Overlapping Length (mm)**	**Gap Width (mm)**
14	**3400 (W) x 4100 (D) x 3100 (H)**	**≥ 1440**	**≥ 1300**	**≥ 1450**	**1025 (W) x 2210 (H)**	**1150 (W) x 2210 (H)**	**≥ 100**	**100**
18	**5300 (W) x 3390 (D) x 3400 (H)**	**≥ 2055**	**≥ 1300**	**≥ 1450**	**1150 (W) x 2210 (H)**	**1150 (W) x 2210 (H)**	**≥ 100**	**100**

Notes:
1. These are feasible designs of EAB for 14m^2 and 18m^2 rooms. The room with EAB should meet the natural lighting and ventilation requirements in regulations 30 & 31 of the Building (Planning) Regulations (B(P)R). The AC platform should comply with the requirements under Appendix B of Code of Practice on Access for External Maintenance 2021 (AfEM Code), and balconies for residential buildings should comply with the criteria and conditions set out in Joint Practice Note (JPN) 1 for application of exemption from gross floor area and/or site coverage under the B(P)R.
2. SAM at balcony ceiling refers to sound absorptive material of noise reduction coefficient ≥ 0.7. It is an essential feature to attain the basic noise reduction performance in Annex B.
3. Comparable noise performance is anticipated should the AC platform be replaced by balcony with solid parapet.

Appendix 3.4 Sound Attenuation Adjustment of EAB(BT)-(EPD-PN) & AW(BT)-(EPD-PN) Adopted in the Proposed Development

Adjustment of Sound Attenuation for Traffic Noise Impact Assessment

Reference Case

Case ID	Acoustic Window/ Door System	SAM at 100mm gap	MPA	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)
BAL	AB(BT)-EPD PN	No	No	100	≥100	14	8.0

Case ID	Acoustic Window/ Door System	SAM at 100mm gap	MPA	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)
W	AW(BT)-EPD PN	No	No	100 to 175	≥100	8	6.0

Proposed Development							Reference Case					
NSRs with Acoustic Window / Balcony (Baffle Type)	Tower	Room	Referred Case ID	Max. Noise Level, dB(A)	Required Max. Sound Attenuation, dB(A)	Room area (RA), m^2	Air Gap, mm	Overlapping length (Mullion Included), mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)	Adjustment: 10xlog(RA/RAref)	Adjusted sound attenuation, dB(A)
N1-01	T1	LIV/DIN	BAL	74	3.6	17.5	100	≥100	14	8.0	0.0	8.0
N1-02	T1	MBR	W	74	3.9	6.2	100 to 175	≥100	8	6.0	-1.1	4.9
N1-03	T1	BR	W	73	2.2	4.5	100 to 175	≥100	8	6.0	-2.5	3.5
N1-04	T1	BR	W	72	1.7	4.5	100 to 175	≥100	8	6.0	-2.5	3.5
N1-05	T1	MBR	W	75	4.1	6.2	100 to 175	≥100	8	6.0	-1.1	4.9
N1-06	T1	LIV/DIN	BAL	75	4.2	16.4	100	≥100	14	8.0	0.0	8.0
N1-07	T1	LIV/DIN	BAL	73	2.9	10.3	100	≥100	14	8.0	-1.3	6.7
N1-08	T1	MBR	W	74	3.2	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-09	T1	MBR	W	74	3.2	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-10	T1	LIV/DIN	BAL	74	3.3	10.3	100	≥100	14	8.0	-1.3	6.7
N1-11	T1	LIV/DIN	BAL	74	3.5	10.3	100	≥100	14	8.0	-1.3	6.7
N1-12	T1	MBR	W	74	3.7	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-13	T1	MBR	W	74	3.7	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-14	T1	LIV/DIN	BAL	74	3.7	10.3	100	≥100	14	8.0	-1.3	6.7
N1-15	T1	LIV/DIN	BAL	74	3.9	10.3	100	≥100	14	8.0	-1.3	6.7
N1-16	T2	MBR	W	74	3.9	5.5	100 to 175	≥100	8	6.0	-1.6	4.4
N1-17	T2	BR	W	71	1.0	5.4	100 to 175	≥100	8	6.0	-1.7	4.3

Appendix 3.5 Road Traffic Noise Impact Assessment Result (Mitigated Case)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs)
Mitigated Case

T1																														
Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23	N1-24	N1-25	N1-26	N1-27	N1-28	N1-29	N1-30
1	21.1	66	69	69	69	70	67	66	68	68	67	67	70	70	67	68	70	67	63	57	55	54	54	53	53	52	51	51	50	49	45
2	24.2	66	69	69	68	69	66	67	69	69	67	67	69	69	67	67	70	67	64	57	56	55	54	54	53	53	52	52	51	51	47
3	27.3	65	69	68	68	69	66	66	69	69	67	67	69	69	67	67	69	67	64	57	56	55	55	54	54	53	53	52	52	51	47
4	30.4	65	68	68	68	68	65	66	69	69	66	66	69	69	66	66	69	66	64	57	56	56	55	54	54	53	53	53	52	52	48
5	33.5	65	68	67	67	68	65	66	68	68	66	66	68	68	66	66	68	70	63	57	56	56	55	55	54	54	53	53	53	52	48
6	36.6	64	67	67	70	68	64	65	68	68	66	66	68	68	66	66	68	70	63	57	56	56	55	55	54	54	53	53	53	52	48
7	39.7	64	67	70	70	67	64	65	68	68	65	65	68	68	65	65	68	70	63	57	56	56	55	55	54	54	54	53	53	53	49
8	42.8	64	67	70	70	67	64	65	67	67	65	65	67	67	65	65	67	70	63	57	56	56	55	55	54	54	54	53	53	53	49
9	45.9	63	66	70	69	67	64	64	67	67	65	65	67	67	65	65	67	69	63	57	56	56	55	55	54	54	54	53	53	53	49
10	49	63	66	69	69	66	63	64	67	67	64	64	67	67	64	64	67	69	63	57	56	56	55	55	54	54	54	53	53	53	49
11	52.1	63	66	69	69	66	63	70	67	66	64	64	66	66	64	64	67	69	62	57	56	55	55	55	54	54	54	53	53	53	49
12	55.2	63	66	69	69	66	63	70	66	66	64	64	66	66	64	64	66	69	62	57	56	55	55	54	54	54	53	53	53	53	48
13	58.3	70	70	69	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	57	56	55	55	54	54	54	53	53	53	53	48
14	61.4	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	56	55	55	54	54	54	53	53	53	53	48
15	64.5	70	70	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	53	48
16	67.6	70	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
17	70.7	69	70	68	68	70	70	69	70	70	70	70	70	70	70	70	70	68	62	56	55	55	54	54	54	53	53	53	53	52	48
18	73.8	69	69	68	67	69	69	69	69	69	69	69	69	69	69	69	70	67	61	56	55	55	54	54	53	53	53	53	52	52	48
19	76.9	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	53	52	52	48
20	80.3	69	69	67	67	69	69	69	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	54	53	53	53	52	52	52	48
21	83.45	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	56	55	54	54	53	53	53	53	52	52	52	48
22	86.6	69	69	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	55	54	54	53	53	53	53	52	52	52	48
23	89.75	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	54	53	53	53	52	52	52	52	48
24	92.9	68	68	67	67	69	69	68	69	69	69	69	69	69	69	69	69	67	61	55	54	54	53	53	53	53	52	52	52	52	48
25	96.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	61	55	54	-	-	-	-	-	-	52	52	52	48
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max		70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64	57	56	56	55	55	54	54	54	53	53	53	49
Exceedance		0			0			0		0		0		0		0		0				0			0			0			

T2													
Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12
1	21.1	53	53	53	54	55	55	56	52	52	51	51	50
2	24.2	55	56	56	56	57	57	57	54	53	53	52	51
3	27.3	56	57	57	57	57	58	58	54	54	54	53	52
4	30.4	57	57	57	58	58	58	58	55	54	54	53	52
5	33.5	57	58	58	58	58	58	58	55	54	54	53	53
6	36.6	58	58	58	58	58	58	59	55	55	54	53	53
7	39.7	58	58	58	58	58	58	59	55	55	54	54	53
8	42.8	58	58	58	58	58	59	59	55	55	54	54	53
9	45.9	58	58	58	58	58	58	59	55	55	54	54	53
10	49	58	58	58	58	58	58	58	55	55	54	54	53
11	52.1	58	58	58	58	58	58	58	55	55	54	54	53
12	55.2	58	58	58	58	58	58	58	55	55	54	54	53
13	58.3	58	58	58	58	58	58	58	55	55	54	54	53
14	61.4	58	58	58	58	58	58	58	55	54	54	54	53
15	64.5	58	58	58	58	58	58	58	55	54	54	53	53
16	67.6	57	58	58	58	58	58	58	55	54	54	53	53
17	70.7	57	57	58	58	58	58	58	54	54	54	53	53
18	73.8	57	57	57	58	58	58	58	54	54	54	53	53
19	76.9	57	57	57	57	58	58	58	54	54	54	53	53
		0	0	0	0	0	0	0	0	0	0	0	0
Max		58	58	58	58	58	59	59	55	55	54	54	53
Exceedance		0				0		0		0			

No. of Units:	342
No. of Units with Exceedance:	0
Compliance Level:	100%
Max. Noise Level:	70

Noted:

- Noise level exceed stardand of 70 dB(A)
- Enhanced Acoustic Baclony (Baffle Type)- EPD PN
- Acoustic Window (Baffle Type)- EPD PN

Confidential

Appendix 3.6 Proposed Overall Noise Mitigation Measures Schedule

Schedule of Noise Mitigation Measures

NSR	Room	Floor	Noise Mitigation Measures
N1-01	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-02	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-03	BR	1 - 6/F	Acoustic Window (Baffle Type)-EPD PN
N1-04	BR	1 - 5/F	Acoustic Window (Baffle Type)-EPD PN
N1-05	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-06	LIV/DIN	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-07	LIV/DIN	1 - 10/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-08	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-09	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-10	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-11	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-12	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-13	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-14	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-15	LIV/DIN	1 - 12/F	Enhanced Acoustic Balcony (Baffle Type)-EPD PN
N1-16	MBR	1 - 12/F	Acoustic Window (Baffle Type)-EPD PN
N1-17	BR	1 - 4/F	Acoustic Window (Baffle Type)-EPD PN

Appendix 4.1 Photo Records of Site Investigation

Site Surveys and Photo Records

Source ID: QJ_1

Name	Date of Observation	Time of Observation	Photo
全記	16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	 

Site Surveys and Photo Records

Source ID: WPS_1

Name	Date of Observation	Time of Observation	Photo
Yau Tong Salt Water Pumping Station	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	   

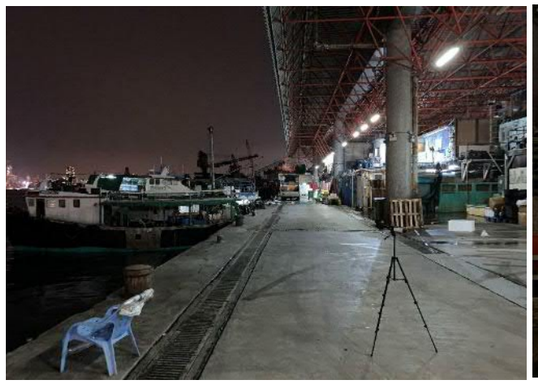
Site Surveys and Photo Records

Source ID: TLM_1

Name	Date of Observation	Time of Observation	Photo
Tung Lee Motor Service Centre	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	  

Site Surveys and Photo Records

Source ID: WFM_1-WFM_2

Name	Date of Observation	Time of Observation	Photo
Wholesale Fish Market	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	       

Site Surveys and Photo Records

Source ID: CFS_1

Name	Date of Observation	Time of Observation	Photo
Cooked Food Stall	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	     

Site Surveys and Photo Records

Source ID: CCC_1-CCC_6

Name	Date of Observation	Time of Observation	Photo
China Concrete Co. Limited	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	    

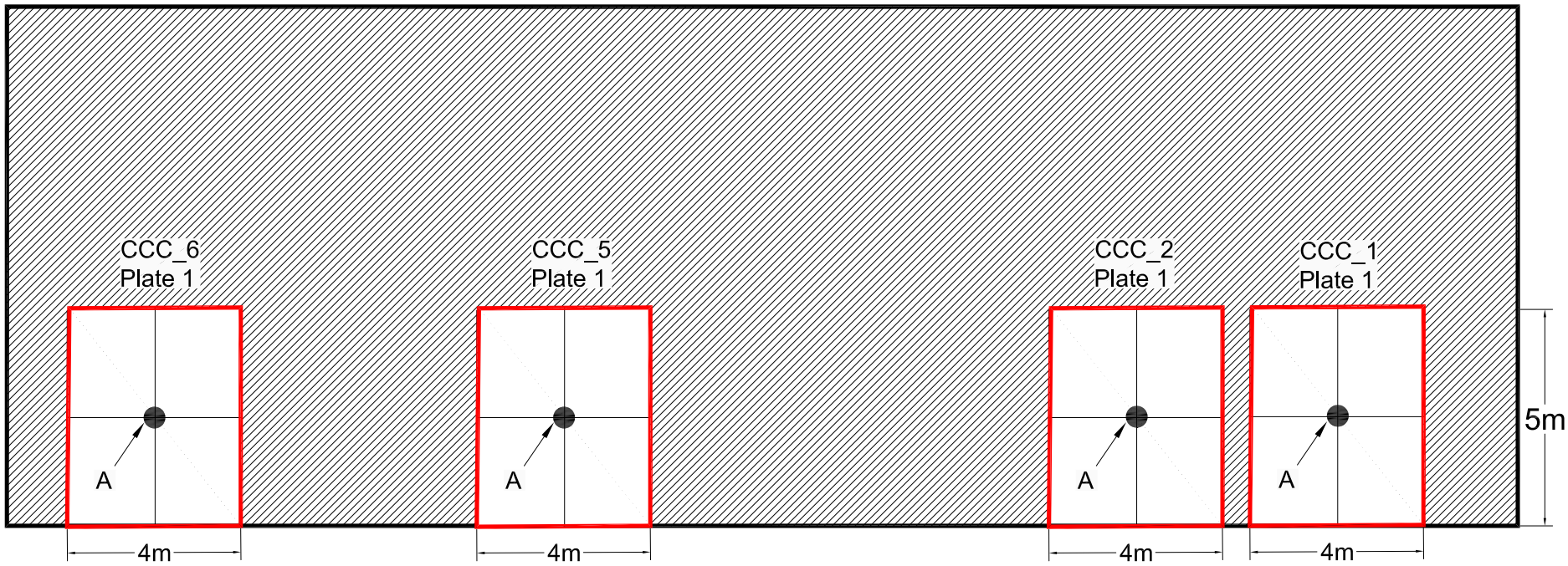
Site Surveys and Photo Records

Source ID: HKA_1 - HKA_3

Name	Date of Observation	Time of Observation	Photo
Hong Kong Concrete Co. Limited	14 Sep 16 22 Sep 16 27 Sep 16 28 Sep 16 14 Mar 17 26 Jun 17 29 Jun 17 17 Apr 20 18 Apr 20 20 Jun 22 16 Aug 23 18 Sep 23 23 Sep 23 25 Sep 23 28 Feb 24 17 Oct 24 01 Nov 24	0900 - 1300 0900 - 1500 1400 - 1800 0100 - 0600 0900 - 1300 0900 - 1300 1200 - 1800 1500 - 1900 0000 - 0300 1400 - 1800 0900 - 1300 1500 - 1800 2300 - 0000 2300 - 0000 0900 - 1200 0900 - 1200 1400 - 1800	    

Appendix 4.2 Detailed Measurement Locations and Data

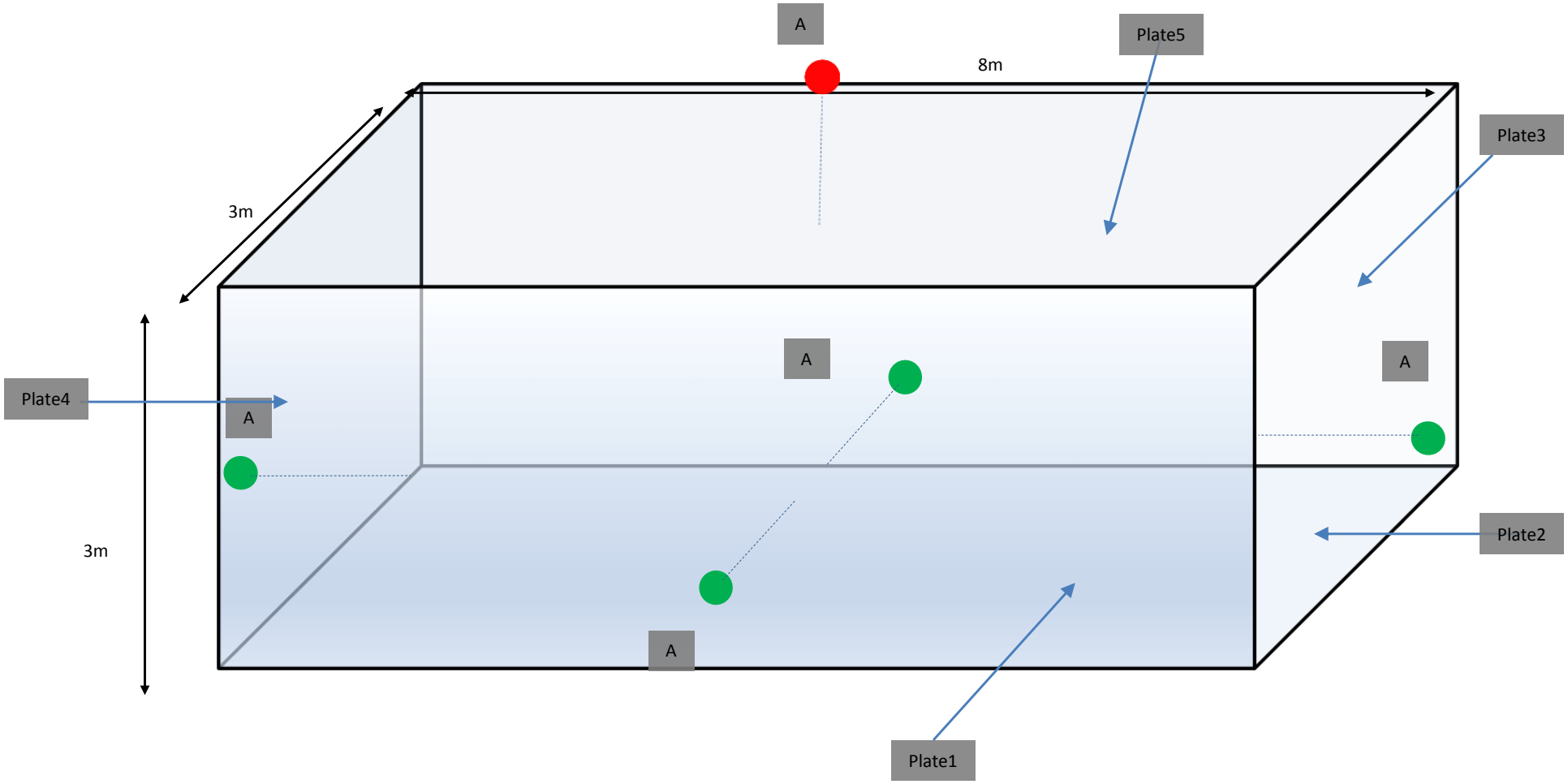
China Concrete Company Limited



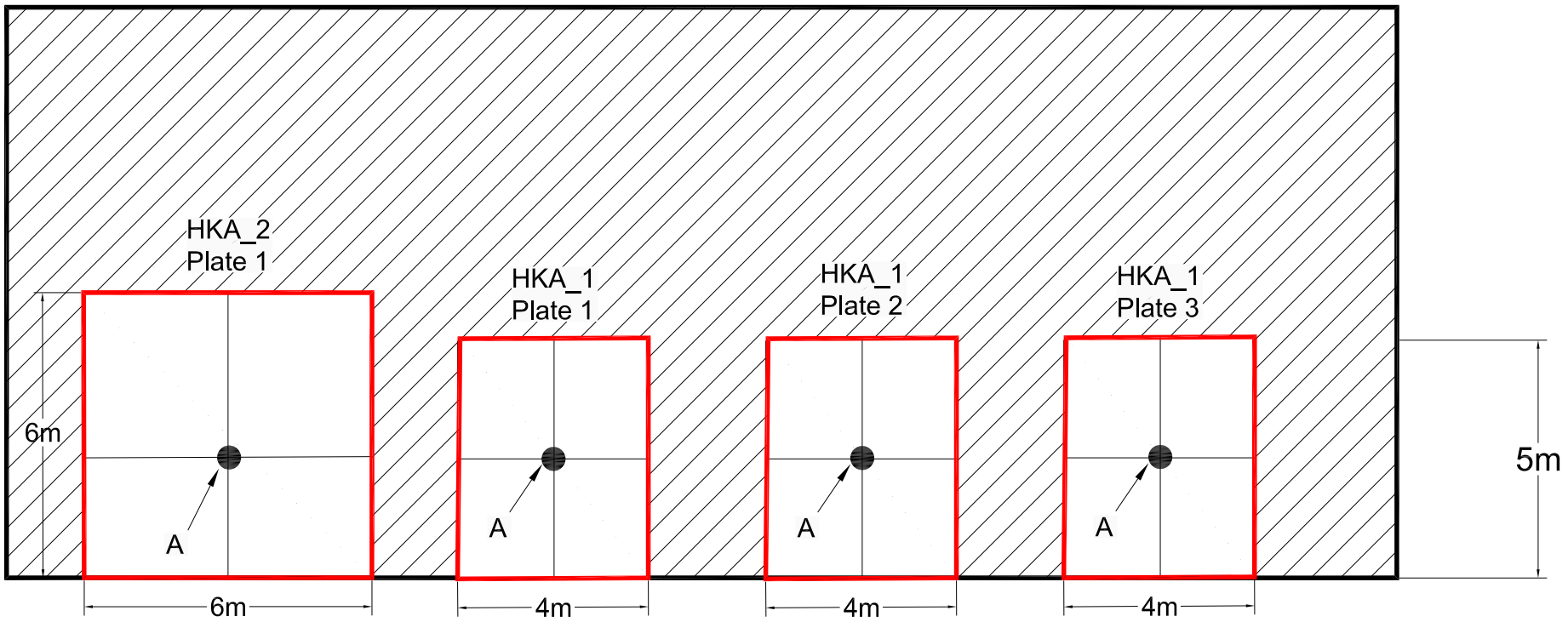
Legends:

Measuring Points

Non-leakage Surface


A
Plate5
8m
3m
Plate3
A
A
Plate4
A
3m
Plate2
A
Plate1

Hong Kong Concrete Co. Limited

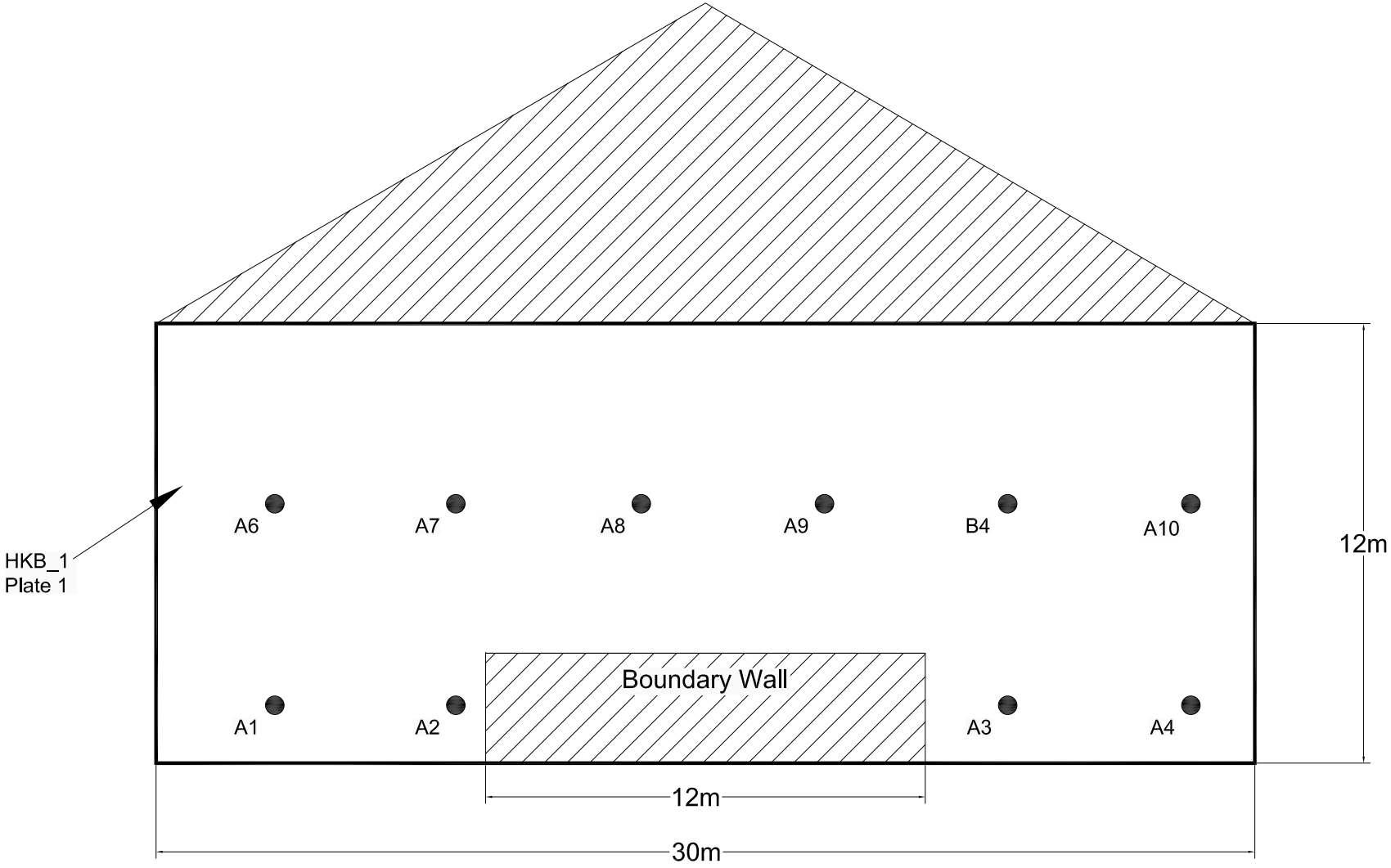


Legends:

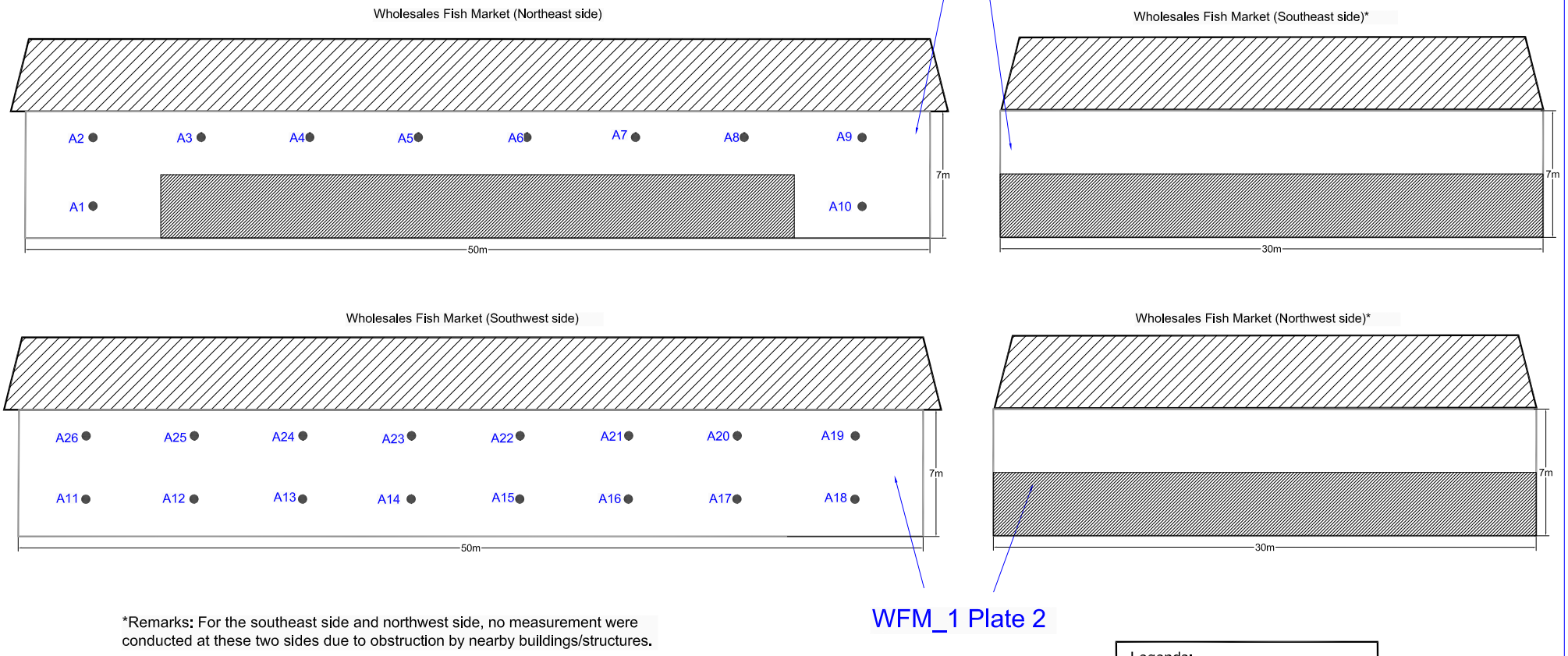
Measuring Points

Non-leakage Surface

Hong Kong Concrete Co. Limited



WFM_1 Plate 1



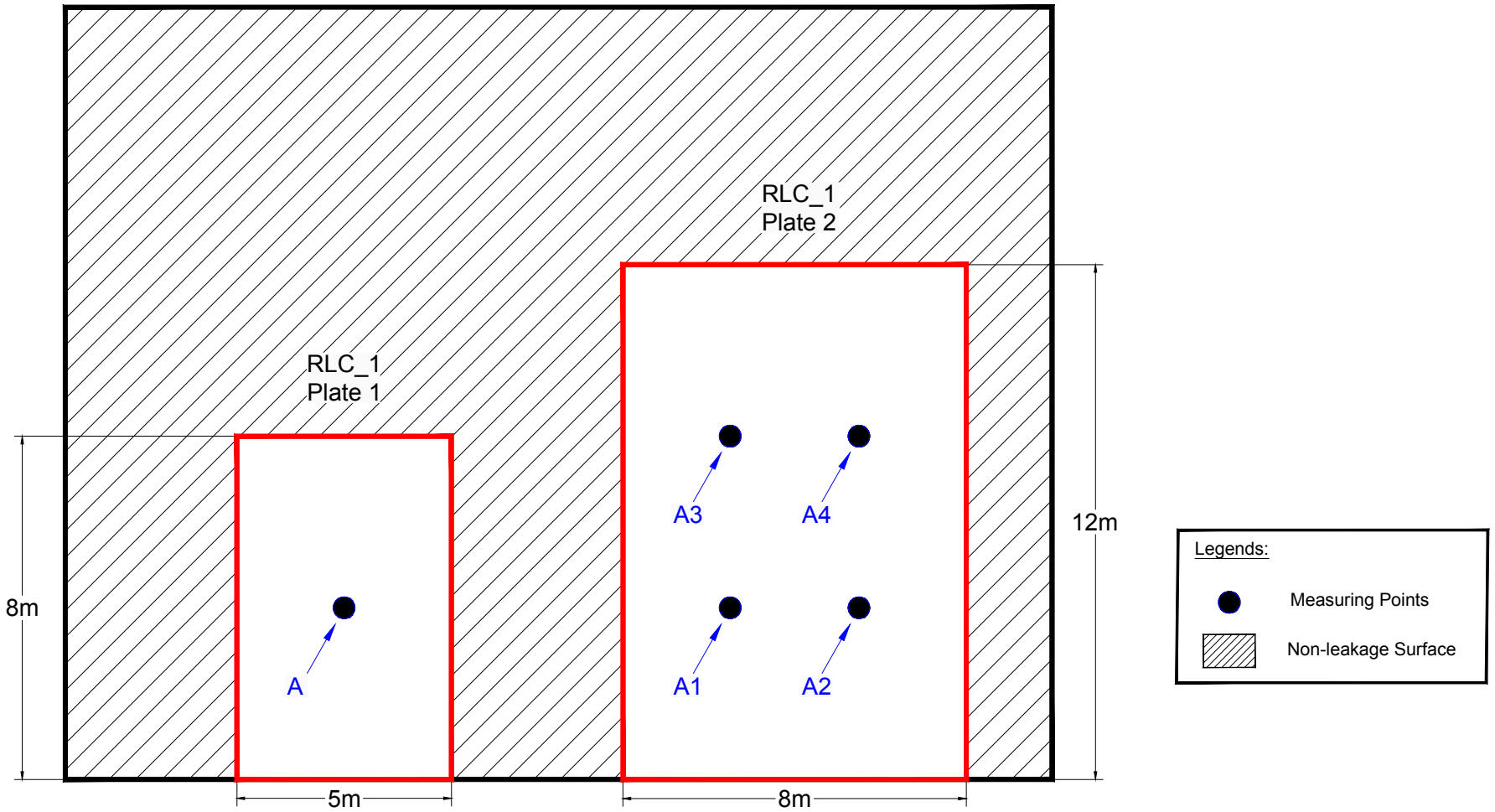
*Remarks: For the southeast side and northwest side, no measurement were conducted at these two sides due to obstruction by nearby buildings/structures.

WFM_1 Plate 2

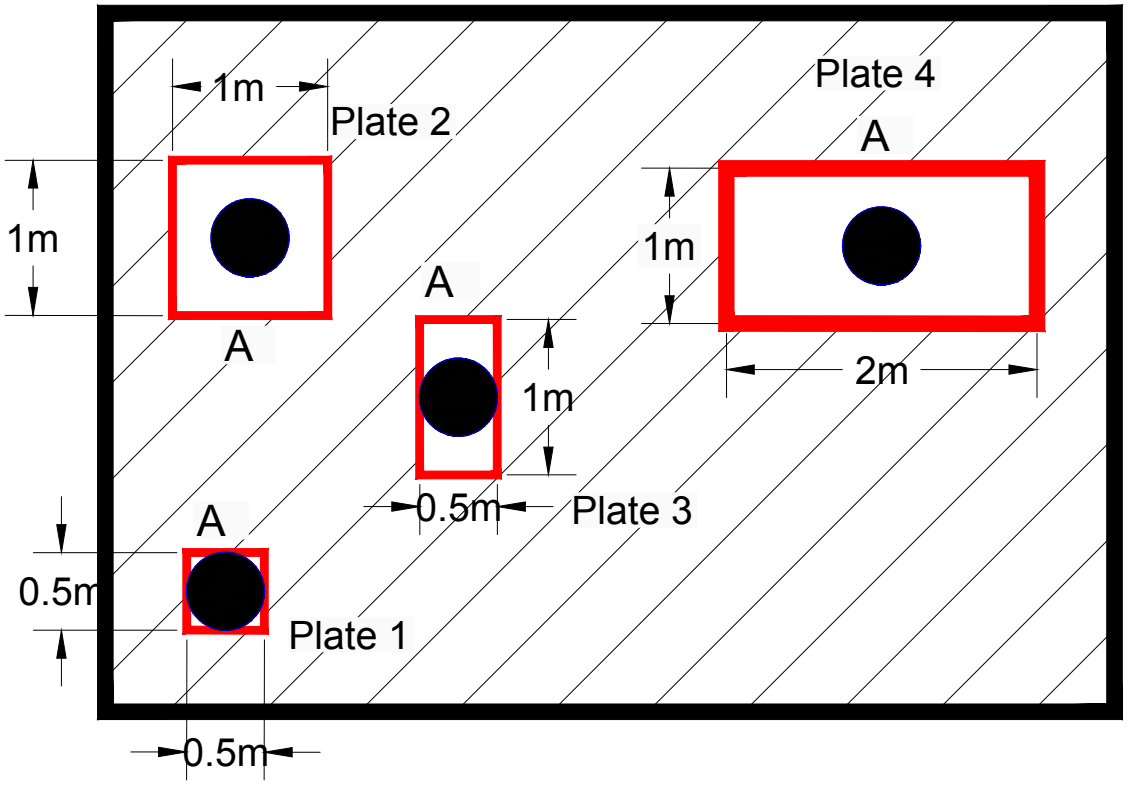
Legends:

- Measuring Points
- Non-leakage Surface

Redland Concrete Limited



Yau Tong Salt Water Pumping Station (WPS_1)

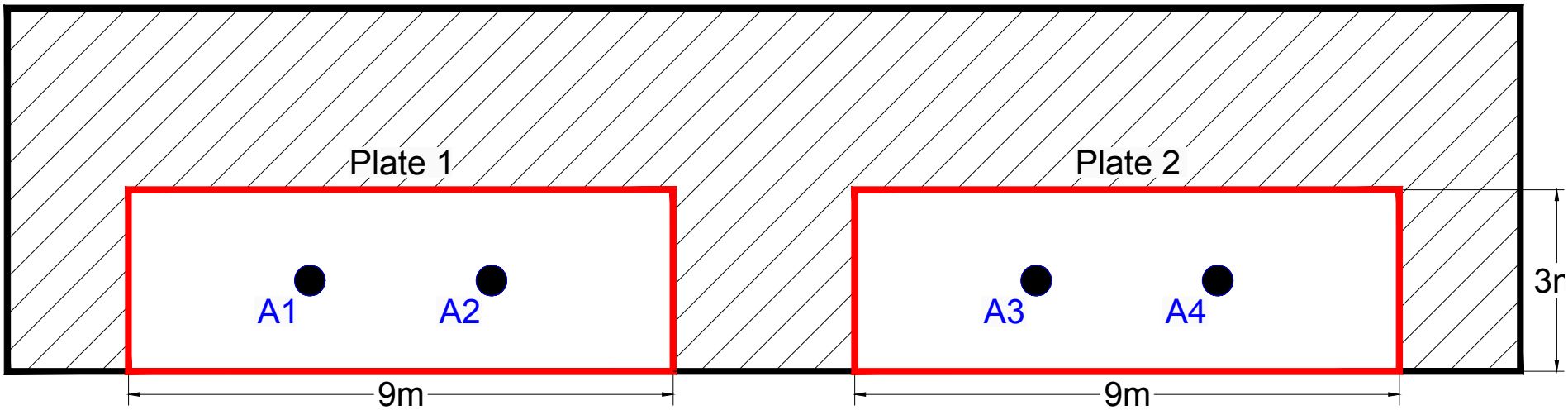


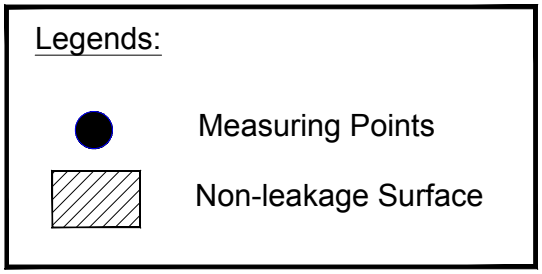
Legends:

Measuring Points

Non-leakage Surface

Tung Lee Motor Service Workshop (TLM_1)





Measurement Date: 19 Sep 2023 (Tue) 1100 – 1130 Weather Condition: Sunny Noise Source ID: QJ_1	Noise measurement was therefore carried out at 25m away of the sources, which having direct line of sight with the activities. 

Sound Level meter: Norsonic 139	Sound Calibrator: Norsonic 1256

Deduced Sound Power Level for the Chiller

Activity	SPL, dB(A)	Background Noise, dB(A)	Calculated SPL, dB(A)	Façade Correction, dB(A)	Measurement distance (D), m	Derived SWL, dB(A)*	Duration (min) / 30mins
Loading and unloading	72.0	70.7	66.2	+3	25	105.1	30

Note:

1. Only noise measurement was conducted during daytime as no operation was observed during site survey at nighttime.

Remark:

* Derived SWL = SPL + 20 x log (D) + 8 + façade correction

Frequency Analysis to determine the correction of tonality in accordance with IND-TM (Fixed Noise Source (S1) - VRV at the roof of the Police Station)

Noise Source Type(s): *operation Sound*

Freq	SPL (dB(A))	10^(SPL/10)	For 1/3 octave band								For pair of 1/3 octave band								
			Freq	1/3 octave band	(a)	(b)	Ftone	(c)	Tonal?	Corr	Freq	highest of 1/3 octave band pair	average of 1/3 octave band pair	(a)	(b)	Ftone	(c)	Tonal?	Corr
31.5	33.2	2113.0	31.5	33.2	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	31.5-40	37.8	35.5	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
40	37.8	6056.0	40	37.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	40-50	43.7	40.7	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
50	43.7	23278.0	50	43.7	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	50-63	43.8	43.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
63	43.8	24231.7	63	43.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	63-80	47.7	45.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
80	47.7	59445.9	80	47.7	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	80-100	49.1	48.4	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
100	49.1	81377.5	100	49.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	100-125	53.1	51.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
125	53.1	205185.1	125	53.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	125-160	55.3	54.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
160	55.3	336262.4	160	55.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	160-200	55.8	55.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
200	55.8	376573.7	200	55.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	200-250	57.8	56.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
250	57.8	609171.4	250	57.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	250-315	58.8	58.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
315	58.8	762587.6	315	58.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	315-400	61.0	59.9	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
400	61.0	1247223.3	400	61.0	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	400-500	61.2	61.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
500	61.2	1313870.6	500	61.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	500-630	61.8	61.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
630	61.8	1530066.6	630	61.8	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	630-800	62.2	62.0	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
800	62.2	1642628.5	800	62.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	800-1k	62.5	62.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
1k	62.5	1780613.7	1000	62.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	1k-1.25k	62.5	62.0	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
1.25k	61.5	1422932.0	1250	61.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	1.25k-1.6k	61.5	61.4	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
1.6k	61.3	1338248.7	1600	61.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	1.6k-2k	61.3	60.7	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
2k	60.1	1031574.9	2000	60.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	2k-2.5k	60.1	59.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
2.5k	58.9	775029.1	2500	58.9	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	2.5k-3.15k	58.9	58.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
3.15k	57.3	533103.1	3150	57.3	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	3.15k-4k	57.3	56.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
4k	55.2	329629.8	4000	55.2	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	4k-5k	55.2	54.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
5k	52.9	195934.1	5000	52.9	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	5k-6.3k	52.9	51.5	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
6.3k	50.1	101703.0	6300	50.1	TRUE	FALSE	--	FALSE	**FALSE**	**NA**	6.3k-8k	50.1	48.7	TRUE	FALSE	--	FALSE	**FALSE**	**NA**
8k	47.3	53673.1	8000	47.3	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	8k-10k	47.3	45.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
10k	44.2	26353.8	10000	44.2	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	10k-12.5k	44.2	42.6	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
12.5k	40.9	12386.1	12500	40.9	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	12.5k-16k	40.9	37.8	FALSE	FALSE	--	FALSE	**FALSE**	**NA**
16k	34.7	2981.2	16000	34.7	FALSE	FALSE	--	FALSE	**FALSE**	**NA**	--	--	--	--	--	--	--	--	--

Highest	62.5
Overall	72.0
Tonality Correction Adopted, dB(A)	*0*

A correction for tonality shall be applied if, between 31.5Hz and 16kHz, any one-third octave band or any pair of adjacent one-third octave bands of the A-weighted spectrum of the noise under investigation satifies all of the following conditions:

(a) the level of the one-third octave band under consideration, or, in the case of a pair of bands, the level of the highest band in that pair, is not more than 15.0 dB below the level of the highest one-third octave band;

(b) the level of the one-third octave band under consideration, or, in the case of a pair of bands, the arithmetic average of the levels of the two bands, is more than 1.0 dB higher than the level of each of the adjacent bands on either side of the band or pair of bands under consideration; and

(c) the level difference, known as the tonality factor, ftone, between the level of the one-third octave band under consideration, or, in the case of a pair of bands, the arithmetic average of the levels of the two bands, and the arithmetic average of the levels of the adjacent bands on either side of the band or pair of bands under consideration is 3.0 dB or more

f_{tone}(dB)	C_{tone}(dB(A))	
	in cases where the frequency of any band under consideration is below 250 Hz	in cases where the frequency of each band under consideration is higher than or equal to 250 Hz
greater than or equal to 3.0 and less than 6.0	0	3
greater than or equal to 6.0 and less than 9.0	3	6
greater than or equal to 9.0	6	6

Appendix 4.3 Calculations of Sound Power Level of Industrial Noise Sources

Noise Measurements Data for Determination of Sound Power Level

Noise Sources	Source Description	Noise Sources ID	Location	Avg. Measured SPL, dB(A)	Measurement Distance from Source (d), m	Surface Area (S), m2	SWL, dB(A) (SPL + 10 log (S))	SWL, dB(A) (SPL + 20 log (d)+8)	SWL adopted in Noise from Fixed Source Calculation, dB(A)	Remarks
China Concrete Co. Limited	Concrete Batching Plant(Concrete Lorry Mixer)	CCC_1	Plate 1	81	1	34	96.3	-	96.3	
	Concrete Batching Plant(Concrete Lorry Mixer)	CCC_2	Plate 1	79.9	1	34	95.2	-	95.2	
	Concrete Lorry Mixer Washing Bay	CCC_3	Plate 1	78.6	3.0	66	96.8	-	100.4	Reference is made to the Approved Planning Application No. A/K15/126
			Plate 2	77.6	3.0	66	95.8	-		
			Plate 3	78.2	3.0	36	93.8	-		
			Plate 4	71.8	3.0	36	87.4	-		
			Plate 5	71.8	3.0	90	91.3	-		
	Concrete Lorry Mixer Washing Bay	CCC_4	-	-	-	-	-	-	100.4	Reference is made to the Approved Planning Application No. A/K15/126
	Concrete Batching Plant (Tanker)	CCC_5	Plate 1	78.3	1	40	94.3	-	94.3	
	Concrete Batching Plant (Tanker)	CCC_6	Plate 1	81.9	1	40	97.9	-	97.9	
Hong Kong Concrete Co. Limited	Concrete Batching Plant(Concrete Lorry Mixer)	HKA_1	Plate 1	82.3	1	34	97.6	-	102.4	
			Plate 2	82.8	1	34	98.1	-		
			Plate 3	81.7	1	34	97.0	-		
	Concrete Batching Plant (Tanker)	HKB_2	Plate 1	76.7	1	90	96.2	-	96.2	
	Screw Pumping Barge	HKB_3	-	-	-	-	-	-	102.0	Reference is made to the Approved Environmental Impact Assessment Report (Ref: AEIAR: 073/2003)
Cooked Food Stall	Operation Noise	CFS_1	Plate 1	63.8	1	14	75.3	-	75.3	
Wholesale Fish Market - (Day-time)	Operation Noise	WFM_1	Plate 1	68.2	1	546	95.6	-	92.9	Reference is made to the Approved Planning Application No. A/K15/126
			Plate 2	64.3	1	668	92.5	-		
	Loading and Unloading by Marine Vessels	WFM_2	-	76.2	3	-	-	93.7	96.7	A correction of 10xlog(12/6) is applied to the SWL for calculation to illsutrade the worst possible scenario
Wholesale Fish Market - (Night-time)	Operation Noise	WFM_1	Plate 1	66.8	1	546	94.2	-	91.6	Reference is made to the Approved Planning Application No. A/K15/126
			Plate 2	63.3	1	668	91.5	-		
	Loading and Unloading by Marine Vessels	WFM_2	-	74.3	3	-	-	91.8	94.8	A correction of 10xlog(12/6) is applied to the SWL for calculation to illsutrade the worst possible scenario
Yau Tong Salt Water Pumping Station	Operation Noise	WPS_1	Plate 1	71.8	1	2	74.8	-	84.3	
			Plate 2	71.6	1	5	78.6	-		
			Plate 3	71.7	1	4	77.7	-		
			Plate 4	71.4	1	8	80.4	-		
Tung Lee Motor Service Centre	Operation Noise	TLM_1	Plate 1	61.7	1	42	77.9	-	80.8	
			Plate 2	61.5	1	42	77.7	-		
全記	Loading and Unloading Activities	QJ_1	Plate 1	66.8	25	-	-	105.1	105.1	
Redland Concrete Limited	Operation Noise	RLC_1	Plate 1	74.8	1	61	92.7	-	97.9	
			Plate 2	75.3	1	128	96.4	-		
	Cooling Tower	RLC_2	-	-	-	-	-	-	95.1	Reference is made to the Product Catalogue in Appendix 3.5: FT-250 for similar diameter
		RLC_3	-	-	-	-	-	-	95.1	
	Screw Pumping Barge	RLC_4	-	-	-	-	-	-	102.0	Reference is made to the Approved Environmental Impact Assessment Report (Ref: AEIAR: 073/2003)

Appendix 4.4 Industrial Noise Impact Assessment Result (Base Case)

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessmer

Daytime - Base Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136.4	817247.0	70	C	70
F1-02	842135.2	817249.4	68	C	70
F1-03	842114.5	817277.3	65	C	70
F1-04	842105.3	817272.9	65	C	70
F2-01	842096.6	817230.2	70	B	65
F2-02	842097.3	817232.3	69	B	65
F2-03	842097.9	817234.2	69	B	65
F2-04	842098.7	817236.8	68	B	65
F2-05	842099.6	817239.5	67	B	65
F2-06	842100.3	817241.9	67	B	65
F2-07	842100.9	817243.7	67	B	65

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	100.7	-48.1	0	3	60.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	295.8	-57.4	-10	3	31.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	296.5	-57.4	-10	3	30.8
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	301.1	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	301.6	-57.6	-10	3	35.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	291.9	-57.3	-10	3	30.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	294.0	-57.4	-10	3	33.6
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	246.9	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	259.7	-56.3	-10	3	33.0
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	269.7	-56.6	-10	3	38.4
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	164.9	-52.3	-10	3	15.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	112.2	-49.0	-10	3	36.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	117.7	-49.4	-10	3	24.4
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	24.6	-35.8	0	3	65.1
RLC_2		Cooling Tower	95.1	842140.879	817226.046	21.5	-34.6	0	3	63.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	18.5	-33.3	0	3	64.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.4	-44.2	-10	3	50.8
									Total	70
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	98.1	-47.8	-10	3	50.3
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	298.4	-57.5	-10	3	31.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	299.1	-57.5	-10	3	30.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	303.7	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	304.1	-57.7	-10	3	35.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	294.5	-57.4	-10	3	29.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	296.6	-57.4	-10	3	33.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	249.5	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	262.3	-56.4	-10	3	32.9
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	272.3	-56.7	-10	3	38.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	167.5	-52.5	-10	3	15.8
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	114.8	-49.2	-10	3	36.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.6	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	116.2	-49.3	-10	3	24.5
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	27.2	-36.7	0	3	64.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	24.0	-35.6	0	3	62.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	21.0	-34.4	0	3	63.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.9	-44.2	-10	3	50.8

Total	68
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	63.7	-44.1	0	3	64.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	333.2	-58.5	-10	3	30.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	333.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	338.5	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	338.9	-58.6	-10	3	34.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	329.3	-58.4	-10	3	29.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	331.3	-58.4	-10	3	32.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	284.2	-57.1	-10	3	38.3
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	297.1	-57.5	-10	3	31.8
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.5	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	202.3	-54.1	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	149.4	-51.5	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	162.4	-52.2	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	105.3	-48.5	0	3	35.3
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	61.1	-43.7	-10	3	47.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	57.7	-43.2	-10	3	44.9
RLC_3		Cooling Tower	95.1	842139.389	817228.785	54.5	-42.7	-10	3	45.4
RLC_4		Derrick Barge	102.0	842085.196	817207.946	75.3	-45.5	-10	3	49.5
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	64.5	-44.2	0	3	63.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	335.4	-58.5	-10	3	30.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	335.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	340.7	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	341.0	-58.7	-10	3	34.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	331.2	-58.4	-10	3	28.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	332.8	-58.4	-10	3	32.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	286.8	-57.2	-10	3	38.2
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	299.4	-57.5	-10	3	31.7
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.8	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	204.2	-54.2	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	150.8	-51.6	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	160.8	-52.1	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	114.9	-49.2	-10	3	24.6
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	62.3	-43.9	-10	3	47.0
RLC_2		Cooling Tower	95.1	842140.879	817226.046	58.8	-43.4	-10	3	44.7
RLC_3		Cooling Tower	95.1	842139.389	817228.785	55.8	-42.9	-10	3	45.2
RLC_4		Derrick Barge	102.0	842085.196	817207.946	68.0	-44.6	-10	3	50.4
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	105.0	-48.4	0	3	59.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	309.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	309.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	314.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	314.4	-57.9	-10	3	35.5
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	304.1	-57.7	-10	3	29.7
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	304.4	-57.7	-10	3	33.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	262.6	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	274.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	274.6	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.0	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	125.1	-49.9	-10	3	36.0
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	125.1	-49.9	-10	3	39.8
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	152.9	-51.7	-10	3	22.1
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.4	-41.0	-10	3	47.1
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.8	-40.6	-10	3	47.5
RLC_4		Derrick Barge	102.0	842085.196	817207.946	25.0	-36.0	0	3	69.0

Total	70
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	102.9	-48.3	0	3	59.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	310.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	310.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	315.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	315.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	305.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	305.6	-57.7	-10	3	33.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	263.5	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	275.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	276.1	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.9	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.0	-50.0	-10	3	35.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	126.7	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	150.8	-51.6	-10	3	22.2
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.0	-40.9	-10	3	47.2
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.2	-40.5	-10	3	47.6
RLC_4		Derrick Barge	102.0	842085.196	817207.946	27.2	-36.7	0	3	68.3

Total	69
Daytime Noise Criteria	65
Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	101.1	-48.1	0	3	60.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	311.3	-57.9	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	311.3	-57.9	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	316.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	316.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	306.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	306.7	-57.7	-10	3	33.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	264.3	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	276.0	-56.8	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	277.3	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	180.8	-53.1	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.8	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.2	-10	3	39.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	148.9	-51.5	-10	3	22.3
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.8	-40.4	-10	3	47.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	29.2	-37.3	0	3	67.7
									Total	69
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	98.6	-47.9	0	3	60.2
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	312.5	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	312.6	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	317.9	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	317.8	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	307.6	-57.8	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	308.1	-57.8	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	265.5	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	277.2	-56.9	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	279.0	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	181.9	-53.2	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	127.9	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.0	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	146.3	-51.3	-10	3	22.5
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.1	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.4	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	31.9	-38.1	0	3	66.9
									Total	68
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	96.0	-47.6	0	3	60.5
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	313.9	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	314.1	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	319.3	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	319.2	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	309.0	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	309.7	-57.8	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	266.7	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	278.5	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	280.9	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	183.2	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	129.2	-50.2	-10	3	35.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	132.1	-50.4	-10	3	39.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	143.6	-51.1	-10	3	22.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.4	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	34.7	-38.8	0	3	66.2
									Total	67
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	93.8	-47.4	0	3	60.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	315.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	315.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	320.5	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	320.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	310.3	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	311.0	-57.9	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	267.8	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	279.7	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	282.5	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	184.3	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	130.3	-50.3	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	133.9	-50.5	-10	3	39.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	141.3	-51.0	-10	3	22.8
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	37.2	-39.4	0	3	65.6
									Total	67
									Daytime Noise Criteria	65
									Comply?	No

Daytime - Base Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	92.1	-47.3	0	3	60.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	316.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	316.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	321.4	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	321.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	311.3	-57.9	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	312.1	-57.9	-10	3	33.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	268.6	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	280.6	-57.0	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	283.7	-57.1	-10	3	37.9
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	185.2	-53.4	-10	3	14.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	131.2	-50.4	-10	3	35.5
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	135.3	-50.6	-10	3	39.1
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	139.5	-50.9	-10	3	22.9
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.3	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	39.1	-39.8	0	3	65.2
									Total	67
									Daytime Noise Criteria	65
									Comply?	No

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessmer

Nighttime - Base Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136.4	817247.0	46	C	60
F1-02	842135.2	817249.4	41	C	60
F1-03	842114.5	817277.3	55	C	60
F1-04	842105.3	817272.9	52	C	60
F2-01	842096.6	817230.2	40	B	55
F2-02	842097.3	817232.3	40	B	55
F2-03	842097.9	817234.2	40	B	55
F2-04	842098.7	817236.8	40	B	55
F2-05	842099.6	817239.5	40	B	55
F2-06	842100.3	817241.9	40	B	55
F2-07	842100.9	817243.7	40	B	55

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	100.7	-48.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	295.8	-57.4	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	296.5	-57.4	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	301.1	-57.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	301.6	-57.6	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	291.9	-57.3	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	294.0	-57.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	330.5	-58.4	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	246.9	-55.9	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	259.7	-56.3	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	269.7	-56.6	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	164.9	-52.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	112.2	-49.0	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	128.1	-50.1	-10	3	37.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	117.7	-49.4	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	326.0	-58.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	330.1	-58.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	24.6	-35.8	0	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	21.5	-34.6	0	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	18.5	-33.3	0	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	64.4	-44.2	-10	3	0.0
									Total	46
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	98.1	-47.8	-10	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	298.4	-57.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	299.1	-57.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	303.7	-57.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	304.1	-57.7	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	294.5	-57.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	296.6	-57.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	333.2	-58.5	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	249.5	-55.9	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	262.3	-56.4	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	272.3	-56.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	167.5	-52.5	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	114.8	-49.2	-10	3	35.4
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	130.6	-50.3	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	116.2	-49.3	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	328.2	-58.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	332.3	-58.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	27.2	-36.7	0	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	24.0	-35.6	0	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	21.0	-34.4	0	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	64.9	-44.2	-10	3	0.0
									Total	41
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	63.7	-44.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	333.2	-58.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	333.9	-58.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	338.5	-58.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	338.9	-58.6	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	329.3	-58.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	331.3	-58.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	367.7	-59.3	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	284.2	-57.1	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	297.1	-57.5	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	306.5	-57.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	202.3	-54.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	149.4	-51.5	-10	3	33.1
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	162.4	-52.2	-10	3	35.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	105.3	-48.5	0	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	360.3	-59.1	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	364.4	-59.2	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	61.1	-43.7	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	57.7	-43.2	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	54.5	-42.7	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	75.3	-45.5	-10	3	0.0
									Total	55
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	64.5	-44.2	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	335.4	-58.5	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	335.9	-58.5	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	340.7	-58.6	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	341.0	-58.7	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	331.2	-58.4	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	332.8	-58.4	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	368.7	-59.3	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	286.8	-57.2	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	299.4	-57.5	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	306.8	-57.7	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	204.2	-54.2	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	150.8	-51.6	-10	3	33.0
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	160.8	-52.1	-10	3	35.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	114.9	-49.2	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	365.9	-59.3	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	370.0	-59.4	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	62.3	-43.9	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	58.8	-43.4	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	55.8	-42.9	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	68.0	-44.6	-10	3	0.0
									Total	52
									Daytime Noise Criteria	60
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	105.0	-48.4	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	309.3	-57.8	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	309.3	-57.8	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	314.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	314.4	-57.9	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	304.1	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	304.4	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	338.2	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	262.6	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	274.1	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	274.6	-56.8	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	179.0	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	125.1	-49.9	-10	3	34.7
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	125.1	-49.9	-10	3	37.9
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	152.9	-51.7	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.2	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.2	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.7	-41.4	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	44.4	-41.0	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	42.8	-40.6	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	25.0	-36.0	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	102.9	-48.3	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	310.3	-57.8	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	310.3	-57.8	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	315.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	315.5	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	305.2	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	305.6	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	339.5	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	263.5	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	275.1	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	276.1	-56.8	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	179.9	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	126.0	-50.0	-10	3	34.6
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	126.7	-50.1	-10	3	37.7
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	150.8	-51.6	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.5	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.4	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.4	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	44.0	-40.9	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	42.2	-40.5	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	27.2	-36.7	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	101.1	-48.1	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	311.3	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	311.3	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	316.6	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	316.5	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	306.2	-57.7	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	306.7	-57.7	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	340.7	-58.6	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	264.3	-56.4	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	276.0	-56.8	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	277.3	-56.9	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	180.8	-53.1	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	126.8	-50.1	-10	3	34.5
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	128.1	-50.2	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	148.9	-51.5	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	354.7	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	358.7	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.2	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.7	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.8	-40.4	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	29.2	-37.3	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	98.6	-47.9	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	312.5	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	312.6	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	317.9	-58.0	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	317.8	-58.0	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	307.6	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	308.1	-57.8	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	342.3	-58.7	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	265.5	-56.5	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	277.2	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	279.0	-56.9	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	181.9	-53.2	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	127.9	-50.1	-10	3	34.5
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	130.0	-50.3	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	146.3	-51.3	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.0	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.0	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.1	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.5	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.4	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	31.9	-38.1	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	96.0	-47.6	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	313.9	-57.9	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	314.1	-57.9	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	319.3	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	319.2	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	309.0	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	309.7	-57.8	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	344.0	-58.7	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	266.7	-56.5	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	278.5	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	280.9	-57.0	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	183.2	-53.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	129.2	-50.2	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	132.1	-50.4	-10	3	37.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	143.6	-51.1	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.4	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.4	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.2	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.4	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.2	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	34.7	-38.8	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	93.8	-47.4	0	3	0.0
CCC_1		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	315.1	-58.0	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	315.3	-58.0	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	320.5	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	320.4	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	310.3	-57.8	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	311.0	-57.9	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	345.5	-58.8	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	267.8	-56.6	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	279.7	-56.9	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	282.5	-57.0	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	184.3	-53.3	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	130.3	-50.3	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	133.9	-50.5	-10	3	37.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	141.3	-51.0	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	355.7	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	359.7	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.4	-41.3	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.5	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.2	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	37.2	-39.4	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Nighttime- Base Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	0.0	842086.883	817334.718	92.1	-47.3	0	3	0.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842315.218	817011.373	316.1	-58.0	-10	3	0.0
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842311.776	817007.986	316.3	-58.0	-10	3	0.0
CCC_3		Concrete Lorry Mixer Washing Bay	0.0	842318.989	817007.594	321.4	-58.1	-10	3	0.0
CCC_4		Concrete Lorry Mixer Washing Bay	0.0	842315.381	817004.324	321.4	-58.1	-10	3	0.0
CCC_5		Concrete Batching Plant (Tanker)	0.0	842305.498	817009.084	311.3	-57.9	-10	3	0.0
CCC_6		Concrete Batching Plant (Tanker)	0.0	842296.246	817000.305	312.1	-57.9	-10	3	0.0
CCC_7		Screw Pumping Barge	0.0	842299.555	816959.566	346.7	-58.8	-10	3	0.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	0.0	842294.07	817057.035	268.6	-56.6	-10	3	0.0
HKA_2		Concrete Batching Plant (Tanker)	0.0	842296.5	817042.56	280.6	-57.0	-10	3	0.0
HKA_3		Screw Pumping Barge	0.0	842250.426	817002.603	283.7	-57.1	-10	3	0.0
CFS_1	Cooked Food Stall	Operation Noise	0.0	842231.223	817112.157	185.2	-53.4	-10	3	0.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	91.6	842192.658	817149.957	131.2	-50.4	-10	3	34.2
WFM_2		Loading and Unloading By Marine Vessels	94.8	842157.16	817120.657	135.3	-50.6	-10	3	37.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	0.0	842187.722	817352.983	139.5	-50.9	-10	3	0.0
AGT_1	Ajisen Group Tower	Cooling Tower	0.0	842421.433	817088.765	356.0	-59.0	-10	3	0.0
AGT_2		Cooling Tower	0.0	842424.433	817085.765	360.0	-59.1	-10	3	0.0
RLC_1	Redland Concrete Limited	Operation Noise	0.0	842142.846	817223.237	46.7	-41.4	-10	3	0.0
RLC_2		Cooling Tower	0.0	842140.879	817226.046	43.7	-40.8	-10	3	0.0
RLC_3		Cooling Tower	0.0	842139.389	817228.785	41.3	-40.3	-10	3	0.0
RLC_4		Derrick Barge	0.0	842085.196	817207.946	39.1	-39.8	0	3	0.0
									Total	40
									Daytime Noise Criteria	65
									Comply?	Yes

Appendix 4.5 Catalogues of Cooling Towers

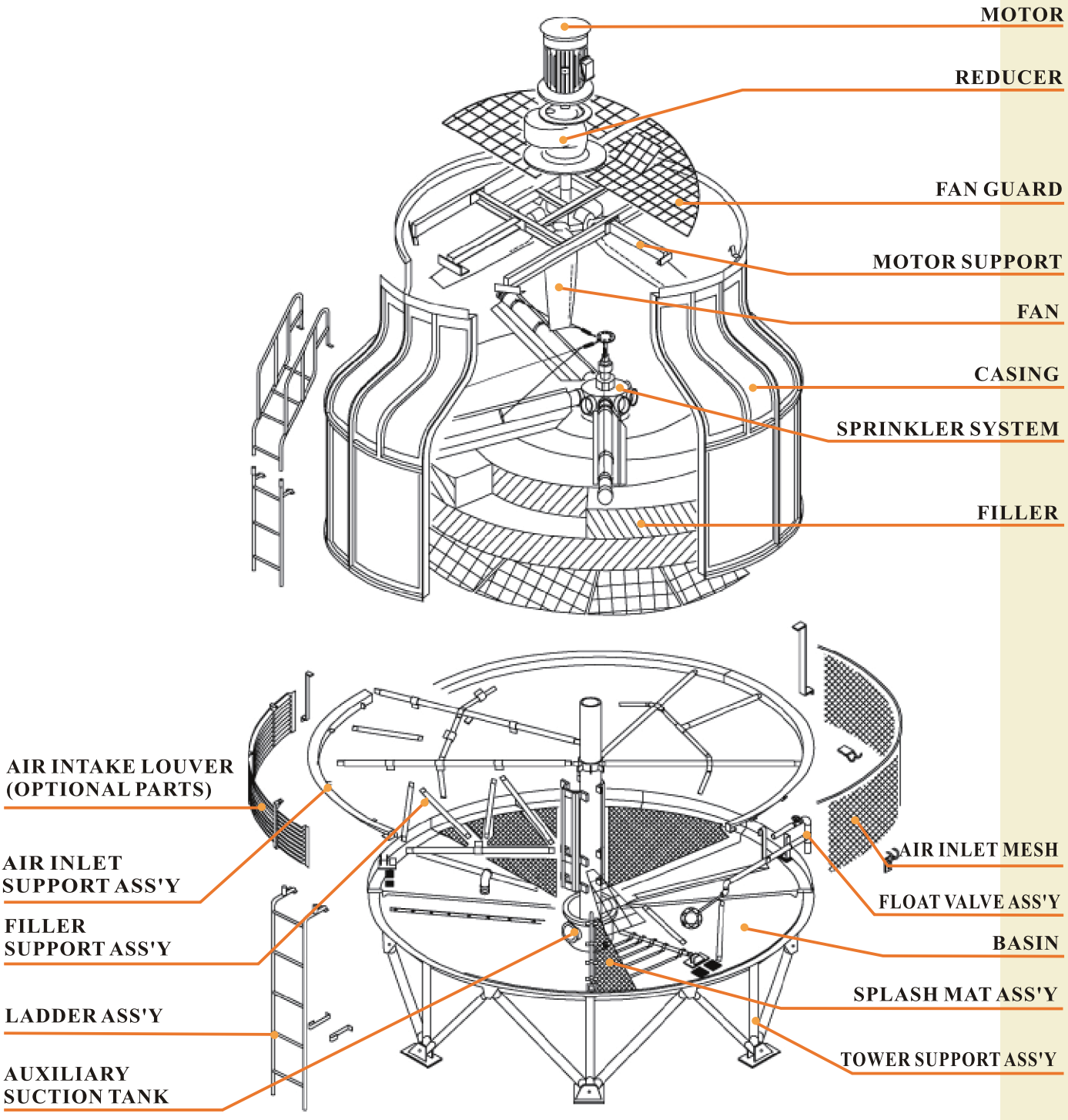
菱和
ryowo™

FRP COUNTER FLOW FT SERIES

COOLING TOWER



STRUCTURE



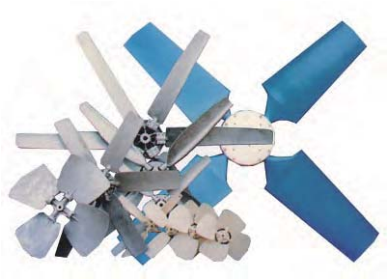
PRINCIPLE OF OPERATION

Hot water is distributed over the filler through the low velocity automatic sprinkler system and is mixed with the upward draft of ambient air causing evaporation and thus heat is removed from the water. The cooled water falls into the basin and is pumped to the heat sources for recirculation.

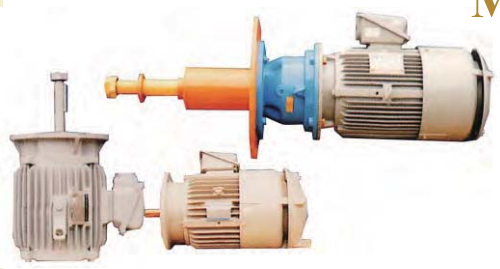
COMPONENT FUNCTION & FEATURE

AXIAL FAN

All fans are induced-draft axial type with adjustable pitch. Material chosen are non-corrosion of plastic, FRP or alu-minium alloy. The high efficiency design ensures low running cost and the lowest possible noise level . Fan blade pitches is factory set and balanced.



MOTOR



The motors, totally enclosed, fan cooled flange type, 380V/ 3ph/ 50 Hz, induction weather proof, are specially designed for RYOWO. Motors from 5.5 kw and up are Y- start and below are direct-on-line start.

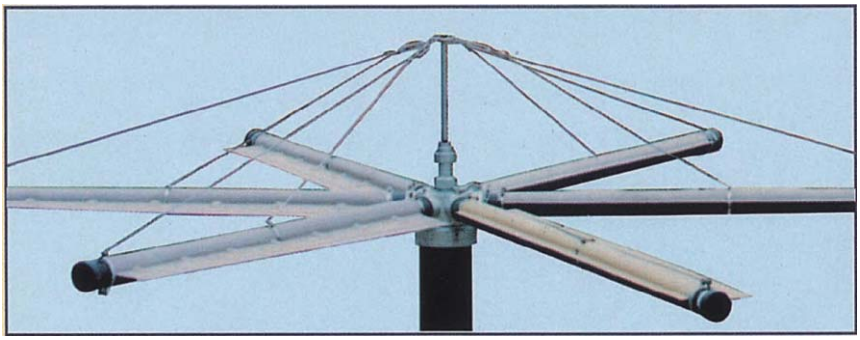
TRANSMISSION SYSTEM

The fans of small models are designed to be driven by low speed motor of 6,8,10 or 12 poles which can minimise the numbers of transmission parts used. For large models, the fans are vee-belt or gear driven with 4 poles motors so the speed of fans can be adjustable to suit various application.



SPRINKLER SYSTEM

Automatic rotary sprinkler system with rotary head and sprinkler pipe distributes the hot water over the entire face area of the filler. Sprinkler pipes are non-clogging, require low-pressure to operate, and assures uniform water flow with minimal operating pump head. The F.R.P. eliminators attached to sprinkler pipes are specifically designed for Low pre Ssure drop and minimises the drift loss of water.



COMPONENT FUNCTION & FEATURE

CASING & BASIN

F.R.P. (fibreglass reinforced polyester) formed casings are durable, non-corrosive, weather-proof, and light weight. Cylindrical form is shaped to fully withstand wind pressure, vibration and such F.R.P. casings obliviate need for painting, reduce maintenance costs and guarantee long dependable service.

Bowl-shape basins are also made from F.R.P. with built in socket or flanged outlets for piping connections. For large models, a F.R.P. aux. suction tank is employed and fitted with piping flanges or sockets.

STEEL STRUCTURE

All supporting steel members are hot-dip galvanized to minimise rusting and corrosion ensuring long service life even in corrosive atmosphere. The stainless hardware members are also available upon request.

FILLER

High performance RYOWO V-30 film filler is the heart of the tower. The specially formed PVC sheets maximize the air/water contact area and minimise air pressure drop to assure efficient heat transfer while keeping fan power requirement low. It is virtually immune to corrosion and decay.

Eliminator

Specially made drift eliminator consisted of 2 types of sheets forms a “v” shape path for the transmission of the cooling tower discharge air stream. The small water droplets in the stream impact the surfaces of the drift eliminator sheets and are separated from the stream such that the drift loss ratio maintain at less than 0.001% of circulating water flow rate.

SPLASH MAT (LOW NOISE MODELS)

Specially designed noise absorbing splash mat is provided for low noise models on the water basin to minimise the unpleasant water dripping noise in the basin.

SPECIFICATION FOR FT SERIES

SPECIFICATION FOR FT SERIES

ITEM	MODEL			FT-8	FT-10	FT-15	FT-20	FT-25	FT-30	FT-40	FT-50	FT-60	FT-80	FT-100	FT-125	FT-150	FT-175	FT-200	FT-225	FT-250	FT-300	FT-350	FT-400	FT-500	FT-600	FT-700	FT-800	FT-1000
Capacity	27 ºC WB	Circulating water flow rate	m^3/ hr	6.2	7.8	11.7	15.6	19.5	23.4	31.2	39.1	46.9	62.5	78.1	97.7	117.2	136.7	156.2	175.8	195.3	234.4	273.4	312.5	390.6	468.7	546.8	625.0	781.2
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.7	2.0	2.2	2.5	2.8	3.4	3.9	4.5	5.6	6.7	7.8	8.9	11.2
	28 ºC WB	Circulating water flow rate	m^3/ hr	5.6	7.4	10.6	14.4	17.8	21.5	28.7	36.3	42.5	58.8	70.6	88.2	107.5	125.0	142.5	160.0	176.2	212.5	250.0	287.5	337.5	431.2	512.4	575.0	718.7
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.3	1.5	1.8	2.0	2.3	2.5	3.0	3.6	4.1	4.8	6.2	7.3	8.2	10.3
	Air flow rate (Approx.)		m^3/ min	70	85	140	160	230	280	330	420	450	700	830	950	1150	1200	1250	1600	1750	2000	2200	2450	2700	3500	3750	5000	5400
	Hot water temperature		ºC	37																								
	Cold water temperature		ºC	32																								
Overall Dimension	Diameter (ϕ)		mm	920	920	1160	1160	1490	1660	1660	1890	2100	2100	2900	2900	2900	3310	3310	3960	3960	4360	4760	4760	5600	6600	6600	7600	7600
	Height (H)		mm	1560	1700	1585	1835	1945	1885	2035	2110	2300	2475	2910	3110	3110	3300	3450	3920	3920	3990	4195	4255	4590	5310	5510	5660	5860
	Height (w/o motor) (m)		mm	1390	1530	1395	1645	1760	1720	1785	1860	1980	2155	2590	2790	2790	2880	3030	3300	3300	3290	3495	3495	3830	4470	4670	4720	4940
Material	Air inlet mesh			PVC																								
	Basin			FRP																								
	Casing			FRP																								
	Eliminator			FRP																								
	Fan			ABS Plastic								FRP					Aluminium alloy							FRP				
	Filler			PVC																								
	Motor support			Steel (Hot-dip galvanized)																								
	Sprinkler head			ABS Plastic											Aluminium alloy													
	Sprinkler pipe			PVC pipe																								
	Stand pipe			PVC pipe																								
	Structure			Steel (Hot-dip galvanized)																								
Fan	TYPE			Axial-flow																								
	Diameter		mm	550	640		770			930		1200		1500			1800		2400				3000		3400		3700	
	Speed		rpm	970								750					600		450				375		314			
	Driven type			Direct driven															Belt driven						Gear driven			
Motor	TYPE			Totally enclosed fan cooled outdoor 3 phase induction motor																								
	Power source			380V / 3 / 50Hz																								
	Rated output		kw	0.18		0.37		0.75		1.5				2.2			3.7		5.5		7.5		11		15		22	
	No of pole		Pole	6								8					10		4									
Distribution System	TYPE			Automatic sprinkler system																								
	Inlet dia		mm	40		50		80				100		125		150			200					250			300	
	Outlet dia			15		20		40						65					75				100	75			100	
	No of outlet			4								6		4					6					8			10	
Piping	Inlet		mm	40		50		80				100		125		150			200					250			300	
	Outlet		mm	40		50		80				100		125		150			200					250			300	
	Drain		mm	25										50					80					100				
	Overflow		mm	25										50					80					100				
	Float valve		mm	15								20					25		32					50			80	
	Manual make-up		mm	15										20			25		32					50			80	
Weight	Dry weight		Kg	56	65	75	85	105	130	150	180	250	270	500	540	580	870	900	1300	1350	1550	1720	2050	2450	3950	4050	4700	4900
	Operating weight		Kg	140	150	200	210	290	370	390	550	840	860	1600	1640	1680	2170	2200	2700	2750	3350	3720	3950	6150	9350	9450	11900	12100
Noise Level	Sound pressure level		dBA	45.5	47	48	50	52	54	58	59	58	59	61	61.5	62	62	62	63	63	64	64.5	61.5	62	65	66	73	74

NOTE : Nominal cooling capacity is based on 13 ℓ / min / RT (1 RT=3,900 Kcal / hr) at 37ºC inlet water tpmperature, 32ºC outlet water temperature and 27ºC ambient wet bulb temperature.

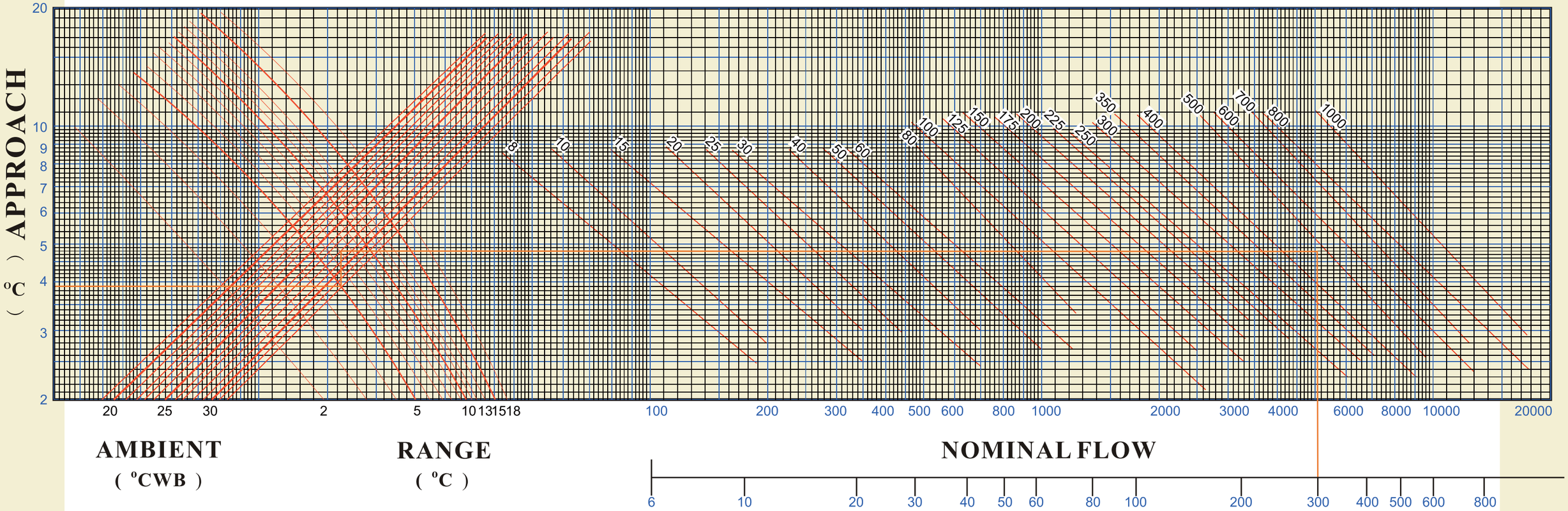
The SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level.

Pump head is obtained by adding resistance of piping/condenser and the tower height(H).

The unit dimension in this catalogue is metric. Specifications listed in this catalogue are subject to change without further noticefor technical improvement of our products.

FT OR FT/LN SERIES QUICK SELECTION TABLE

(20°CWB~30°CWB)



EXAMPLE:

RATE :300m³/hr

INLET WATER TEMP :37°C

OUTLET WATER TEMP :32°C

WET BULB TEMP :28°C

RANGE: INLET WATER TEMP-OUTLET WATER TEMP
: 37°C - 32°C = 5°C

APPROACH: OUTLET WATER TEMP -WET BULB TEMP
: 37°C - 32°C = 5°C

TOWER SELECTED: FT - 500 OR FT/LN - 500

COOLING TOWER	CT							
NOMINAL FLOW	m³/hr							
INLET WATER	HWT°C							
OUTLET WATER	CWT°C							
AMBIENT WB	WB°C							
RANGE	(HWT-CWT)°C							
APPROACH	(CWT-WB)°C							
MODEL								

SPECIFICATION FOR FT/LN(LOW NOISE TYPE)

SPECIFICATION FOR FT/LN(LOW NOISE TYPE)

ITEM	MODEL			FT/LN 8	FT/LN 10	FT/LN 15	FT/LN 20	FT/LN 25	FT/LN 30	FT/LN 40	FT/LN 50	FT/LN 60	FT/LN 80	FT/LN 100	FT/LN 125	FT/LN 150	FT/LN 175	FT/LN 200	FT/LN 225	FT/LN 250	FT/LN 300	FT/LN 350	FT/LN 400	FT/LN 500	FT/LN 600	FT/LN 700	FT/LN 800	FT/LN 1000
Capacity	27 ºC WB	Circulating water flow rate	m^3/ hr	6.2	7.8	11.7	15.6	19.5	23.4	31.2	39.1	46.9	62.5	78.1	97.7	117.2	136.7	156.2	175.8	195.3	234.4	273.4	312.5	390.6	468.7	546.8	625.0	781.2
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.7	2.0	2.2	2.5	2.8	3.4	3.9	4.5	5.6	6.7	7.8	8.9	11.2
	28 ºC WB	Circulating water flow rate	m^3/ hr	5.6	7.1	10.6	14.4	17.8	21.5	28.7	36.3	42.5	58.8	70.6	88.2	107.5	125.0	142.5	160.0	176.2	212.5	250.0	287.5	337.5	431.2	512.4	575.0	718.7
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.3	1.5	1.8	2.0	2.3	2.5	3.0	3.6	4.1	4.8	6.2	7.3	8.2	10.3
	Air flow rate (Approx.)		m^3/ min	70	85	140	160	230	280	330	420	450	700	830	950	1150	1200	1250	1600	1750	2000	2200	2450	2700	3500	3750	5000	5400
	Hot water temperature		ºC	37																								
	Cold water temperature		ºC	32																								
Overall Dimension	Diameter		mm	920	1160	1160	1490	1660	1660	1890	1890	2100	2100	2900	2900	2900	3310	3310	3960	3960	4360	4760	4760	5600	6600	6600	7600	7600
	Height （H）		mm	1755	1620	1870	1945	1885	2145	2220	2220	2340	2515	3060	3260	3260	3450	3600	3920	3920	3990	4195	4255	4590	5310	5510	5660	5860
	Height (w/o motor) (m)		mm	1530	1395	1645	1760	1720	1785	1860	1860	1980	2155	2590	2790	2790	2880	3030	3300	3300	3290	3495	3495	3830	4470	4670	4720	4940
Material	Air inlet mesh			PVC																								
	Basin			FRP																								
	Casing			FRP																								
	Eliminator			FRP																								
	Fan			ABS Plastic								Aluminium alloy													FRP			
	Filler			PVC																								
	Motor support			Steel (Hot-dip galvanized)																								
	Sprinkler head			ABS Plastic										Aluminium alloy														
	Sprinkler pipe			PVC pipe																								
	Stand pipe			PVC pipe																								
	Structure			Steel (Hot-dip galvanized)																								
	Splash mat			Nylon																								
Fan	TYPE			Axial-flow																								
	Diameter		mm	640		770			930			1200		1500			1800		2400			3000		3400		3700		
	Speed		rpm	750					600			500		440			375					314		257				
	Driven type			Direct driven										Belt driven										Gear driven				
Motor	TYPE			Totally enclosed fan cooled outdoor 3 phase induction motor																								
	Power source			380V / 3 / 50Hz																								
	Rated output		kw	0.2		0.37			1.1			1.5		3.7				5.5		7.5		11		15			22	
	No of pole		Pole	8					10			12		4														
Distribution System	TYPE			Automatic sprinkler system																								
	Inlet dia		mm	40	50			80				100		125		150			200				250			300		
	Outlet dia			15	20			40						65					75				100	75		100		
	No of outlet			4								6		4					6					8		10		
Piping	Inlet		mm	40	50			80				100		125		150			200				250			300		
	Outlet		mm	40	50			80				100		125		150			200				250			300		
	Drain		mm	25										50					80				100					
	Overflow		mm	25										50					80				100					
	Float valve		mm	15								20					25		32				50			80		
	Manual make-up		mm	15										20			25		32				50			80		
Weight	Dry weight		Kg	80	85	100	125	145	240	280	290	380	400	600	640	680	970	1000	1400	1450	1700	1920	2250	2650	4250	4350	5100	5300
	Operating weight		Kg	160	205	220	290	375	470	625	635	970	990	1700	1740	1780	2270	2300	2800	2850	3500	3920	4250	6350	9650	9750	12300	12500
Noise Level	Sound pressure level		dBA	40	41	42.5	43.5	44.5	46	47	48	48	49.5	52	52.5	53	54	54.5	55	55	56	57	58	60	62	62.5	65	66

GUARANTEE:

All components are guaranteed against defective material for a period of one (1) year.

When return to RYOWO with transportation prepaid , all parts found by factory inspection to be defective will be repaired replaced without charge , FOB HONG KONG.

No liability will be assumed for loss or damage resulting from misuse of products.

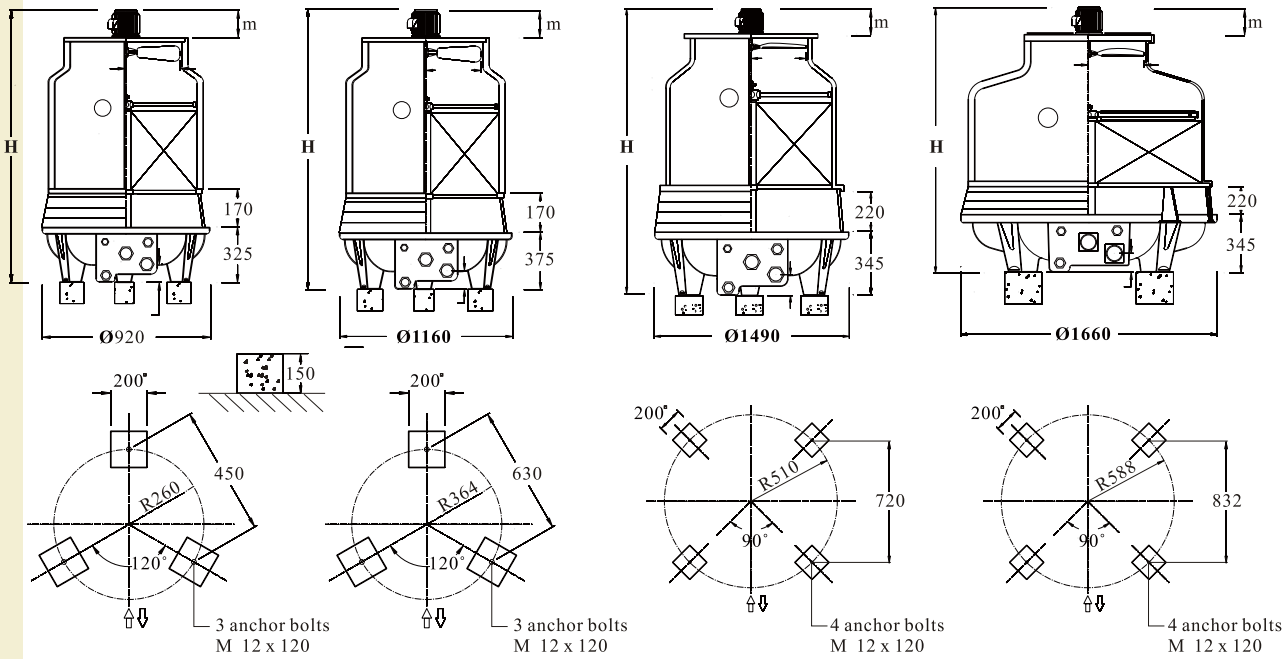
APPLICATION

For inquiry on RYOWO cooling towers , please contact local agents and specify the following conditions:

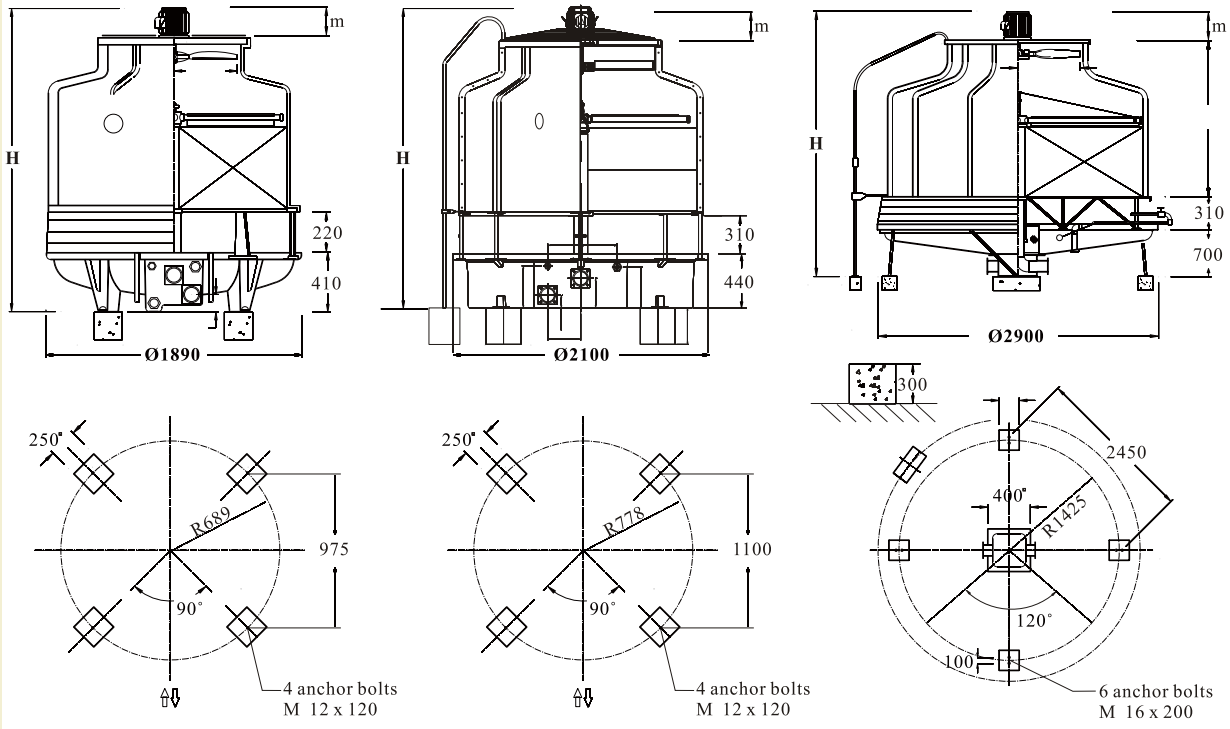
a). Circulating water flow
b). Inlet water temperature
c). outlet water temperature
d). ambient wet bulb temperature
e). power sources-voltage & frequency

TOWER FOUNDATION

FT-8 10 FT/LN-8 FT-15·20 FT/LN-10 15 FT-25 FT/LN-20 FT-30 40 FT/LN-25 30

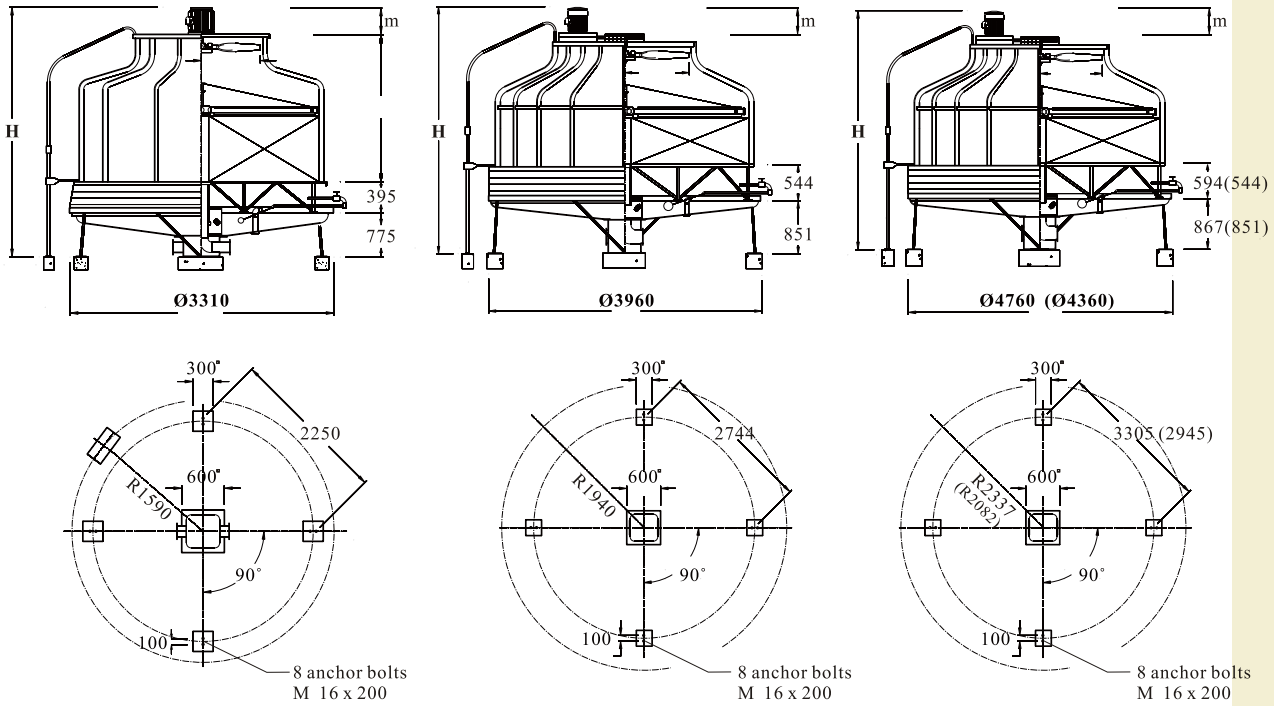


FT-50 FT/LN-40·50 FT· FT/LN-60·80 FT· FT/LN-100·125·150

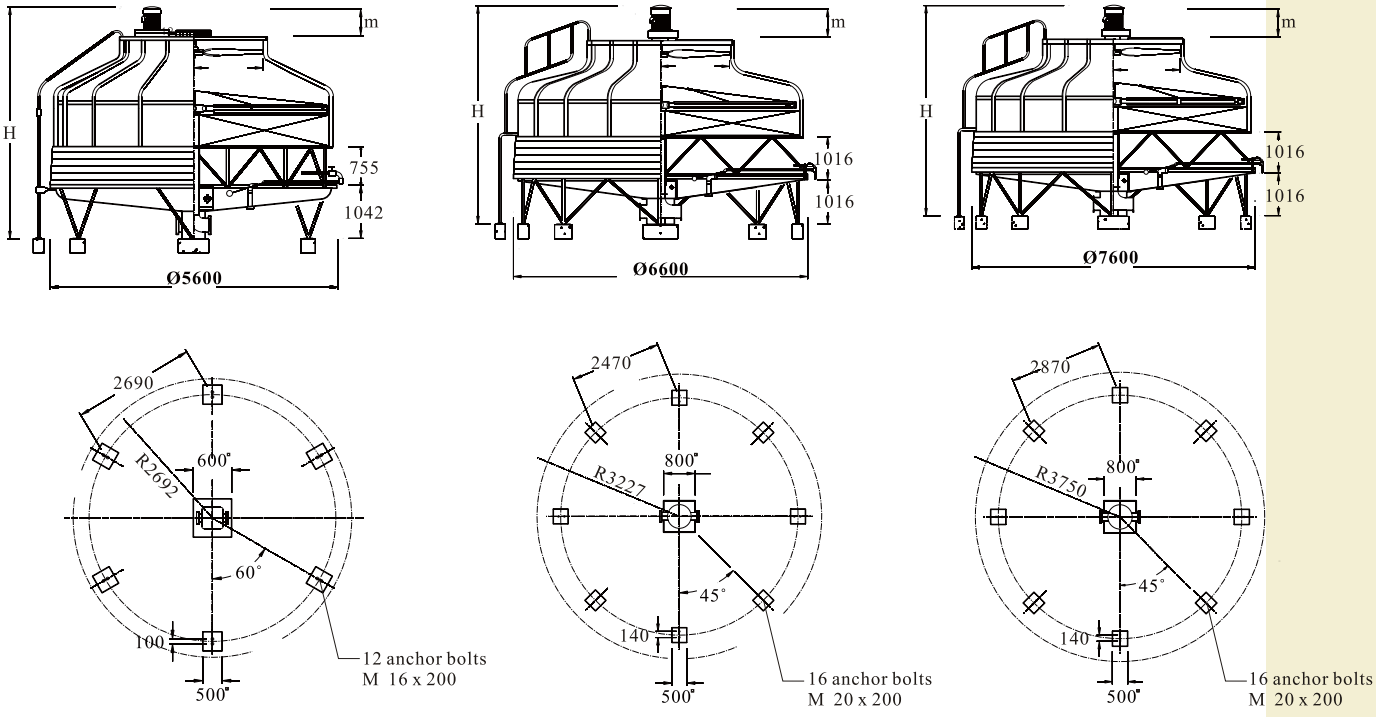


TOWER FOUNDATION

FT· FT/LN-175· 200 **FT· FT/LN-225·250** **FT· FT/LN-(300) ·350·400**



FT· FT/LN- 500 **FT· FT/LN-600 · 700** **FT· FT/LN-800 · 1000**



AVAILABLE OPTIONAL ACCESSORIES

DISCHARGE HOOD

This option is available on small models. It provides another direction of discharge air leaving the tower. It is made of F.R.P. with services door and wiring mesh on the air outlet.

HIGH TEMPERATURE FILLER

For high temperature operation such as waste water treatment , P.P. filler can withstand up to 80℃inlet water. (Special arrangement should be made for other components, please contact us for details.)

STAINLESS STEEL COMPONENTS

As an option, we can provide type 304 stainless steel major steel members, bolts and nuts.

TWO-SPEED MOTOR

As an option, two-speed motor can be provided in 4P/6P single winding configeration. A considerable reduction in noise and energy management can be achieved.

F.R.P. AIR INLET LOUVER

Inlet louver constructed of F.R.P. material can be provided, which matches the rest of tower and prevents water splashing out from the tower.

BASIN HEATERS

Electric immersion heaters with thermostat and control box are available to keep the basin water from freezing in sub-zero weather.

BODY COLOR

Cooling tower installed on the roof of building may be barely noticeable from the ground, and a colored cooling tower matching to building color will make it "good look".



JOB REFERENCES



FT-400 X 2
Bank of China, Shen Zhen

FT/LN-600 X 11
Hotel Lisboa, Macau





FT-1000 X 3
FT-500 X 10
CITIC Plaza, Guangzhou

FT/LN-300 X 6
Hong Kong University



FT-200 X 2
Miami University, U.S.A



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ryowo™

COOLING TOWER MANUFACTURER SINCE 1978

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BROCH -EN-(03)-2013

Appendix 4.6 Industrial Noise Impact Assessment Result (Mitigated Case)

Predicted Noise Levels at Representative NSRs of Fixed Noise Impact Assessmer

Daytime - Mitigated Case

NSR	x-coordinate	y-coordinate	Predicted Noise Level, $L_{eq\ (30\ min)}$ dB(A)	Area Sensitivity Ratings	Daytime Acceptable Noise Level, $L_{eq\ (30\ min)}$ dB(A)
F1-01	842136	817247	70	C	70
F1-02	842135	817249	68	C	70
F1-03	842114	817277	65	C	70
F1-04	842105	817273	65	C	70
F2-01	842097	817230	63	B	65
F2-02	842097	817232	63	B	65
F2-03	842098	817234	63	B	65
F2-04	842099	817237	63	B	65
F2-05	842100	817240	63	B	65
F2-06	842100	817242	62	B	65
F2-07	842101	817244	63	B	65

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-01	842136.4	817247.0

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	100.7	-48.1	0	3	60.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	295.8	-57.4	-10	3	31.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	296.5	-57.4	-10	3	30.8
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	301.1	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	301.6	-57.6	-10	3	35.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	291.9	-57.3	-10	3	30.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	294.0	-57.4	-10	3	33.6
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	246.9	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	259.7	-56.3	-10	3	33.0
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	269.7	-56.6	-10	3	38.4
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	164.9	-52.3	-10	3	15.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	112.2	-49.0	-10	3	36.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	50.5	-42.1	0	3	45.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	117.7	-49.4	-10	3	24.4
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	24.6	-35.8	0	3	65.1
RLC_2		Cooling Tower	95.1	842140.879	817226.046	21.5	-34.6	0	3	63.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	18.5	-33.3	0	3	64.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.4	-44.2	-10	3	50.8

Total	70
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-02	842135.2	817249.4

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	98.1	-47.8	-10	3	50.3
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	298.4	-57.5	-10	3	31.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	299.1	-57.5	-10	3	30.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	303.7	-57.6	-10	3	35.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	304.1	-57.7	-10	3	35.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	294.5	-57.4	-10	3	29.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	296.6	-57.4	-10	3	33.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	249.5	-55.9	-10	3	39.5
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	262.3	-56.4	-10	3	32.9
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	272.3	-56.7	-10	3	38.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	167.5	-52.5	-10	3	15.8
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	114.8	-49.2	-10	3	36.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.6	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	47.9	-41.6	-10	3	35.7
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	116.2	-49.3	-10	3	24.5
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	27.2	-36.7	0	3	64.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	24.0	-35.6	0	3	62.5
RLC_3		Cooling Tower	95.1	842139.389	817228.785	21.0	-34.4	0	3	63.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	64.9	-44.2	-10	3	50.8

Total	68
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-03	842114.5	817277.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	63.7	-44.1	0	3	64.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	333.2	-58.5	-10	3	30.9
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	333.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	338.5	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	338.9	-58.6	-10	3	34.8
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	329.3	-58.4	-10	3	29.0
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	331.3	-58.4	-10	3	32.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	284.2	-57.1	-10	3	38.3
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	297.1	-57.5	-10	3	31.8
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.5	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	202.3	-54.1	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	149.4	-51.5	-10	3	34.4
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	162.4	-52.2	-10	3	37.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	16.0	-32.1	0	3	55.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	105.3	-48.5	0	3	35.3
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	61.1	-43.7	-10	3	47.2
RLC_2		Cooling Tower	95.1	842140.879	817226.046	57.7	-43.2	-10	3	44.9
RLC_3		Cooling Tower	95.1	842139.389	817228.785	54.5	-42.7	-10	3	45.4
RLC_4		Derrick Barge	102.0	842085.196	817207.946	75.3	-45.5	-10	3	49.5
									Total	65
									Daytime Noise Criteria	70
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F1-04	842105.3	817272.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	64.5	-44.2	0	3	63.9
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	335.4	-58.5	-10	3	30.8
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	335.9	-58.5	-10	3	29.7
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	340.7	-58.6	-10	3	34.8
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	341.0	-58.7	-10	3	34.7
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	331.2	-58.4	-10	3	28.9
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	332.8	-58.4	-10	3	32.5
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	286.8	-57.2	-10	3	38.2
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	299.4	-57.5	-10	3	31.7
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	306.8	-57.7	-10	3	37.3
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	204.2	-54.2	-10	3	14.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	150.8	-51.6	-10	3	34.3
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	160.8	-52.1	-10	3	37.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	22.9	-35.2	0	3	52.2
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	114.9	-49.2	-10	3	24.6
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	62.3	-43.9	-10	3	47.0
RLC_2		Cooling Tower	95.1	842140.879	817226.046	58.8	-43.4	-10	3	44.7
RLC_3		Cooling Tower	95.1	842139.389	817228.785	55.8	-42.9	-10	3	45.2
RLC_4		Derrick Barge	102.0	842085.196	817207.946	68.0	-44.6	-10	3	50.4

Total	65
Daytime Noise Criteria	70
Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-01	842096.6	817230.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	105.0	-48.4	0	3	59.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	309.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	309.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	314.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	314.4	-57.9	-10	3	35.5
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	304.1	-57.7	-10	3	29.7
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	304.4	-57.7	-10	3	33.3
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	262.6	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	274.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	274.6	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.0	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	125.1	-49.9	-10	3	36.0
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	125.1	-49.9	-10	3	39.8
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	65.9	-44.4	-10	3	33.0
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	152.9	-51.7	-10	3	22.1
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.4	-41.0	-10	3	47.1
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.8	-40.6	-10	3	47.5
RLC_4		Derrick Barge	102.0	842085.196	817207.946	25.0	-36.0	-10	3	59.0
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-02	842097.3	817232.3

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	102.9	-48.3	0	3	59.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	310.3	-57.8	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	310.3	-57.8	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	315.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	315.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	305.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	305.6	-57.7	-10	3	33.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	263.5	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	275.1	-56.8	-10	3	32.5
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	276.1	-56.8	-10	3	38.2
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	179.9	-53.1	-10	3	15.2
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.0	-50.0	-10	3	35.9
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	126.7	-50.1	-10	3	39.6
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	63.7	-44.1	-10	3	33.3
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	150.8	-51.6	-10	3	22.2
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	44.0	-40.9	-10	3	47.2
RLC_3		Cooling Tower	95.1	842139.389	817228.785	42.2	-40.5	-10	3	47.6
RLC_4		Derrick Barge	102.0	842085.196	817207.946	27.2	-36.7	-10	3	58.3
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-03	842097.9	817234.2

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	101.1	-48.1	0	3	60.0
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	311.3	-57.9	-10	3	31.5
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	311.3	-57.9	-10	3	30.4
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	316.6	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	316.5	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	306.2	-57.7	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	306.7	-57.7	-10	3	33.2
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	264.3	-56.4	-10	3	39.0
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	276.0	-56.8	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	277.3	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	180.8	-53.1	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	126.8	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	128.1	-50.2	-10	3	39.5
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	61.6	-43.8	-10	3	33.6
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	148.9	-51.5	-10	3	22.3
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.8	-40.4	-10	3	47.7
RLC_4		Derrick Barge	102.0	842085.196	817207.946	29.2	-37.3	-10	3	57.7
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-04	842098.7	817236.8

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	98.6	-47.9	0	3	60.2
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	312.5	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	312.6	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	317.9	-58.0	-10	3	35.4
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	317.8	-58.0	-10	3	35.4
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	307.6	-57.8	-10	3	29.6
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	308.1	-57.8	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	265.5	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	277.2	-56.9	-10	3	32.4
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	279.0	-56.9	-10	3	38.1
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	181.9	-53.2	-10	3	15.1
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	127.9	-50.1	-10	3	35.8
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	130.0	-50.3	-10	3	39.4
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	58.9	-43.4	-10	3	33.9
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	146.3	-51.3	-10	3	22.5
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.1	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.4	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	31.9	-38.1	-10	3	56.9
									Total	63
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-05	842099.6	817239.5

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	96.0	-47.6	0	3	60.5
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	313.9	-57.9	-10	3	31.4
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	314.1	-57.9	-10	3	30.3
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	319.3	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	319.2	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	309.0	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	309.7	-57.8	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	266.7	-56.5	-10	3	38.9
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	278.5	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	280.9	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	183.2	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	129.2	-50.2	-10	3	35.7
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	132.1	-50.4	-10	3	39.3
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	56.1	-43.0	-10	3	34.4
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	143.6	-51.1	-10	3	22.7
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.2	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.4	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	34.7	-38.8	-10	3	56.2

Total	63
Daytime Noise Criteria	65
Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-06	842100.3	817241.9

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	93.8	-47.4	0	3	60.7
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	315.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	315.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	320.5	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	320.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	310.3	-57.8	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	311.0	-57.9	-10	3	33.1
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	267.8	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	279.7	-56.9	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	282.5	-57.0	-10	3	38.0
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	184.3	-53.3	-10	3	15.0
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	130.3	-50.3	-10	3	35.6
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	133.9	-50.5	-10	3	39.2
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	53.6	-42.6	-10	3	34.8
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	141.3	-51.0	-10	3	22.8
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.4	-41.3	-10	3	49.6
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.5	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.2	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	37.2	-39.4	-10	3	55.6
									Total	62
									Daytime Noise Criteria	65
									Comply?	Yes

Daytime - Mitigated Case

NSR	NSR (x)	NSR (y)
F2-07	842100.9	817243.7

Noise Source ID	Location	Description	SWL (with tonality), dB(A)	X coor.	Y Coor.	Horizontal Distance between Source and NSR, m	Dist Corr., dB(A)	Barr. Corr., dB(A)	Façade Corr., dB(A)	Corrected Noise Level, dB(A)
QJ_1	全記	Operation Noise	105.1	842086.883	817334.718	92.1	-47.3	0	3	60.8
CCC_1	China Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	96.3	842315.218	817011.373	316.1	-58.0	-10	3	31.3
CCC_2		Concrete Batching Plant (Concrete Lorry Mixer)	95.2	842311.776	817007.986	316.3	-58.0	-10	3	30.2
CCC_3		Concrete Lorry Mixer Washing Bay	100.4	842318.989	817007.594	321.4	-58.1	-10	3	35.3
CCC_4		Concrete Lorry Mixer Washing Bay	100.4	842315.381	817004.324	321.4	-58.1	-10	3	35.3
CCC_5		Concrete Batching Plant (Tanker)	94.3	842305.498	817009.084	311.3	-57.9	-10	3	29.5
CCC_6		Concrete Batching Plant (Tanker)	97.9	842296.246	817000.305	312.1	-57.9	-10	3	33.0
HKA_1	Hong Kong Concrete Co. Limited	Concrete Batching Plant (Concrete Lorry Mixer)	102.4	842294.07	817057.035	268.6	-56.6	-10	3	38.8
HKA_2		Concrete Batching Plant (Tanker)	96.2	842296.5	817042.56	280.6	-57.0	-10	3	32.3
HKA_3		Screw Pumping Barge	102.0	842250.426	817002.603	283.7	-57.1	-10	3	37.9
CFS_1	Cooked Food Stall	Operation Noise	75.3	842231.223	817112.157	185.2	-53.4	-10	3	14.9
WFM_1	Kwun Tong Wholesale Fish market	Operation Noise	92.9	842192.658	817149.957	131.2	-50.4	-10	3	35.5
WFM_2		Loading and Unloading By Marine Vessels	96.7	842157.16	817120.657	135.3	-50.6	-10	3	39.1
WPS_1	Yau Tong Salt Water Pumping Station	Operation Noise	84.3	842115.863	817293.216	51.7	-42.3	-10	3	35.1
TLM_1	Tung Lee Motor Service Centre	Operation Noise	80.8	842187.722	817352.983	139.5	-50.9	-10	3	22.9
RLC_1	Redland Concrete Limited	Operation Noise	97.9	842142.846	817223.237	46.7	-41.4	-10	3	49.5
RLC_2		Cooling Tower	95.1	842140.879	817226.046	43.7	-40.8	-10	3	47.3
RLC_3		Cooling Tower	95.1	842139.389	817228.785	41.3	-40.3	-10	3	47.8
RLC_4		Derrick Barge	102.0	842085.196	817207.946	39.1	-39.8	-10	3	55.2

Total	63
Daytime Noise Criteria	65
Comply?	Yes

Appendix 5.1 Drillhole Record of project “East Kowloon Sewerage Improvements and Pollution Control, Stage I”

BACHY SOLETANCHE

BACHY SOLETANCHE GROUP
SOIL & FOUNDATIONS SPECIALISTS

DRILLHOLE RECORD

W. O. PW7/2/27.131

HOLE No. BH-26

CONTRACT GC/89/03 OF C.E.S.D DATE from 14/9/90 to 15/9/90

PROJECT: EAST KOWLOON SEWERAGE IMPROVEMENTS AND POLLUTION CONTROL, STAGE I

SHEET 1 OF 1

METHOD	CO-ORDINATES	ROCK COREBIT
ROTARY	E 842113.248	T2-101
MACHINE & No.	N 817301.698	**HOLE DIA.**
LY 30		0.00m-1.48m HX
FLUSHING MEDIUM	**ORIENTATION**	**GROUND-LEVEL**
WATER	VERTICAL	+4.12mPD

Drilling Progress	Casing depth/ size	Water level/ time/ date	Water Recovery %	Total core Recovery %	Solid core Recovery %	R. Q. D.	Fracture Index. /m	Tests	Samples	Reduced Level	Depth (m)	Legend	Grade	Zone	Description
14/9/90	HX								INSPECTION PIT		0.10				CONCRETE (PEDESTRIAN)
1	1.48m HX	1.20m 19:30		100	100	97	3			2.64	1.14				Loose, yellowish grey & brownish yellow, silty SAND with gravel. (FILL)
15/9/90		1.10m 07:30		100	100	96	3				1.48				
2															
3				100	100	77	6		T2-101		2.95		II		Strong, brownish pink spotted creamy white & black, slightly decomposed fine to medium grained GRANITE with closely to medium spaced, rough, undulating, limonite & manganese stained, tight joints, DIP 10°-30°.
4											4.40				
5				100	100	100	1				5.38				Subvertical joint at 3.40m-3.70m.
6		1.80m 19:30		100	100	100	0			-2.18	6.30				End of hole at 6.30m.
7															
8															
9															
10															

- SMALL DISTURBED SAMPLE
- BULK DISTURBED SAMPLE
- S.P.T. LINER SAMPLE
- U 100 UNDISTURBED SAMPLE
- U 76 UNDISTURBED SAMPLE
- MAZIER SAMPLE (76mm)
- WATER SAMPLE
- WATER LEVEL
- STANDARD PENETRATION TEST
- PISTON SAMPLE
- PERMEABILITY TEST

LOGGED KWOK DATE 15/9/90

CHECKED S.CHU DATE 20/9/90

REMARKS

Backfilled the hole with B/C grout.


BACHY SOLETANCHE
BACHY SOLETANCHE GROUP
Chi Wo Commercial Building 3rd-4th Floor
20, Saigon Street Kowloon Hong Kong
TEL: 3-322401 (8 Lines)
CESD TERM CONTRACT GC/89/03
GROUND INVESTIGATION
WORKS ORDER No. PW 7/2/27.131
HOLE No. BH-26
BOX No. 1 OF 2
DEPTH FROM 0.00M To 4.40M
DRILLED DATE 14-9-90. To 15-9-90.
SITE LOCATION KWUN TONG AND YAU TONG
0 10 20 30 70 80 90 100
1.48M
0.00
1.14
1.48
1.89
2.95
4.40

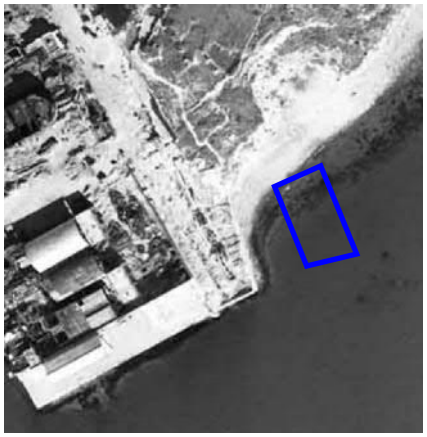

BACHY SOLETANCHE
BACHY SOLETANCHE GROUP
Chi Wo Commercial Building 3rd-4th Floor
20, Saigon Street Kowloon Hong Kong
TEL: 3-322401 (8 Lines)
CESD TERM CONTRACT GC/89/03
GROUND INVESTIGATION
WORKS ORDER No. PW 7/2/27.131
HOLE No. BH-26
BOX No. 2 OF 2
DEPTH FROM 4.40 M To 6.30 M
DRILLED DATE 14-9-90. To 15-9-90.
SITE LOCATION KWUN TONG AND YAU TONG
0 10 20 30 70 80 90 100
4.40
5.38
5.38
6.30

Appendix 6.1 The Relevant Aerial Photographs from LandsD

Historical Aerial Photo – Year 1963



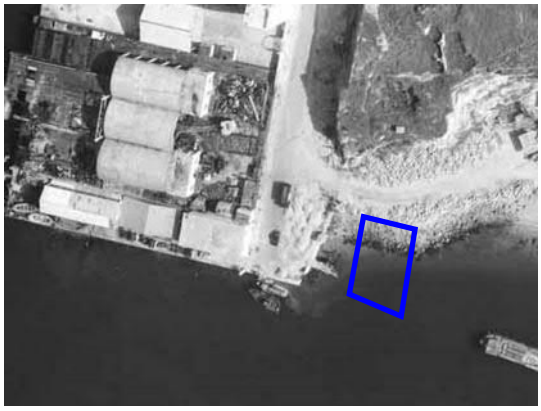
Aerial photo from LandsD (Ref.: 5241), Height: 2700 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1963	The Application Site was a sea area

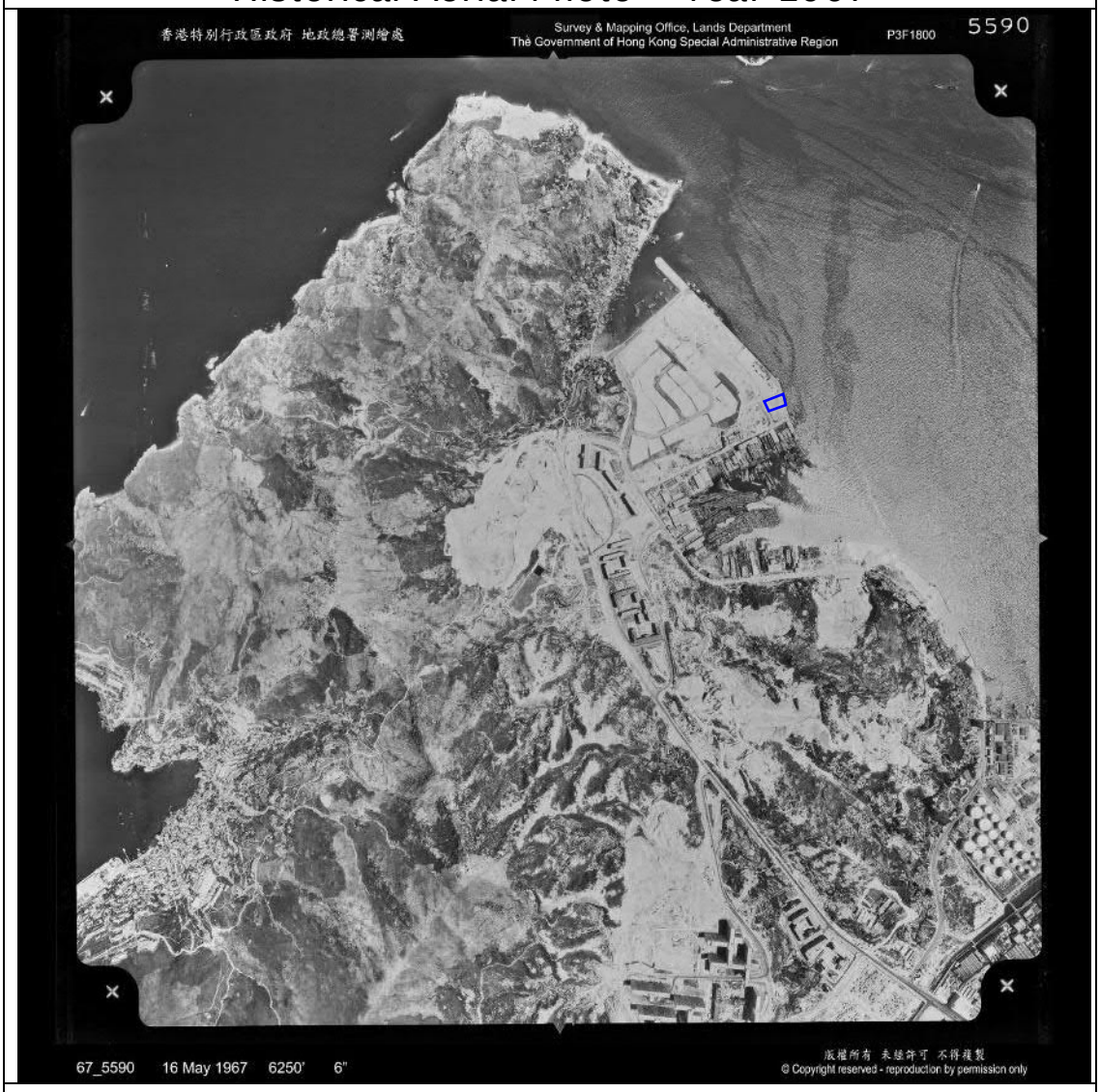
Historical Aerial Photo – Year 1964



Aerial photo from LandsD (Ref.: 5367), Height: 1800 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1964	The Application Site was a sea area.

Historical Aerial Photo – Year 1967



Aerial photo from LandsD (Ref.: 5590), Height: 6250 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1967	The Application Site was being formed by reclamation and become vacant land.

Historical Aerial Photo – Year 1972



Aerial photo from LandsD (Ref.: 00079), Height: 4000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1972	The Application Site was become vacant land.

Historical Aerial Photo – Year 1976



Aerial photo from LandsD (Ref.: 12250), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1976	The Application Site was become vacant land.

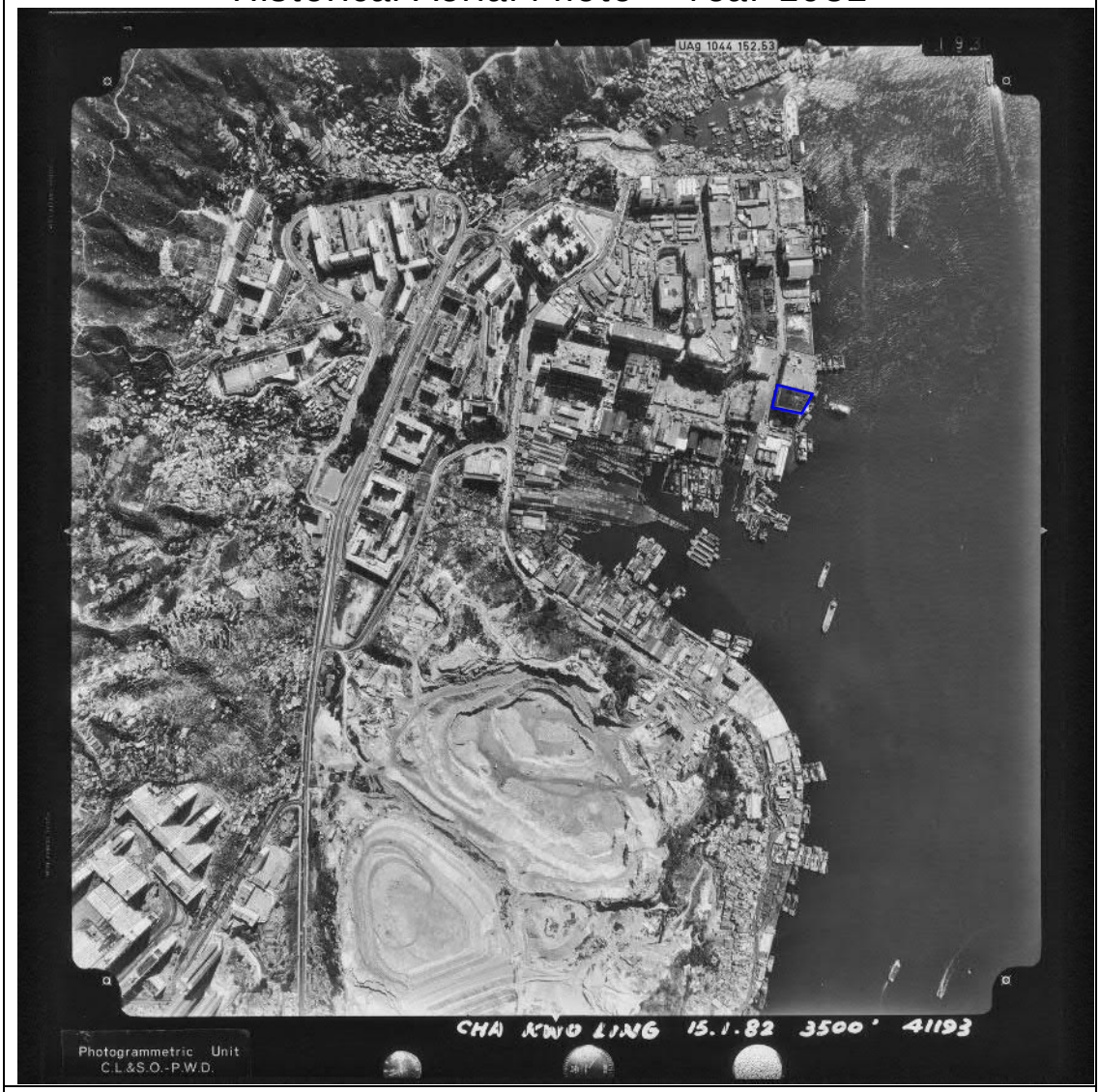
Historical Aerial Photo – Year 1977



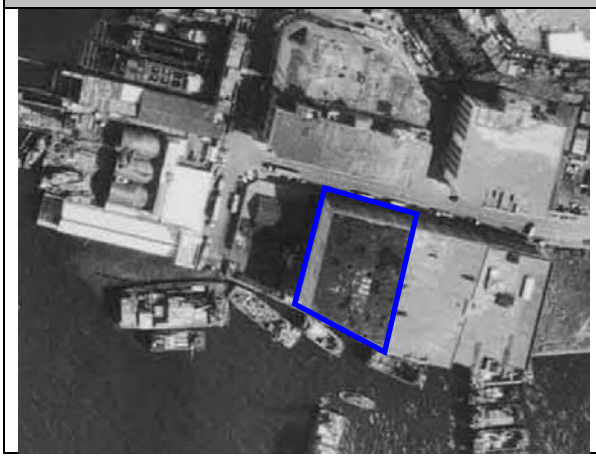
Aerial photo from LandsD (Ref.: 18753), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1977	A building (i.e., Wah Tung Godown) was constructed at Lot No. YTML 70 .

Historical Aerial Photo – Year 1982



Aerial photo from LandsD (Ref.: 41193), Height: 3500 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1982	No landuse change for the Subject Site.

Historical Aerial Photo – Year 1987



Aerial photo from LandsD (Ref.: A08892), Height: 2000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1987	No landuse change for the Subject Site.

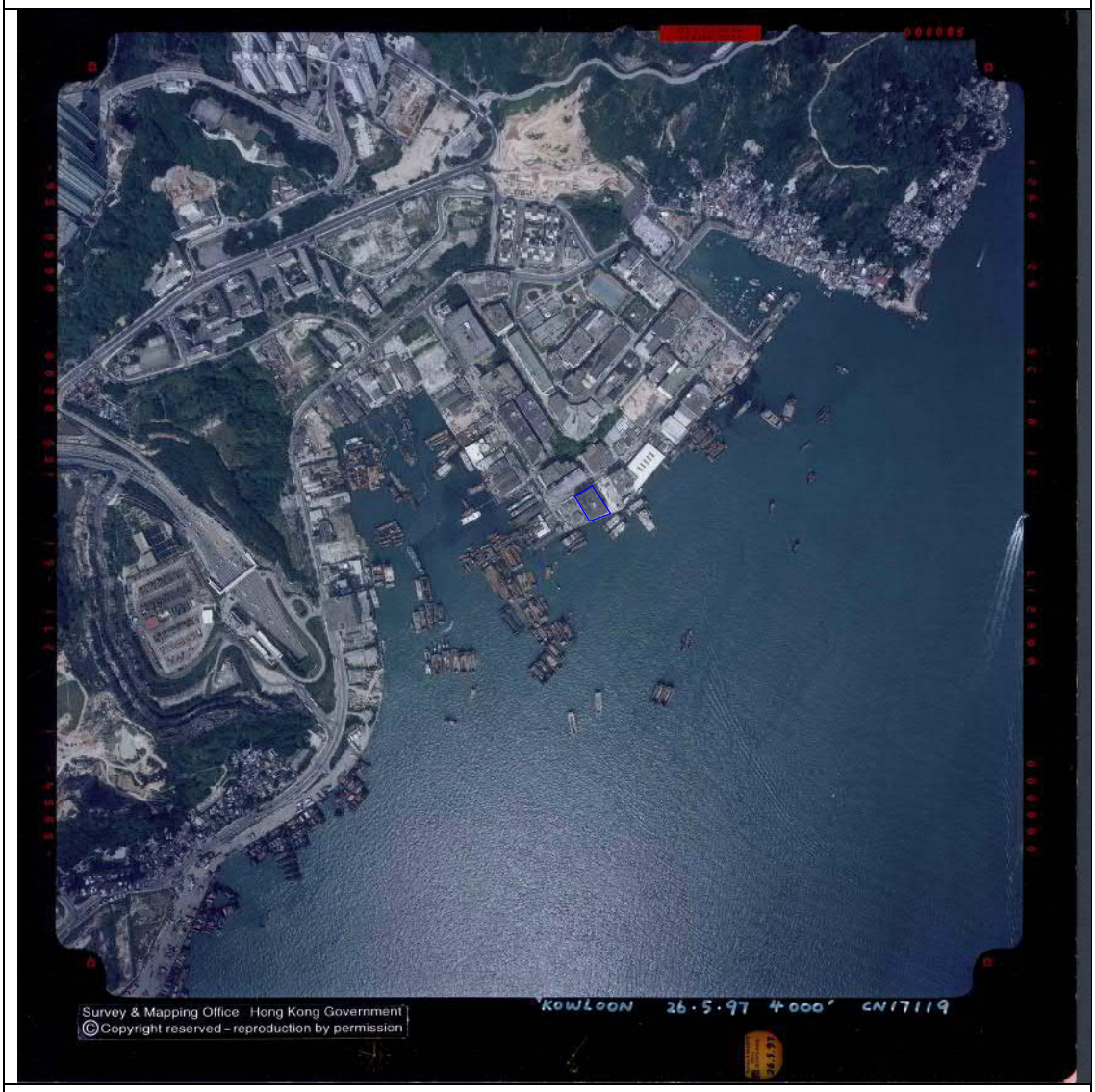
Historical Aerial Photo – Year 1992



Aerial photo from LandsD (Ref.: CN3131), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1992	No landuse change for the Subject Site.

Historical Aerial Photo – Year 1997



Aerial photo from LandsD (Ref.: CN17119), Height: 4000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1997	No landuse change for the Subject Site.

Historical Aerial Photo – Year 1998



Aerial photo from LandsD (Ref.: CN20115), Height: 3500 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1998	No landuse change for the Subject Site.

Historical Aerial Photo – Year 2003



Aerial photo from LandsD (Ref.: CW47662), Height: 4000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2003	No landuse change for the Application Site.

Historical Aerial Photo – Year 2008



Aerial photo from LandsD (Ref.: CS13379), Height: 6000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2008	No landuse change for the Application Site.

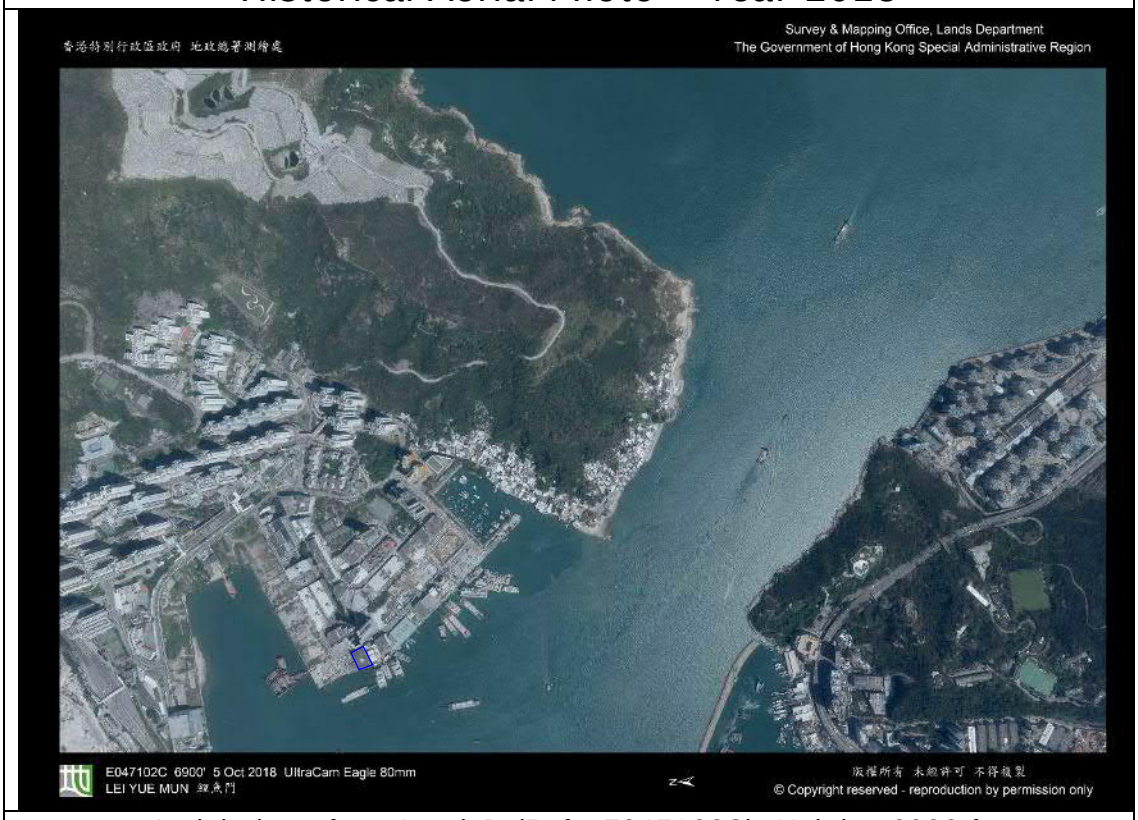
Historical Aerial Photo – Year 2013



Aerial photo from LandsD (Ref.: CS44647), Height: 6000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2013	No landuse change for the Application Site.

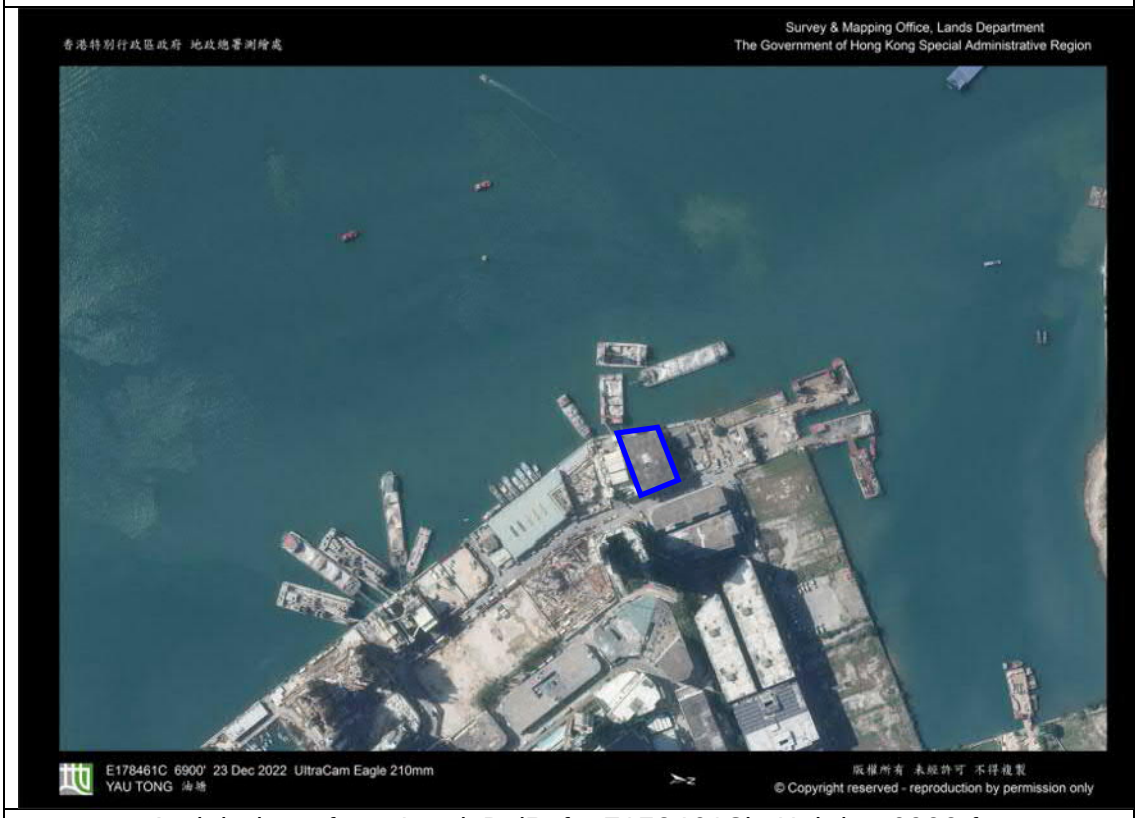
Historical Aerial Photo – Year 2018



Aerial photo from LandsD (Ref.: E047102C), Height: 6900 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2018	No landuse change for the Application Site.

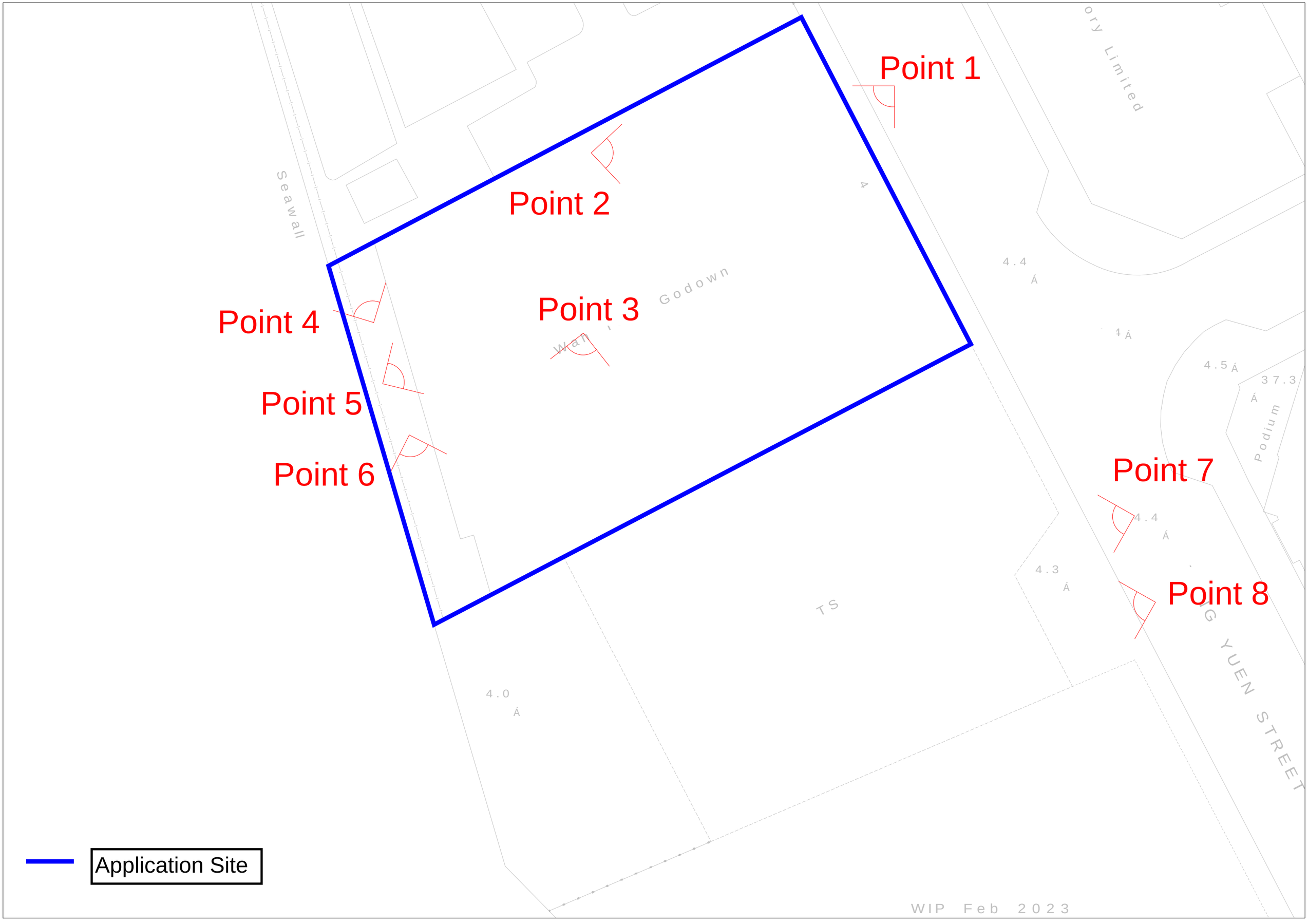
Historical Aerial Photo – Year 2022



Aerial photo from LandsD (Ref.: E178461C), Height: 6900 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2022	No landuse change for the Application Site.

Appendix 6.2 Photo Records of Site Inspection

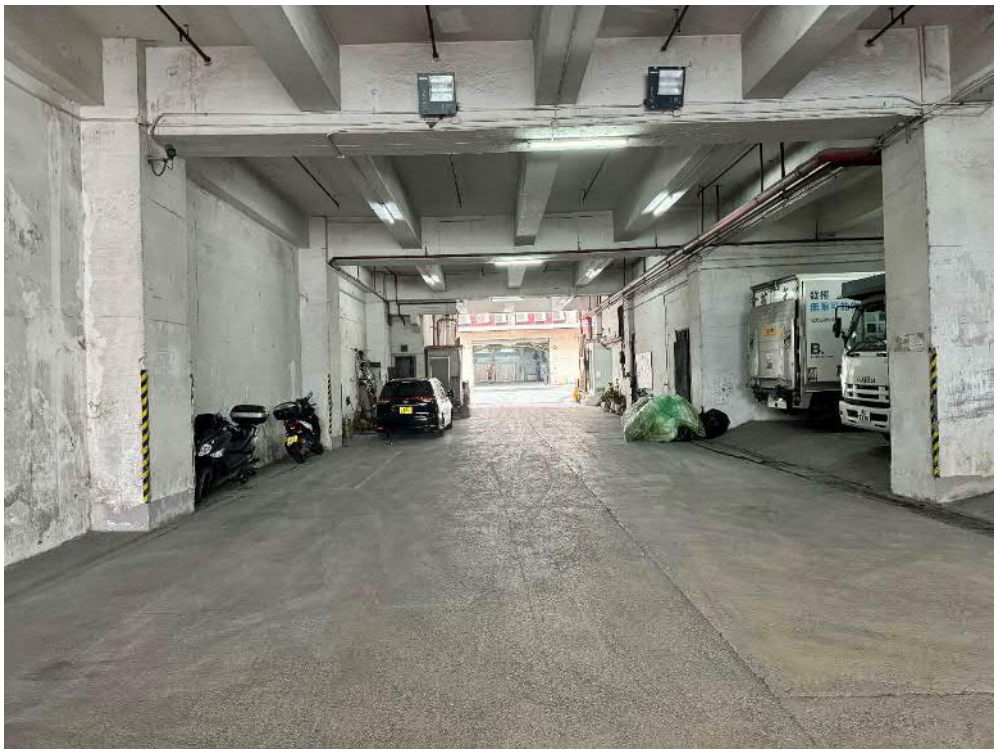

Point 1
Point 2
Point 3
Point 4
Point 5
Point 6
Point 7
Point 8
Seawall
Godown
Limited
4.4
4.5
37.3
Podium
4.3
4.0
TS
YUEN STREET
Application Site
WIP Feb 2023

1. Current situation of the Application Site (Point 1)



Building entre area, paved with good condition

2. Current situation of the Application Site (Point 2)



Car park area, paved with good condition

3. Current situation of the Application Site (Point 3)



Car park area, paved with good condition

4. Current situation of the Application Site (Point 4)



Car park area, paved with good condition

5. Current situation of the Application Site (Point 5)



Car park area, paved with good condition

6. Current situation of the Application Site (Point 6)



Car park area, paved with good condition

7. Redland Concrete Ltd. (Point 7)



Concrete batch plant area, paved with good condition

8. Redland Concrete Ltd. (Point 8)



Concrete batch plant area, paved with good condition

Annex C1

Site Walkover Checklist

Date of Site Visit: 01 November 2024

GENERAL SITE DETAILS

SITE OWNER/CLIENT: China Resources Land Ltd

PROPERTY ADDRESS: Yau Tong Marine Lot No.70, Tung Yuen Street

PERSON CONDUCTING THE QUESTIONNAIRE

NAME: Kyle Kam

POSITION: Assistant Environmental Consultant (Ramboll Hong Kong Limited)

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME: N/A

POSITION: N/A

TELEPHONE: N/A

SITE ACTIVITIES

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

Number of employees:

Full-time: N/A

Part-time: N/A

Temporary/Seasonal: N/A

Maximum no. of people on site at any time: N/A

Typical hours of operation: N/A

Number of shifts: N/A

Days per week: N/A

Weeks per year: N/A

Scheduled plant shut-down: N/A

Detail the main sources of energy at the site:

Gas	~~Yes~~/No
Electricity	~~Yes~~/No
Coal	~~Yes~~/No
Oil	~~Yes~~/No
Other	~~Yes~~/No

SITE DESCRIPTION

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

What is the total site area: About 2,146 m^2

What area of the site is covered by buildings (%): 0%

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

China Resources Land Ltd

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

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

If yes, identify those parties: N/A

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

North: Yau Tong Sewerage Pumping Station

South: Redland concrete Ltd.

East: Tung Yuen Street

West: Sea

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

Industrial building- Wah Tung Godown Building

State the size and location of the nearest residential communities.

Southeast (about 74m from the Application Site): Peninsula East

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

No

Questionnaire with Existing Site Owner

		Yes/No	Notes
1.	What are the main activities/operations at the above address?	NA	NA
2.	How long have you been occupying the site?	NA	NA
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy?)	NA	NA
4.	Prior to your occupancy, who occupied the site?	NA	NA
5.	What were the main activities/operations during their occupancy?	NA	NA
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	NA	NA
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	NA	NA
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	NA	NA
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	NA	NA
10	Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)	NA	NA
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	NA	NA
	• Where do you store these chemicals?	NA	
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	NA	NA
13.	Has the facility produced a separate hazardous substance inventory?	NA	NA
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.)	NA	NA
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns, vaults and cylinders)?	NA	NA
16.	Do you have any underground storage tanks? (If yes, please provide details.)	NA	NA
	▪ How many underground storage tanks do you have on site?	NA	NA
	▪ What are the tanks constructed of?	NA	NA
	▪ What are the contents of these tanks?	NA	NA
	▪ Are the pipelines above or below ground?	NA	NA
	▪ If the pipelines are below ground, has any leak	NA	NA

	and integrity testing been performed?		
	▪ Have there been any spills associated with these tanks?	NA	NA
17.	Are there any disused underground storage tanks?	NA	NA
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	NA	NA
19.	How are the wastes disposed of?	NA	NA
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	NA	NA
21.	Have any spills occurred on site? (If yes, please provide details.)	NA	NA
	• When did the spill occur?	NA	
	• What were the substances spilled?	NA	
	• What was the quantity of material spilled?	NA	
	• Did you notify the relevant departments of the spill?	NA	
	• What were the actions taken to clean up the spill?	NA	
	• What were the areas affected?	NA	
22.	Do you have any records of major renovation of your site or rearrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	NA	NA
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	NA	NA
24.	Are there any known contaminations on site? (If yes, please provide details.)	NA	NA
25.	Has the site ever been remediated? (If yes, please provide details.)	NA	NA

Observations

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

Appendix 6.3 The captured shown from BRAVO

Address 4 TUNG YUEN STREET
File Ref No. 2/4013/76

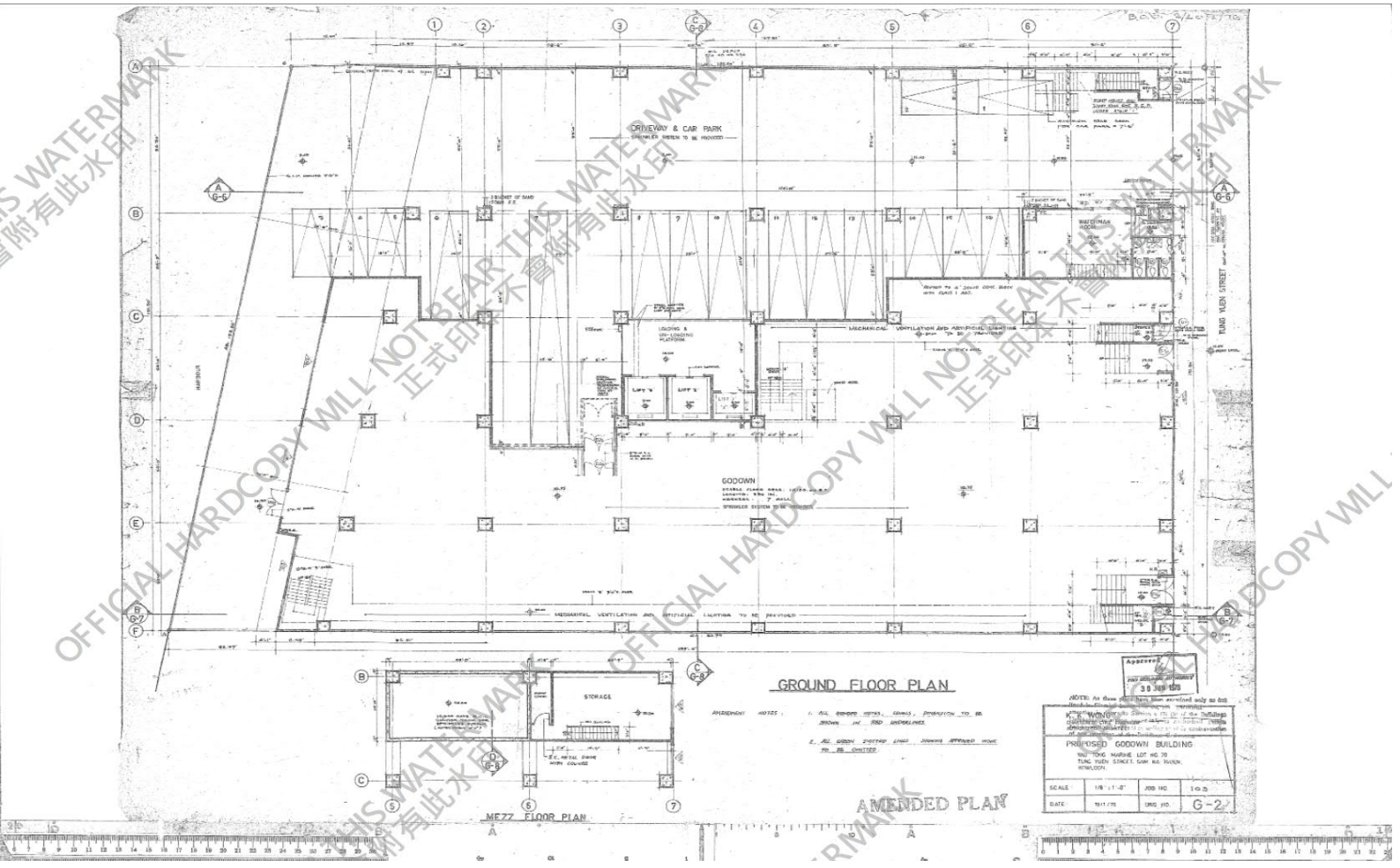
Building Name WAH TUNG GODOWN
File Type Building

Lot No. Y.T.M.L. 70
Remarks

Modification View Filter Clear Filters

Plan Type	Drawing No.	Drawing Title	Approval / Receipt Date
Approved Plan	G-1	SCHEDULE, NOTES, GROUND FL. AREA DIAGRAM, 1ST TO 6TH FL. AREA DIAGRAM CALCULATION	30/06/1978
Approved Plan	G-10	BACK ELEVATION	30/06/1978
Approved Plan	G-2	GROUND FL. PLAN, MEZZANINE FL. PLAN	30/06/1978
Approved Plan	G-3	1ST FL. PLAN & 2ND FL. PLAN	30/06/1978
Approved Plan	G-4	3RD FL. PLAN TO 6TH FL. PLAN	30/06/1978
Approved Plan	G-5	ROOF PLAN	30/06/1978
Approved Plan	G-6	SECTION A-A	30/06/1978
Approved Plan	G-7	SECTION B-B	30/06/1978
Approved Plan	G-8	SECTION C-C, PART SECTION D-D	30/06/1978
Approved Plan	G-9	FRONT ELEVATION, SHADOW AREA DIAGRAM & CALCULATION	30/06/1978
Approved Plan	-	TYPICAL SECTION OF SEA WALL	24/05/1976

Ground Floor Layout



Appendix 6.4 Correspondences from Government Departments

RAMBOLL

Ref.: CRC_4TYSEI00_0_0002L.24

04 March 2024

Environmental Protection Department
Environmental Compliance Division
Regional Office (East)
5/F, Nan Fung Commercial Centre,
19 Lam Lok Street, Kowloon Bay,
Kowloon

By Fax (2756 8588) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] or the undersigned at [redacted].
We thank you in anticipation of your help in the matter.

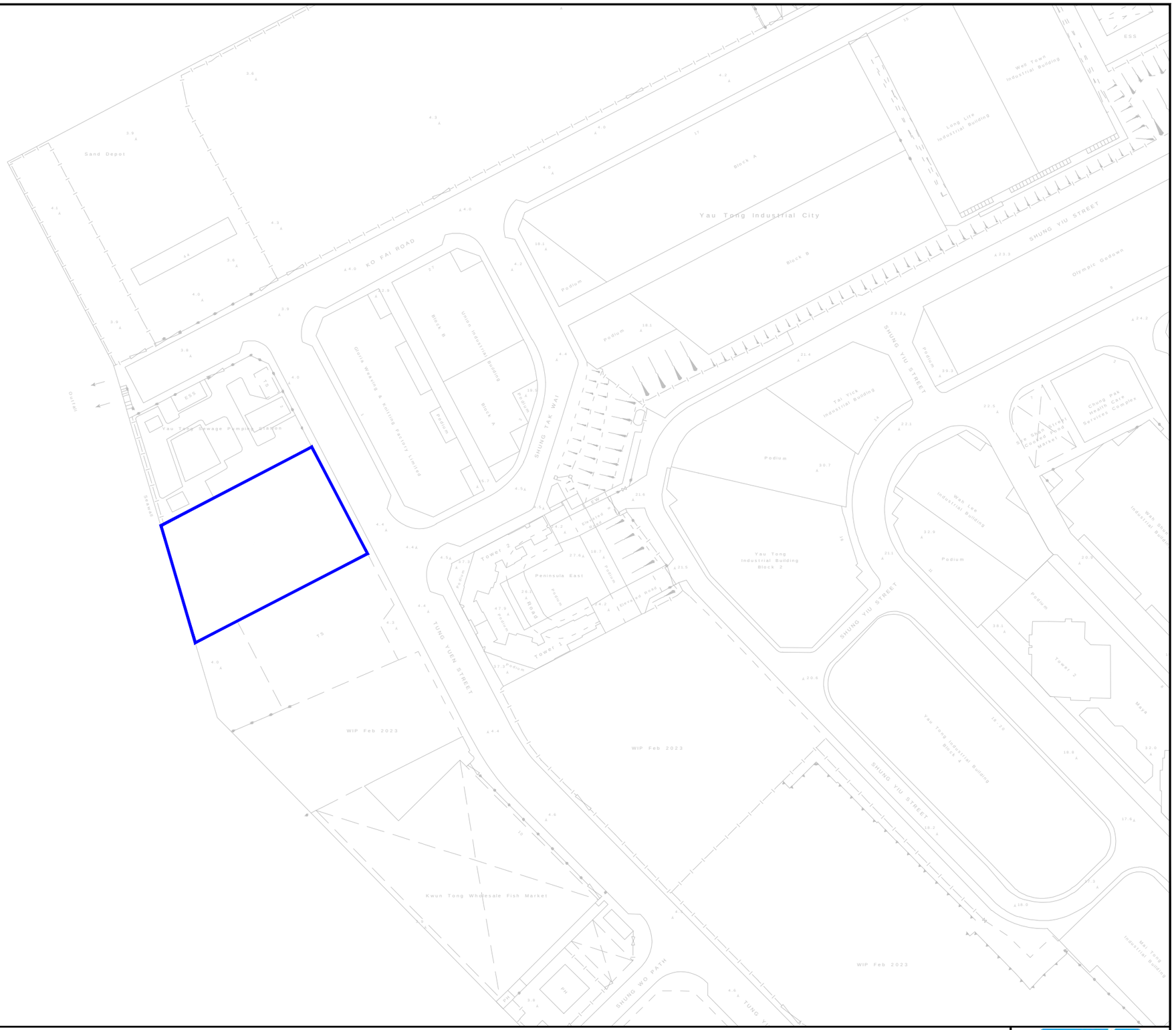
Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

Q:\Projects\CRC_4TYSEI00\02 Project Management\02 Corr\CRC_4TYSEI00_0_0002L.24.docx



Legend

Application Site

Figure: 1.1	RAMBOLL
Title: The Location of the Application Site and its Environmental	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

Q:\Projects\CRC_4TYSEI00\05 Assessments\02 Noise\02 Traffic\241118\TNIA_241118_recover.dwg

Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, Wanchai, Hong Kong By Email [redacted]

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)**
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk

华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	

[redacted]

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted]) or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted]) on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 英環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

Kyle Kam

From: Wendy Tin
Sent: Monday, March 4, 2024 5:20 PM
To: Kyle Kam
Cc: Tony Cheng
Subject: FW: Re. Enquiry on chemical spillage & Land contamination (Your ref: CRC_4TYSEI00_0_0002L.24)

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Classification: Confidential

From: [redacted]
Sent: Monday, March 4, 2024 5:18 PM
To: Wendy Tin [redacted]
Cc: [redacted]
Subject: Re. Enquiry on chemical spillage & Land contamination (Your ref: CRC_4TYSEI00_0_0002L.24)

> You don't often get email from herrickho@epd.gov.hk. Learn why this is important

Dear Wendy.

Refers to your letter dated 4 Mar 2024.

Please be informed that:
1. There are 3 chemical waste producer registrations in the concerned area; &
2. No chemical spillage & land contamination had been recorded in last 5 years.

Thanks & Regards,
Herrick HO / EPD
[redacted]

RAMBOLL

Ref.: CRC_4TYSEI00_0_0003L.24

4 March 2024

Fire Services Department
Fire Services Headquarters
Management Group (MG)
9th Floor, Fire Services Headquarters Building,
1 Hong Chong Road, Tsim Sha Tsui East, Kowloon

By Fax (2739 5879) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

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In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] or the undersigned at [redacted].
We thank you in anticipation of your help in the matter.

Thank you for your attention.

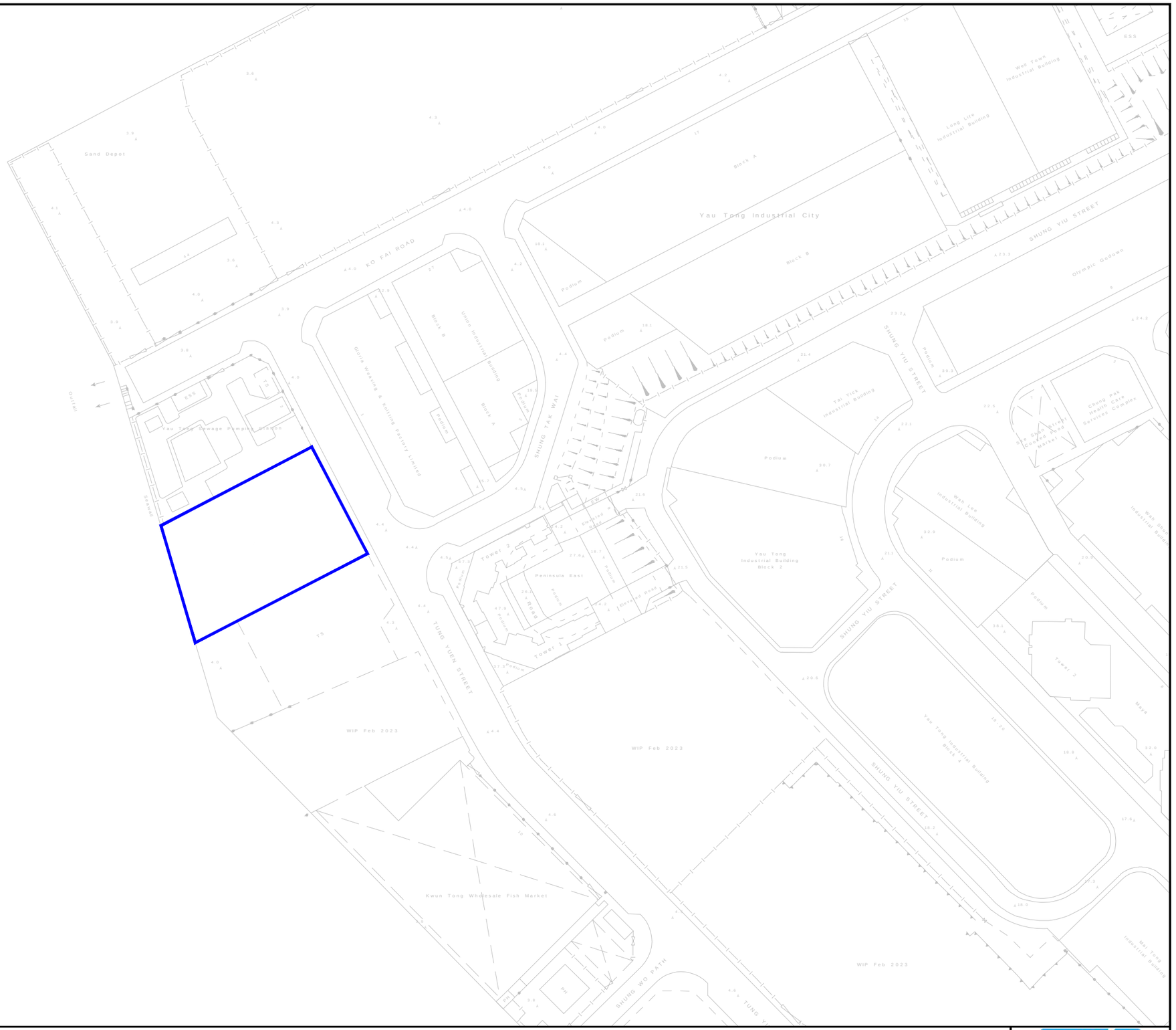
Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

Q:\Projects\CRC_4TYSEI00\02 Project Management\02 Corr\CRC_4TYSEI00_0_0003L.24.docx

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com



Legend

Application Site

Figure: 1.1	RAMBOLL
Title: The Location of the Application Site and its Environmental	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, Wanchai, Hong Kong By Email [redacted]

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)**
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

华润置地有限公司 **China Resources Land Limited**
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华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
Land Contamination Preliminary Review	
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[redacted]

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted]) or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted]) on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 英環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 OUR REF. : (32) in FSD GR 6-5/4 R Pt. 52
來函檔號 YOUR REF. : CRC_4TYSEI00_0_0003L.24
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2988 1196
電 話 TEL NO. : 2733 7570

11 March 2024

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wanchai, Hong Kong.
(Attn: Ms. Wendy TIN, Consultant)

By fax (3465 2899) only

Dear Ms. TIN,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70)
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 4.3.2024 regarding the captioned subject.

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

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

(ii) Incident Record: Past three years of fire and special services incidents.

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

Yours sincerely,

(LAI Kin-man)
for Director of Fire Services

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

RECEIVED
02 APR 2024
BY:----------

本處檔號 **OUR REF.** : (63) in FSD GR 6-5/4 R Pt. 52
來函檔號 **YOUR REF.** : CRC_4TYSEI00_0_0003L.24
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2988 1196
電 話 **TEL NO.** : 2733 7570

25 March 2024

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wanchai, Hong Kong.
(Attn: Ms. Wendy TIN, Consultant)

Dear Ms. TIN,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70)
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 4.3.2024 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

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

Ramboll Hong Kong Ltd.

Project: CRC_4TYSEI00_0_0003L.24
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Yours sincerely,

(LAI Kin-man)
for Director of Fire Services

RAMBOLL

Ref.: CRC_4TYSEI00_0_0004L.24

4 March 2024

Planning Department,
District Planning Branch,
Metro District Planning Division,
Kowloon District Planning Office,
14/F, North Point Government Offices,
33 Java Road,
Hong Kong

By Fax (2894 9502) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

4. Any change on the land use.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] or the undersigned at [redacted].
We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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Ramboll Hong Kong Limited 英環香港有限公司
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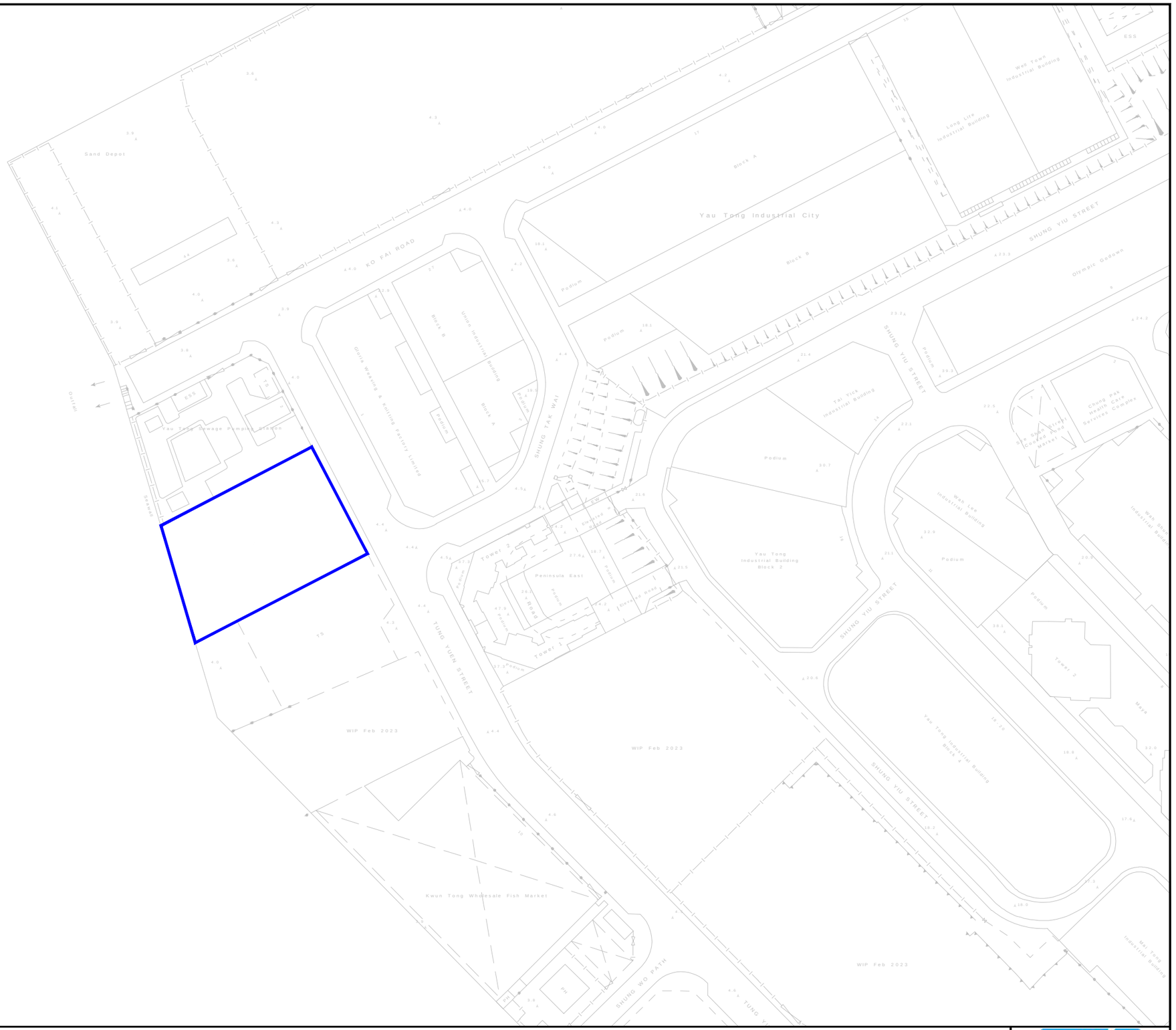

Legend

Application Site

Figure: 1.1	RAMBOLL
Title: The Location of the Application Site and its Environmental	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, Wanchai, Hong Kong By Email [redacted]

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)**
Letter of Acceptance for Environmental Consultancy Services for S16 Application

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华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

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Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

华润置地有限公司 **China Resources Land Limited**
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华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
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Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	

[redacted]

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Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 英環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

規 劃 署

香港北角渣華道三百三十三號
北角政府合署

Planning Department

North Point Government Offices
333 Java Road, North Point,
Hong Kong

RECEIVED
22 APR 2024
BY:

來函檔號 **Your Reference** CRC_4TYSEI00_0_0004L.24
本署檔號 **Our Reference** K-15/100
電話號碼 **Tel. No.:** 2231 4968
傳真機號碼 **Fax No.:** 2894 9502

oll Hong Kong Ltd.

By Post and Fax (2894 9502)

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Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai, Hong Kong
(Attn.: Wendy Tin)

18 April 2024

Dear Wendy,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot No. YTML 68 & YTML 70) - Enquiry for Land Contamination Information

I refer to your letter dated 4.3.2024 enquiring the current and historical site information and land use changes of the site as indicated on the site map attached to your letter for land contamination investigation purposes.

2. The subject site falls within an area zoned "Residential (Group E)" ("R(E)") on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27. This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use. According to Schedule I (for non-industrial buildings) of the Notes of the OZP for "R(E)" zone, the proposed 'Flat' is a Column 2 use requiring planning permission from the Town Planning Board. The subject "R(E)" zone is restricted to a maximum domestic plot ratio (PR) of 5.0, a maximum non-domestic PR of 1.0, and a maximum building height (BH) of 80mPD.

3. Regarding the land use changes of the subject site, the current "R(E)" zoning for the site was first designated on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/11 approved in March 2000 and has remained unchanged since then. Before that, the site had been subject to land use zonings/designation on statutory town plan, including:

- "Industrial" on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. LK 15/35 exhibited on 12 March 1971.

RAMBOLL

Ref.: CRC_4TYSEI00_0_0005L.24

4 March 2024

Lands Department
Lands Administration Office
District Lands Office, Kowloon East
1/F, Tai Po Government Offices,
1 Ting Kok Road,
Tai Po, New Territories

By Fax (2782 5061) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

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3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] or the undersigned at [redacted].
We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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Ramboll Hong Kong Limited 英環香港有限公司
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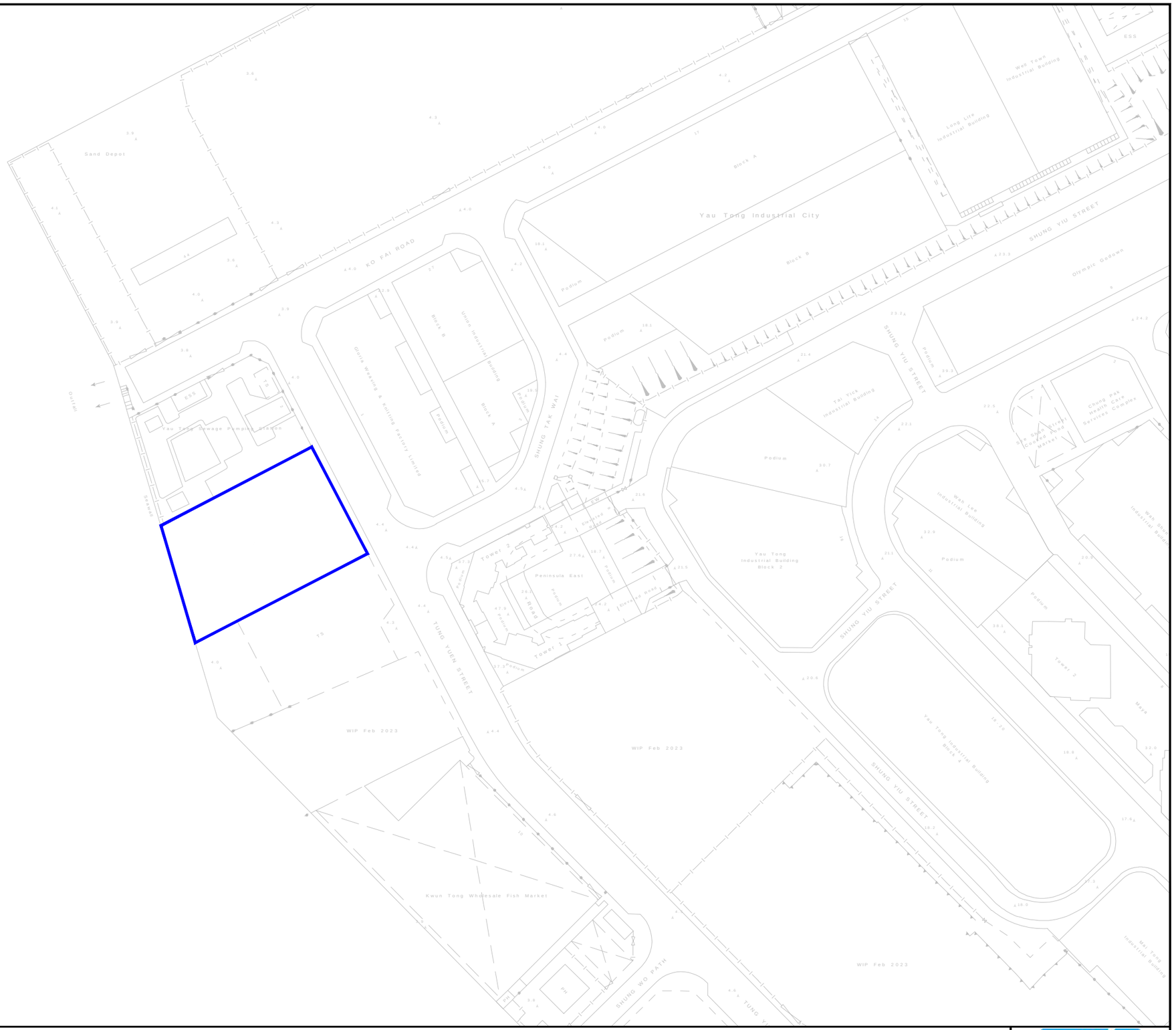

Legend

Application Site

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	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, Wanchai, Hong Kong By Email [redacted]

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)**
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   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
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Drainage Impact Assessment	
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华润置地有限公司 **China Resources Land Limited**
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华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
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Land Contamination Assessment (CAP, CAR, RAP)	

[redacted]

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted]) or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted]) on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 英環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

地政總署
九龍東區地政處
DISTRICT LANDS OFFICE,
KOWLOON EAST
LANDS DEPARTMENT

電　話	Tel:	3842 7616
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電郵地址	Email:	eske1@landsd.gov.hk
本署檔號	Our Ref:	(167) in DLOKE 852/KPA/63
來函檔號	Your Ref:	CRC_4TYSEI00_0_0005L.24

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We strive to achieve excellence in land administration.

九龍海庭道 11 號西九龍政府合署南座 4 樓
4/F, SOUTH TOWER, WEST KOWLOON GOVERNMENT OFFICES, 11 HOI TING ROAD, KOWLOON

網址 Website : http://www.landsd.gov.hk

來函請註明本署檔號
Please quote our reference in your reply

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai , Hong Kong
(Attn: Wendy Tin)

By Fax (3465 2899) & By Post

8 April 2024

Dear Sirs/ Madams,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong
Yau Tong Marine Lot Nos. 68 and 70
Enquiry for Land Contamination Information

I refer to your letter dated 4 March 2024 regarding the captioned matter.

Please be advised that this office is not in a position to advise on the land contamination issues.

Should you have any enquiries, please do not hesitate to contact the undersigned.

Yours faithfully,

(Alex LAM)
for District Lands Officer/Kowloon East

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RAMBOLL

Ref.: CRC_4TYSEI00_0_0006L.24

4 March 2024

Civil Engineering and Development Department
Geotechnical Engineering Office
Mines Division
6th floor, South Tower,
West Kowloon Government Offices,
11 Hoi Ting Road, Kowloon

By Fax (2714 0193) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] or the undersigned at [redacted].
We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
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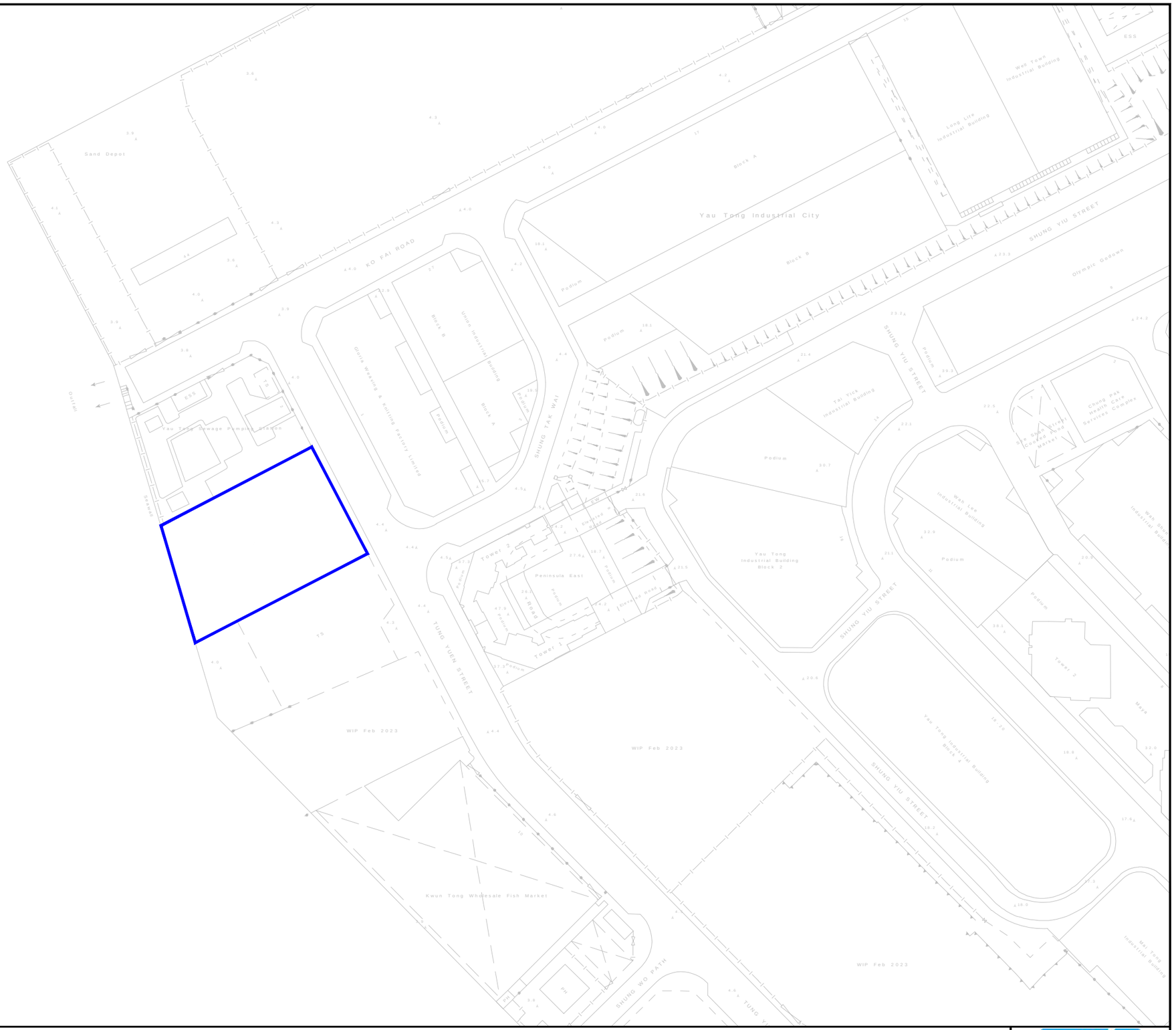

Legend

Application Site

Figure: 1.1	RAMBOLL
Title: The Location of the Application Site and its Environmental	Drawn by: KK
	Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0
	Date: Nov 2024

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, Wanchai, Hong Kong By Email [redacted]

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)**
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	

[redacted]

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted]) or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted]) on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 英環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

土木工程拓展署
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Our ref 本署檔號 : ( ) in CEDD-MIN-06-20-1
Your ref 來函檔號 : CRC_4TYSEI00_0_0006L.24

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11 Hoi Ting Road, Kowloon, Hong Kong

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road, Wan Chai, Hong Kong
(Attn: Ms. Wendy TIN)

7 March 2024

By Fax: 3465 2899

Dear Ms. TIN,

Re: Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTM70)- Enquiry for Land Contamination Information

I refer to your letter dated 4 March 2024 regarding the subject enquiry.

Based on our records, no licences were issued for the manufacture, storage, or use of explosives in the concerned area. This Office has no records indicating that any incidents related to explosives occurred in the concerned area.

If you have any further queries, please feel free to contact me at [redacted]

Yours sincerely,

(NG Siu-ming)
for Commissioner of Mines

THL/KCL/SMNG/smng

Appendix G

Updated Air Quality Impact Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

AIR QUALITY IMPACT ASSESSMENT

Date	**April 2025**
Prepared by	**Wendy Tin/ Tony Ling** **Senior Environmental Consultant/ Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
Project Reference	**CRC_4TYSEI00**
Document No.	**R9370_v1.1.docx**

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Ramboll Hong Kong Limited

21/F, BEA Harbour View Centre
56 Gloucester Road, Wan Chai, Hong Kong

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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at Yau Tong Marine Lot No. 70, Tung Yuen Street (hereinafter collectively called "Application Site"). The Application Site is zoned as "Residential (Group E)" ("R(E)") under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27. **Figure 1.1** shows the location of the Application Site.

1.1.2 Ramboll Hong Kong Limited is commissioned by the Applicants to provide environmental consultancy services and prepare the relevant submissions to demonstrate the environmental sustainability of the Proposed Development for this section 16 planning application.

1.1.3 The master layout plan (MLP) is provided by the project architect – P&T Architects Ltd. The traffic forecast for vehicular emission impact assessment and road traffic noise impact assessment is provided by the project traffic consultant – MVA Asia Ltd.

1.2 Application Site and its Environ

1.2.1 "Residential (Group E)" ("R(E)") under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP). The area of the Site is about 2,419 m^2 and currently occupied by Wah Tung Godown Building.

1.2.2 The Application Site is bounded by Tung Yuen Street to the east and Ko Fai Road to the north. The surrounding areas are currently dominated by industrial and residential uses. **Figure 1.1** shows the location of the Application Site and its environs.

1.3 Proposed Development

1.3.1 The Proposed Development consists of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium accommodating a shopping arcade, E&M rooms and clubhouse. 2 storeys of carpark and loading/ unloading area are located at the basement.

1.3.2 The residential towers have a various building height, ranging from ~ 80mPD to ~ 100 mPD, and the level of first residential floor is from 21.10 mPD.

1.3.3 Floor layout plans and sections of the Proposed Development are shown in **Appendix 1.1**.

1.3.4 **Table 1.1** shows the summary table of the key parameters for the Proposed Development.

Table 1.1 Key Development Parameters of Proposed Development

`Key Development Parameters	Proposed Scheme
No. of Storey for Residential	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark
Floor Level of lowest Residential Floor (mPD)	21.10
Building Height (mPD)	80mPD to 100mPD (for inland portion only)

`Key Development Parameters	Proposed Scheme
Ancillary Facilities	Clubhouse, shopping arcade
No. of Residential Block	1
No. of Residential Units	342
Anticipated Completion year	2032
Site Area (m^2)	About 2,419m^2

2. QUANTITATIVE AIR QUALITY IMPACT ASSESSMENT

2.1 Scope of Work

2.1.1 This assessment predicts air quality pollutant concentration at the Proposed Development, informing the provision of air quality mitigation measures to ensure future residents are not exposed to unacceptable levels of poor air. The air pollutants assessed are Nitrogen Dioxide (NO_2), Sulphur Dioxide (SO_2), Respirable Suspended Particulate (RSP) and Fine Suspended Particulate (FSP). Concentrations of these pollutants are predicted at air sensitive receivers (ASRs) within the Proposed Development through the use of quantitative computer modelling and are compared with the relevant Air Quality Objectives (AQOs).

2.1.2 The study also considers nearby odour sources within 500m radius of the Application Site and identified three potential odour sources, i.e. Yau Tong Sewage Pumping Station, Kwon Tong Wholesale Fish Market and Sam Ka Tsuen Typhoon Shelter. According to the several site visits, there are no changes to the aforementioned odour sources as compared to those mentioned in the Approved Planning Application A/K15/126 (126 Approval Scheme). Therefore, the odour emission information used in the 126 Approval Scheme is adopted in this assessment.

2.1.3 The assessment area of 500m radius from the Application Site is shown in **Figure 2.1**.

2.1.4 Appropriate mitigation measures will be recommended if exceedances of AQOs and/or odour units are identified.

2.1.5 The air quality control measures during the construction phase of Proposed Development are also addressed in this chapter.

2.2 Relevant Legislations, Standards and Guidelines

2.2.1 The following legislation and regulations provide the standards and guidelines for evaluation of air quality impacts and the type of works that are subject to air pollution control:

- Air Pollution Control Ordinance (APCO) (Cap. 311) and the Air Quality Objectives (AQO)
- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulations
- Recommended Pollution Control Clauses for Construction Contracts
- Control of Air Pollution in Car Parks (ProPECC PN 2/96)

Air Pollution Control Ordinance (CAP 311)

2.2.2 A set of Air Quality Objectives (AQOs) is established under the Air Pollution Control Ordinance (Cap. 311). The prevailing AQOs that came into effect on 11 April 2025 is presented in the following Table 2.1 below.

Table 2.1 Hong Kong Air Quality Objectives (AQOs)

Pollutants	Average Time	Standard [i] (µg/m³)	No. of exceedances allowed
SO_2	10-min	500	3
	24-Hour	40	3
RSP (PM_{10}) [ii]	24-Hour	75	9
	Annual	30	NA
FSP ($PM_{2.5}$) [iii]	24-Hour	37.5	18
	Annual	15	NA
NO_2	1-Hour	200	18
	24-Hour	120	9
	Annual	40	NA
Ozone (O_3)	8-Hour	160	9
	Peak Season	100	NA
Carbon Monoxide (CO)	1-Hour	30,000	0
	8-Hour	10,000	0
	24-Hour	4,000	0
Lead (Pb)	Annual	0.5	NA

Notes:

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

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

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

2.2.3 In accordance with the EIAO-TM, odour predicted at all ASRs should meet 5 odour units (OUs) based on an averaging time of 5 seconds.

Air Pollution Control (Construction Dust) Regulation

2.2.4 Made under Section 43 of the APCO, this Regulation defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities. The Regulation requires that any notifiable work shall give advance notice to EPD, and the Contractors shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

2.2.5 The proposed construction works for the proposed Project are both regulatory and notifiable works due to activities including material stockpiling and dusty material handling as potential sources of fugitive dust emissions as detailed under Parts I to IV of the Schedule on Dust Control Requirements.

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

2.2.6 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, which aims to control emissions from non-road mobile machinery (NRMMs) to improve air quality, became effective on 1 June 2015. NRMMs include non-road vehicles, as well as mobile machines and equipment (regulated machines) such as crawler cranes, excavators and air compressors.

2.2.7 Under the regulation, regulated machines have to comply with the Stage IIIA emission standards of the European Union (EU). It also requires all regulated machines sold or leased for use in Hong Kong to bear an approval or exemption label issued to them by the EPD, started from 1 September 2015. It restricts specified activities and locations

including construction sites, designed waste disposal facilities and specified processes to use only NRMMs that bear an approval or exemption label issued to them by the EPD, with effect from 1 December 2015.

Air Pollution Control (Fuel Restriction) Regulations

2.2.8 The Air Pollution Control (Fuel Restriction) Regulation was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO_2) emissions. The Air Pollution Control (Fuel Restriction) (Amendment) Regulation 2024 commenced on 1 April 2025. The sulphur content of liquid fuel is tightened to 0.001% by weight. The Regulation does not apply to any fuel-using equipment that is used or operated in premises used solely as a dwelling or is used or operated in or on a vessel, motor vehicle, railway locomotive or aircraft.

ProPECC PN2/96 - Control of Air Pollution in Car Parks

2.2.9 This practice notes include air quality guidelines required for the protection of public health and factors that should be considered in the design and operation of car parks in order to achieve the required air quality. The limits for air pollutants as recommended by the practice notes are summarised in **Table 2.2**.

Table 2.2 Limits of Air Pollutant Concentrations Inside Car Parks

Air Pollutant	Average Time	Maximum Concentration (µg/m3) [i]	Parts Per Million (ppm)
Carbon Monoxide (CO)	5 minutes	115,000	100
Nitrogen Dioxide (NO_2)	5 minutes	1,800	1

Notes:
[i] All limits are expressed as at reference conditions of 298K and 101.325kPa.

2.3 Existing Air Quality in Kwun Tong District

2.3.1 The nearest air quality monitoring station (AQMS) to the Proposed Development is the Kwun Tong AQMS. The five most recent years of air quality monitoring data, 2019 to 2023, from this station are summarized in **Table 2.3**. According to the AQMS monitoring data presented in **Table 2.3**, exceedance in annual NO_2 concentrations is recorded.

Table 2.3 Air Quality Monitoring Data at Kwun Tong AQMS

Pollutant	Averaging Time	AQO	Pollutant Concentration (µg/m3)				
			2019	2020	2021	2022	2023
Respirable Suspended Particulates (RSP)	10th Highest 24-hour	75 (9)	73	67	72	49	57
	Annual	30	38	32	31	24	26
Fine Suspended Particulates (FSP)	19th Highest 24-hour	37.5 (18)	40	32	32	31	28
	Annual	15	21	16	17	14	15
Nitrogen Dioxide (NO2)	19th Highest 1-hour	200 (18)	184	153	164	145	147
	10th Highest 24-hour	120 (9)	96	81	97	83	75

	Annual	40	45	43	49	45	41
Sulphur Dioxide (SO2)	4th Highest 10-Min	500 (3)	41	24	24	19	29
	4th Highest 24-hour	40 (3)	11	8	7	11	10
Ozone (O3)	10th Highest 8-hour	160 (9)	150	126	136	148	136
	Peak season	100	93	84	79	81	85
Carbon Monoxide (CO)	1st Highest 1-hour	30000 (0)	-	-	-	-	-
	1st Highest 8-hour	10000 (0)	-	-	-	-	-
	1st Highest 24-hour	4000 (0)	-	-	-	-	-

(a) Bolded values exceed the relevant AQO.
(b) Data extracted from EPD's Smart Air Modelling Platform (SAMP v2.1).

2.3.2 Apart from the air quality monitoring data, a set of background levels from PATH v3.0 ("Pollutants in the Atmosphere and their Transport over Hong Kong") is also reviewed. As the tentative year of the completion of the Proposed Development is 2032, the background air quality predicted by PATH v3.0 for Year 2030 in Grid 46,30; 46,31; 47,30 and 47,31 will be adopted for the quantitative assessment as it is considered conservative and closest to the opening year. The predicted Year 2030 background concentrations at these grids are summarized in **Table 2.4**. With respect to the future background air quality predicted by PATH v3.0 in **Table 2.4**, all values are below the relevant AQOs except O_3.

Table 2.4 Year 2030 Background Annual Average Concentrations of the Air Pollutants from PATH v3.0

Pollutant	Averaging Time	AQO	Data Summary	PATH v3.0 Grid in Year 2030			
				46,31	47,31	47,30	46,30
RSP	24-hour	75 (9)	10th	51	50	50	49
			Exceedance	0	0	0	0
	Annual	30	-	19	19	19	19
FSP	24-hour	37.5 (18)	19th	29	28	28	28
			Exceedance	4	2	2	2
	Annual	15	-	12	11	11	11
NO2	1-hour	200 (18)	19th	82	76	69	71
			Exceedance	0	0	0	0
	24-hour	120 (9)	10th	33	29	27	29
			Exceedance	0	0	0	0
	Annual	40	-	13	11	11	13
SO2	10-Min	500 (3)	4th	23	22	23	23
			Exceedance	0	0	0	0
	24-hour	40 (3)	4th	7	7	7	7
			Exceedance	0	0	0	0
O3	8-Hour	160 (9)	10th	171	172	172	171
			Exceedance	17	21	21	20
	Peak Season	100	-	122	124	124	123

Pollutant	Averaging Time	AQO	Data Summary	PATH v3.0 Grid in Year 2030			
				46,31	47,31	47,30	46,30
CO	1-Hour	30000 (0)	1st	520	512	510	516
			Exceedance	0	0	0	0
	8-Hour	10000 (0)	1st	486	480	482	484
			Exceedance	0	0	0	0
	24-Hour	4000 (0)	1st	458	447	448	457
			Exceedance	0	0	0	0
(a) Numbers in brackets is the number of exceedances allowed per year (b) Bolded values exceed the relevant AQO (c) Data extracted from EPD's Smart Air Modelling Platform (SAMP v2.1)							

2.4 Identification of Representative Air Sensitive Receivers (ASRs) during Construction Phase

2.4.1 There are a number of industrial buildings, residential buildings, churches, community centres, sports centres and playgrounds located within 500m of the Proposed Development. Location of representative ASRs during construction phase are shown in **Figure 2.2**. Their details are listed below:

Table 2.5 Details of Representative Air Sensitive Receivers during Construction Phase

Representative ASR ID	Description	Land Use	Assessment Height (m)	Horizontal Distance from the Application Site (m)
A01	Planned Transitional Housing	Residential	1.5 - 33.0	18
A02	Peninsula East	Residential	1.5 - 150	34
A03	Kwun Tong Wholesale Fish Market	G/IC	1.5 - 18.0	138
A04	Planned Residential Development (Application No. A/K15/122)	Residential	1.5 - 100	37
A05	Planned Comprehensive Residential Development (Application No. A/K15/126)	Residential	1.5 - 100	203
A06	Planned Residential Development (Application No. A/K15/121)	Residential	1.5 - 75.5	222
A07	Montego Bay	Residential	1.5 - 100	351
A08	Yau Tong Industrial City Block B	Industrial	1.5 - 54.0	121
A09	Wah Lee Industrial Building	Industrial	1.5 - 53.0	177
A10	Maya by Nouvelle	Residential	1.5 - 112	224

Representative ASR ID	Description	Land Use	Assessment Height (m)	Horizontal Distance from the Application Site (m)
A11	Planned Residential Development (Application No. A/K15/129)	Residential	1.5 - 120.0	160
A12	Mai Tong Industrial Building	Industrial	1.5 - 33.0	268
A13	The Spectacle	Residential	1.5 - 150	305
A14	Canaryside at Shung Shun Street	Residential	1.5 - 120	402
A15	Ocean One at Shung Shun Street	Residential	1.5 - 120	424
A16	Ko Fai Industrial Building	Industrial	1.5 - 50.0	323
A17	Sam Ka Tsuen Recreation Ground	G/IC	1.5	308
A18	Yau Tong Centre Tower 7 at Ka Wing Street	Residential	1.5 - 18.0	443
A19	全記五金貿易有限公司	Commercial	1.5 – 18.0	75
A20	Planned Residential Development (Application No. A/K15/122)	Residential	1.5 - 100	67
A21	Union Industrial Building	Industrial	1.5 - 33	49
A22	Yau Tong Industrial Building Block 2	Industrial	1.5 - 33	102

2.5 Impact arising from Proposed Development - Construction Phase

Identification of Sources

2.5.1 Major source of potential air quality impact during construction phase would be fugitive dust generated from wind erosion of the stockpiles and open sites, as well as from the following construction activities:

- Excavation resulting in exposed ground vulnerable to air erosion;
- Earth moving, loading and unloading of excavated material;
- Wind effect on material stockpiling; and
- Vehicle movements on haul roads and over the construction site.

2.5.2 There will be potential impacts from the criteria pollutants (e.g. nitrogen oxides (NO_x), sulphur dioxide (SO_2), and carbon monoxide (CO)). Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. In all circumstances, the contractor will be required to observe all relevant regulations and maintain all equipment in good condition to avoid any excessive emission. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (NRMMs) (including mobile generator, air compressor, excavator, crawler crane, bulldozer and etc.) with a proper label are allowed to be used in the construction site. Exempted NRMMs shall be avoided as far as practicable to minimize the fugitive dust and gaseous emissions. With reference to other similar scale projects, the number of on-site diesel/petroleum fuelled machinery (2-3 machineries) to be used for construction works is limited owing to the small size of the work site with an area of 2,419 m^2. In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electric non-road mobile machinery (NRMMs) and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator).

2.5.3 The Proposed Development includes excavation of basement for car parking facilities, erection of residential towers and ancillary facilities. The site topography is generally flat so that no extensive site formation work is required. The tentative excavation area is around 1,800m^2 with a depth of about 12m. As this planning application stage, there is no detailed information on the construction program; however, with reference to other similar scale projects, there is likely to be around 2 dump trucks per hour during the site formation stage of the Proposed Development. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the traveling of the dump trucks within the site. In general, excavation, pilling, and superstructure works are typical of many residential developments in Hong Kong. The effective mitigation measures for the construction activities (mentioned in **Section 2.5.7**) will be considered and implemented to minimize the air quality impacts arising from the Proposed Development during the construction periods.

Concurrent Projects in the Vicinity

2.5.4 The tentative year of the completion of the Proposed Development is 2032 and the existing/ planned concurrent projects with construction works in the vicinity are as follows:

- Proposed Comprehensive Residential Development at 5 and 8 Tung Yuen Street, and Adjoining Government Land, Yau Tong, Kowloon (Application No.: A/K15/122; Commencement date: Not Available; Completion date: Year 2025)
- Proposed Comprehensive Residential Development at Yau Tong Inland Lots 4 S.B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street, Yau Tong, Kowloon (Application No.: A/K15/126; Commencement date: Not Available; Completion date: Year 2025)
- Proposed Minor Relaxation of Plot Ratio Restriction for Flat and Permitted Shop and Services, Eating Place and Social Welfare Facility (Day Care Centre for the Elderly) at 18-20 Sze Shan Street, Yau Tong, Kowloon (Application No.: A/K15/129; Commencement date: Not Available; Completion date: Not Available)
- Proposed Comprehensive Development (including Commenced Phases 1 and 2 Developments, and Proposed Remaining Phase Development for Residential, Hotel, Commercial uses and Pier (Landing Steps)) with Minor Relaxation of Plot

Ratio Restriction at Various Lots and Adjoining Government Land at Yau Tong Bay, Yau Tong, Kowloon (Application No.: A/K15/130; Commencement date: Not Available; Completion date: Not Available)

2.5.5 Their locations shown in **Figure 2.9.** The above concerned concurrent projects have the potential to cause cumulative construction dust impact, as their planned construction periods overlap with that of this Project.

2.5.6 For each of the concerned concurrent projects, proper mitigation measures including watering frequently and good site practice will be implemented to ensure that their construction activities would not cause adverse construction dust impacts. Furthermore, close liaison with the contractors of the concurrent projects will be taken place in order to avoid dusty activities being carried out at the same time. Therefore, adverse cumulative construction dust impact arising from construction activities of the concurrent projects of concern are not anticipated.

Mitigation Measures for Dust Emission

2.5.7 Fugitive dust emission arising from the construction can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses (e.g. regular and sufficient watering, enclosure of potential dust sources, etc.), good site management, and close enforcement of the resident engineers. The contractor(s) shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation which requires notification before carrying out construction works and to adopt dust reduction measures while carrying out construction activities. A monitoring programme can be instigated to monitor the construction process in order to enforce dust controls and modify methods of works to reduce the dust emission down to acceptable levels.

2.5.8 To mitigate fugitive dust impacts, all dust control measures recommended in the Air Pollution Control (Construction Dust) Regulation, where applicable, shall be implemented. Relevant dust control measures include:

- The works area for site clearance shall be sprayed with water before, during and after the operation so as to maintain the entire surface wet;
- Restricting heights from which materials are to be dropped, as far as practicable to minimize the fugitive dust arising from unloading/ loading;
- Immediately before leaving a construction site, all vehicles shall be washed to remove any dusty materials from the bodies and wheels. However, all spraying of materials and surfaces should avoid excessive water usage;
- When a vehicle leaving a construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials will not leak from the vehicle;
- Erection of hoarding of not less than 2.4 m high from ground level along the site boundary, where appropriate;
- Any stockpile of dusty materials shall be covered entirely by impervious sheeting; and/or placed in an area sheltered on the top and four sides;
- All dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation to maintain the dusty materials wet; and
- To reduce the traffic induced dust dispersion and re-suspension, the travelling speed of vehicles within the site should be controlled.

2.5.9 In addition, emission control during the construction phase shall be carried out in accordance with the requirements of the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation. The emissions of non-road mobile machinery (NRMMs) include mobile machines and vehicles powered by internal combustion engines used primarily off-road. All NRMMs operating on-site which are subject to the emissions control of the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation shall be approved/exempted (as the case may be) and affixed with the requisite approval/exemption labels.

2.5.10 The recommended dust mitigation measures for protection of nearby ASRs are described below:

Good Site Management

2.5.11 Good site management is important in reducing potential air quality impacts to an acceptable level. As a general guide, the contractor(s) shall maintain a high standard of housekeeping to prevent fugitive dust emissions. Loading, unloading, handling and storage of fuel, demolished debris and wastes or by-products should be carried out in a manner so as to minimise the release of visible dust emission.

2.5.12 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of debris should be allowed. Debris should be lowered by a hoist to the ground, preferably with an enclosed tunnel.

2.5.13 A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner that does not generate fugitive dust emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust emission.

2.5.14 Frequent mist spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed and humidity. The amount of mist spraying should be just enough to dampen the materials without over-watering, which could result in surface water runoff.

Dust Emissions from Site Traffic

2.5.15 Dust emission from construction traffic is generated predominantly from the travelling of waste removal lorries. Areas within the Application Site where there are regular vehicle movements should have a hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designated roadways within the Application Site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges. Wheel-wash troughs and hoses should be provided at exit points of the Application Site.

2.5.16 "Recommended Pollution Control Clauses for Construction Contracts" is available on the EPD website which set out the recommended air pollution control measures to be implemented by the contractor(s) during the construction stage of the Project.

2.5.17 With the adoption of good practices, it is expected that emission of construction fugitive dust can be kept to an acceptable level.

2.6 Identification of Air Sensitive Receivers (ASRs) during Operational Phase

2.6.1 Representative ASRs within the Proposed Development are selected to assess the air quality at the Proposed Development and determine the appropriate fresh air intake locations for the podium of the Proposed Development.

2.6.2 Assessment heights of each ASR are scattered from the local ground floor to the higher floors of the residential towers.

2.6.3 The locations of the representative ASRs during operational phase are shown in **Figure** 2.3 and summarized in **Table 2.6**. All the fresh air intake and openable window of facilities have been included as ASRs.

Table 2.6 Details of Representative Air Sensitive Receivers during Operational Phase

ASR ID	Local Ground mPD	Flagpole Height, mAG	Assessment Height, mPD
D01 to D14	4.4	1.5 – 92.85	5.9 – 97.25

2.7 Identification of Pollution Sources During Operational Phase

General

2.7.1 As there are numerous industrial emissions (such as concrete batching plant) and marine vessels emissions identified within the 200m assessment area from the site boundary of the Application Site which cannot satisfied the buffer distance as stipulated in Table 3.1 of HKPSG Ch.9, a quantitative air quality impact assessment is therefore conducted to assess and ensure the future air sensitive receivers of the proposed development would not be under adverse air quality impact.

2.7.2 In line with EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", all three tiers of emissions that will contribute to the total air quality impacts on ASRs within the assessment area have been identified, including:

(1) Primary Contribution: Project induced

(2) Secondary Contributions: Pollutant-emitting activities in the immediate neighbourhood

(3) Background Contributions: Pollution not accounted for by (1) and (2)

2.7.3 Primary and secondary contributions are near-field source impacts due to sources within the assessment area such as vehicular emission from existing road network and proposed roads (if any), industrial emissions and marine emissions, etc. Background contributions are far-field source impacts outside the assessment area and are predicted using the PATH v3.0. The cumulative air quality impact assessment for operation phase is a combination of all three tiers of contributions and thus has considered the near-field and far-field sources.

2.7.4 As referred to 2nd paragraph of Section 2.3 of EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", for Tier 3 – Background Contributions, a major point source located within 4km from a receptor should be evaluated to see if it can cause direct impact. According to the list of major point sources provided in the guideline, two major point sources, i.e. Kai Tak Cruise Terminal and Cape Collinson Crematorium, have been identified within the 4km radius area of the Application Site. The details of identified major point sources would be discussed in **Section 2.7.30** to **2.7.33**.

2.7.5 Several site visits were conducted on 23 August 2023, 18 & 25 September 2023, 28 February 2024 and 14 & 15 March 2025 to verify the presence of chimneys, other industrial and marine vessels activities, and potential odour sources.

2.7.6 As mentioned above, emissions from open roads and industrial sources (i.e. secondary contributions), and major sources (i.e. background contributions), have been considered and assessed. **Table 2.7** shows a summary of the sources and the

associated air pollutants of concern. The details of the summary in **Table 2.7** are discussed in the following sections.

Table 2.7 Summary of Emission Sources

Sources	SO_2	NOx	RSP	FSP	
(i) Industrial Emissions	X	X	✓	✓	Section 2.7.6 – 2.7.15
(ii) Marine Vessels Emissions	✓	✓	✓	✓	Section 2.7.16 – 2.7.28
(iii) Other Major Emission Sources within 4km	✓	✓	✓	✓	Section 2.7.29 – 2.7.32
(iv) Vehicular Emissions					
a. Bus Terminus	-	-	-	-	Section 2.7.33
b. Open Roads	X	✓	✓	✓	Section 2.7.34

2.7.7 A summary of model input in AERMOD for sources is given in **Appendix 2.8**.

(i) Industrial Emissions

Emissions from Chimney

2.7.8 Based on several site visits and Hong Kong Environmental Database (HKED) - SP licence search, no active chimney was identified within 500m assessment area from the site boundary of the Site. Besides, there will not be any proposed air emission sources within the Site anticipated.

Emissions from Concrete Batching Plant

2.7.9 In general, the process of concrete batching plant involves mixing of aggregate, cement and other cementitious materials without combustion. Therefore, the major emission from concrete batching plant is dust emission, i.e. RSP and FSP.

2.7.10 Based on several site visits and HKED - SP licence search, one concrete batching plant, Redland Concrete Limited, is recorded within 500m radius of the Application Site (see **Figure 2.4**). Its Specified Process (SP) Licenses is shown in **Appendix 2.1**. The emissions from the concrete batching plant have been included in this assessment. It is noted that China Concrete Co. Limited and Hong Kong Concrete Co. Limited will cease all operations of the concrete batching process and related operations by early April[1]. Their emissions are therefore excluded in the assessment.

2.7.11 According to Annex I of A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process – Cement Works (Concrete Batching Plant) BPM 3/2 (2025) issued in April 2025, the concentration limit of particulate matter should be limited to 10mg/m^3 for license renewal. Therefore, the concrete batching plants after 2032 (the commission year of the Proposed Development) has to comply with the relevant requirements.

2.7.12 Due to the confidentiality, nil or rejection replies was received from the company and site staffs for the plant emission information. Based on the latest available information, the emission information of Redland Concrete Limited is therefore referenced to the SP license (see **Appendix 2.1**).

2.7.13 Haul road emissions were modelled as area sources and the extent of which were based on the operations observed during the several site surveys for the three concrete batching plants.

2.7.14 Sand at the concrete batching plants will be refilled by barges, given that the refilling activities and sand storage area of the barge were enclosed, wind erosion from these

[1] https://www.info.gov.hk/gia/general/202504/07/P2025040700531.htm?fontSize=1

activities are considered insignificant. Nevertheless, the impact due to the wind erosion from barges are included in the assessment for conservative purpose.

2.7.15 Detailed calculations of concrete batching plant emissions are shown in **Appendix 2.2**.

Emissions from Sand Depot at Yau Tong Bay

2.7.16 A sand depot at Yau Tong Bay is identified within the 500m assessment area. The location of the sand depot is presented in **Figure 2.4**. Detailed calculations of sand depot are presented in **Appendix 2.3**.

(ii) Marine Vessels Emissions

2.7.17 **Figure 2.5** shows the identified the marine vessels emissions within the 500m radius assessment area. The detailed calculation of marine vessels emissions are shown in **Appendix 2.1**. The identified sources are as follows:

- Ferry service between Sam Ka Tsuen and Sai Wan Ho provided by Coral Sea Ferry Service;
- Ferry service between Sam Ka Tsuen and Tung Lung Island provided by Coral Sea Ferry Service;
- Ferry service - Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen) provided by Coral Sea Ferry Service;
- Barge serving Redland Concrete Limited
- Barge serving Architectural Salvage Store (全記五金貿易有限公司);
- Barge serving Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext);
- Speedboats and sampans at Sam Ka Tsuen Typhoon Shelter;
- Fishing Vessels at the Kwun Tong Wholesale Fish Market; and
- Planned local vessels at Lei Yue Mun Waterfront

2.7.18 With reference to "Study on Marine Vessels Emission Inventory – Final Report" by HKUST in February 2012, the total emissions from vessels can be calculated using the following equations:

$$\text{Total Emission}_{(\text{pollutant})} = \Sigma \text{ Emission (pollutant, activity mode, equipment)}$$

$$\text{Emission}_{(\text{pollutant, activity mode, equipment})} = P \times FL \times T \times EF$$

where P is the installed power of equipment;

FL is fractional load of equipment in a specific mode;

T is operation time-in-mode; and

EF is fractional load emission factor of equipment.

2.7.19 Emissions from ferries and barges during sailing have been modelled as evenly distributed point sources representing the segment they travel to and from the berths within the 500m assessment area. The individual routes are shown in **Figure 2.5**.

Ferry services between Sam Ka Tsuen - Sai Wan Ho, Sam Ka Tsuen - Tung Lung Island and Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen) provided by Coral Sea Ferry Service

2.7.20 No information can be obtained from operators. The information of passenger ferries including release height, exit temperature, exit velocity and internal diameter of its

chimney extracted from Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) are therefore adopted.

2.7.21 According to the current ferry schedule on the operator's website[2],the visiting frequencies of different modes at each hour are studied and presented in **Appendix 2.4**.

Barges for Concrete batching Plants

2.7.22 Based on the site visits, both main engine and auxiliary engine of the barges will be switched off during the berth. The auxiliary engine will operate intermittently during sand refilling of silos only. As a conservative approach, it is assumed that the auxiliary engine of the barge will be in operation during sand refilling process for the entire working hours. In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barges in operation at any time would be three. Since the barge will berth at the CBPs for several days, it is assumed that there would be one arrival/ departure per hour of barge at each loading/ unloading point during operation hours for the worst-case scenario.

2.7.23 According to the site visits, raw materials stored on the barges are not fully enclosed on some occasions, wind erosion of raw materials may impose negative impact on the Proposed Development. To be conservative, wind erosion of raw materials from barges at the three concrete batching plants are included as shown in **Figure 2.4** and it is assumed that the barges stay at the berths for the whole day.

2.7.24 Detailed calculations of barge emissions and its wind erosion are shown in **Appendix 2.2**.

Fishing Vessels at Kwun Tong Wholesale Fish Market

2.7.25 Information for the fishing vessels at Kwun Tong Wholesale Fish Market was not provided by the operator, referenced is therefore made to the Appendix 3.7 of approved S16 application for Proposed Residential Development in "Comprehensive Development Area (4)" Zone and "Road" at No. 18 Tung Yuen Street, Cha Kwo Ling Yau Tong, Kowloon (A/K15/121). As stated in Appendix 3.7 of A/K15/121, the activities at Kwun Tong Whole Sale Fish Market include delivery and collection of fish by fishing vessels during the morning (i.e. 05:00 to 12:00) and night (i.e. 00:00 to 02:00) periods. The maximum number of fishing vessels berthing can be up to 16 at 07:00 to 12:00 as advised by AFCD. For assessment purposes, it is assumed that there would be 16 fishing vessels and 2 night-time fishing vessels (i.e. 2 vessels for night-berthing as there would be 2 arriving / departing according to AFCD) berthing at the market during the morning and night periods, respectively. The auxiliary engines of fishing vessels will be in continuous operation for the entire period for conservative approach.

2.7.26 In view of the operation of the whole sale fish market is similar as before, the assumed frequency from the referenced report (i.e. A/K15/121) is still valid. Detailed calculations of fishing vessels emissions and the visiting frequency (extracted from Appendix 3.7 of A/K15/121) are shown in **Appendix 2.5**.

Planned Ferry to/from Lei Yue Mun New Landing Facility

2.7.27 There will be additional marine traffic to/from Lei Yue Mun New Landing Facility, and tentatively scheduled for completion in the fourth quarter of 2024[3]. The emissions from

[2] https://www.coralseaferryservice.com.hk/timetable

[3] LC Paper No. CB(4)390/19-20(03) (https://www.legco.gov.hk/yr19-20/english/panels/edev/papers/edevcb4-390-3-e.pdf)

the additional marine traffic to/from Lei Yue Mun New Landing Facility is included in this assessment.

2.7.28 Due to lack of information, the emission parameters for the planning local vessels are referenced to the Appendix 3.7 of approved planning application A/K15/121 and presented in **Appendix 2.6**.

Speedboats and sampans at Sam Ka Tsuen Typhoon Shelter

2.7.29 Several site visits were conducted in November 2023, December 2023, February 2024 and September 2024 to observe the speedboats and sampans activities at Sam Ka Tsuen Typhoon Shelter. Less than 5 speedboats and sampans were sailing within the shelter in every hour based on observation. In addition, the operators turned off the engine after berthing. The impact is considered insignificant and therefore would not be included in the assessment.

(iii) Other Major Point Sources within 4km

2.7.30 As referred to 2nd paragraph of Section 2.3 of EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", for Tier 3 – Background Contributions, a major point source located within 4km from a receptor should be evaluated to see if it can cause direct impact. According to the list of major point sources provided in the guideline, two major point sources, i.e. Kai Tak Cruise Terminal and Cape Collinson Crematorium, have been identified within the 4km radius area of the Application Site. Location of identified major point sources is shown in **Figure 2.6**.

Kai Tak Cruise Terminal

2.7.31 According to the list of major point sources provided in the guideline, the cruise emission in hotelling mode at Kai Tak Cruise Terminal was identified as a major point source about 2.4km from the site boundary of the Application Site. According to the latest cruise schedule from 2025 to 2027, the highest number of scheduled cruise liners visiting Hong Kong will be in the Year 2025 and, hence, the cruise liner type in 2025 has been reviewed. As presented in **Appendix 2.7**, Costa Serena has the highest engine power among all cruise ships in Year 2025. Given there are two berthing spaces at the Cruise Terminal, another cruise ships with the second-highest engine power have been identified, including Anthem of the Seas, Celebrity Solstice, Ovation of the Seas and Spectrum of the Seas which have the same engine power. However, in view of the frequency of visit to Hong Kong of these four cruises, Spectrum of the Seas has therefore been selected as the second cruise ship for hotelling at Kai Tak Cruise Terminal at the same time for every hour of a day as "Costa Serena" for a conservative approach.

2.7.32 The details of model inputs and the detailed information of the emission rates of these cruise vessels are shown in **Appendix 2.7**.

Cape Collinson Crematorium

2.7.33 Cape Collinson Crematorium has been identified as a major point source located about 3.9km from the site boundary of the Application Site. However, the emission from Cape Collinson Crematorium would not have a direct impact to the representative ASRs of the Application Site due to screening by natural terrain. The potential impact from the emission of Cape Collinson Crematorium is considered sufficiently represented by the PATH v3.0 model (i.e. Tier 3 contribution) and thus not separately modelled by local dispersion model.

(iv) Vehicular Emission

a. Bus Terminus & On-site Street Parking Spaces

2.7.34 Two bus terminuses, namely Yau Tong (Shung Tak Wai) Bus Terminus and Yau Tong Bus Terminus, are found to be located within the 500m air assessment area. Since the Yau Tong Bus Terminus is far away from the Application Site (over 470m), it is considered that the start emission generated by this bus terminus is insignificant to the Proposed Development. An on-street bus terminus "Yau Tong (Shung Tak Wai) Bus Terminus" is located at northeast of the Application Site which is being served for one bus route only. In view of this terminus scale is relatively small, the start emission generated by the bus terminus is minimal. Nevertheless, start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the bus terminus.

2.7.35 In addition to bus terminuses, on-site street parking spaces were also identified based on the information from SAMP. In general, no starting emission will be applied if the roads with double yellow line and the road classified as District Distributor, Primary Distributor, Trunk Road & Expressway. In view of the on-site street parking spaces within 500m assessment area, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road, all roads are considered as with starting emission. Similar with bus terminus abovementioned, start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the on-site street parking spaces.

b. Open Roads Emissions

2.7.36 Air pollutant concentration at the Application Site due to the emission from the nearby road networks (vehicular tailpipe emissions) was assessed. The emission rate of each road within 500m from the Application Site is calculated from with latest EMFAC-HK issued by EPD. Based on the emission rate of each road, the air pollutant concentration at the Application Site was modelled with AERMOD.

2.8 Dispersion Modelling and Modelling Approach for Emission Sources

Computer Modelling

2.8.1 The dispersion of NO_X, RSP, FSP and SO_2 were modelled using AERMOD software released by Lakes Environmental Software. The model is based on the principle of Gaussian dispersion and is widely accepted by EPD and is used in this assessment to predict both concentration and deposition of pollutants from line, point and area sources. As discussed in **Section 2.7.3**, PATH v3.0 was adopted to provide the background pollutant concentrations in assessing the total air quality impact on the representative ASRs. In addition, met data including temperature and relative humidity extracted from the SAMP v2.1 were also adopted for modelling.

2.8.2 The Application Site and its 500m assessment area fall within the PATH grids (46,30), (46,31), (47,30) and (47,31). The predicted meteorological data for the relevant PATH grids from PATH v3.0 obtained from EPD's website were used for model input. The WRF meteorological data, including wind data, temperature, relative humidity, pressure, cloud cover, mixing height and Pasquill stability classes, for Year 2019 extracted from the PATH v3.0 released by EPD in January 2024 at the relevant grids have been adopted as on-site data into AERMET.

2.8.3 Land use types surrounding the Proposed Development, the albedo, Bowen ratio for the 10km x 10 km area, surface roughness for the 1km area, and the Surface File and

Profile File to be used as input in AERMOD are downloaded and extracted from the AERMET tool in the SAMP v2.1. The relevant information is provided in **Appendix 2.9**.

2.8.4 Model input parameters and assumptions for the operation phase are summarised in **Table 2.8**.

Table 2.8 Model Input Parameters and Assumptions for Operation Phase

Input Parameters & Assumptions	Descriptions
Type of Sources	• Emissions from concrete batching plants: Point and Area sources • Emissions from marine vessels and major point source: Point sources • Vehicular Emissions: Line sources
Assessment Parameters	• Hourly and annual NOx/ NO/ NO_2 • Daily and annual RSP • Daily and annual FSP • 10-min and daily SO_2
Meteorological data	• Year 2019 WRF data from PATH v3.0 • PATH grids: (46,30) • Mixing height values recorded by HKO in 2019 were in the range of 119m to 2009m. Mixing heights from WRF data which are lower than 119 or higher than 2009 were adjusted to 119m and 2009m, respectively • Wind speed <0.5m/s adjusted to 0.5m/s • Anemometer height of WRF data: 8.5m

EMFAC-HK (embedded in SAMP v2.1)

2.8.5 2032 is chosen as the Model Year for EMFAC-HK year in the SAMP v2.1 to represent the worst-case scenario emission.

2.8.6 In accordance with a Guideline of Use of Temperature and Relative Humidity Data for Vehicular Emission Factor Prediction published by EPD in March 2021, the monthly minimum temperature and relative humidity (RH) (i.e. ranging from 11°C – 26°C and 25% to 61%) were applied for both short-term (i.e. hourly) and long-term (i.e. annual average) air quality impact of NO_2 while annual minimum temperature and RH (i.e. 11°C and 25%) were applied for both short-term (i.e. daily average) and long-term (i.e. annual average) air quality impact of RSP and FSP. The RH and temperature are extracted from SAMP v2.1. Summary of met data is shown in **Appendix 2.10**.

Traffic Data

2.8.7 Project specific hourly traffic data for 2047 having the maximum traffic data of the concerned roadway network within 15 years from the assumed completion year of the developments was adopted in combination with emission factors based on the EMFAC-HK Model (with calendar year set as 2032) to estimate the highest vehicular emission rate for each roadway. The traffic data predicted by the project traffic consultant includes hourly traffic flows with a composition of 18 vehicle classes according to "Guideline on Modelling Vehicle Emissions". Traffic forecast, based on the traffic count including vehicles from all concrete batching plants within the vicinity, is included in **Appendix 2.11**, which shows the hourly Vehicle Kilometer Travelled (VKT), the number of trips travelled, and the hourly averaged speed of road carriageways respectively, with 24-hour speed limits of 50 kilometers per hour (kph).

2.8.8 The estimated 18-class distribution as defined in EMFAC-HK was derived by sectoring the relevant classes in the Transport Department's Annual Traffic Census record or vehicle distribution obtained from manual traffic count surveys, in proportion to the recorded distribution in EPD document: "2018 Licensed Vehicle by Age and Technology Group Fractions".

2.8.9 The roadway network within the 500m study area consists of 73 distinct roadway links.

2.8.10 The established road traffic data, including traffic flow, 24-hour vehicle mix and speed limits (with the latter assumed to be the same under the same road groups) will be confirmed by the Project Traffic Consultant. Relevant correspondence of the endorsement and the confirmation letter from traffic consultant on the validity of the traffic data will be provided when it is available.

Calculation of Vehicular Emissions

2.8.11 The road segments within 500m assessment area and their corresponding predicted traffic flow were imported into SAMP v2.1. Setting of the road width and centerline XY for all roads within 500m assessment area are followed the "Modelling Open Road Emissions using AERMOD" published by EPD. Zero emission vehicle scenario was adopted in the assessment. The total composite emission rate calculated by SAMP contains the running emissions and start emissions by broad-brush approach. For calculations of start emissions by the broad-brush approach, start emissions for each vehicle class are assumed directly proportional to Trips per Vehicle-kilometer-travelled ratio (Trip/VKT) with consideration of the proportion of local and rural roads within Hong Kong based on the Annual Traffic Census (ATC) prepared by the TD. For SAMP v2.1, default trip and VKT values from EMFAC-HK model v4.3 are used in the calculations. In this assessment, the estimated % of VKT for local and rural roads with possible starting emission is ~21.7988% of total VKT, which is calculated by raw data of 2023 provided by TD and the estimated % of VKT for local and rural roads is agreed with EPD (see **Appendix 2.19**).

Noise Barrier

2.8.12 No vertical or cantilevered noise barriers are found within 500m from the Site.

Road Elevation

2.8.13 The base elevation is the elevation of the ground surface underneath the road link in meter above Principal Datum (mPD). The height of the road surface above ground (in mAG) should be added to the release height.

2.9 Post-processing of Modelling Results and Background Pollutant Contribution

2.9.1 Pollutant dispersion from vehicular, industrial and marine emissions have been simulated using the AERMOD model. Dispersion results and background pollutant contributions have been combined and post-processed for the different averaging periods required for comparison with the relevant AQOs.

Ozone Limiting Method for Short-term Cumulative NO_2 Assessment

2.9.2 The conversion of NO_x to NO_2 is a result of a series of complex photochemical reactions and determines the prediction of near field impact of NO_x emissions. To determine vehicular emission impacts, the emission factors of NO_2 are extracted from the results of the EMFAC-HK Model version 4.3 and the emission factors of NO are calculated from the emission factors of NO_x and NO_2 for all motor vehicle types. For the industrial emissions, initial NO_2 to NO_x ratio for chimneys is assumed as 10% with reference to the Heathrow Airport EIA report.

2.9.3 For NO_x in particularly, an algorithm has been built-in to convert a portion of NO_x predicted at ASRs into NO_2 using the Ozone Limiting Method (OLM) when they mix with the ambient O_3. The OLM assumes a conversion process that is stoichiometrically limited by the ambient O_3 levels, and hence the latter can be used to predict the maximum convertible NO_2 from NO_x for superimposing onto the initial "out-of-tailpipe / in-stack" NO_2 levels as the base level. OLM has been applied for the sum of the vehicular, industrial and marine sources to compare with the available ozone for conversion to NO_2.

$$[NO_2]_{Predicted} = [NO_2]_{initial} + Min([NO]_{Predicted} \, or \, \frac{46}{48}[O_3]_{PATH})$$

where

$[NO_2]_{Predicted}$	is the predicted NO_2 Concentration;
$[NO_2]_{initial}$	is the initial NO_2 Concentration;
Min	means the minimum of the two values within the bracket;
$[O_3]_{PATH}$	is the representative O_3 PATH Concentration (from other contribution;
$\frac{46}{48}$	is the molecular weight of NO_2 divided by the molecular weight of O_3.

Jenkin Method for Long-term Cumulative NO_2 Assessment

2.9.4 For the long-term cumulative NO_2 assessment (i.e. predictions of annual average NO_2 concentration), Jenkin Method was adopted for the conversion of cumulative annual average NOx to cumulative annual average NO_2. The details of Jenkin Method for this assessment extracted from the SAMP v2.0 are shown in **Appendix 2.12**.

Background Pollutant Contribution

2.9.5 The latest Pollutants in the Atmosphere and their Transport over Hong Kong model (PATH v3.0) released by EPD is used to estimate the background air quality. Since Year 2032 has been selected as the assessment year, PATH v3.0 for Year 2030 of Grid 46,30 has been adopted as the background concentration.

2.10 Assessment Results

2.10.1 The predicted air quality concentrations from surrounding vehicular, industrial and marine emissions have been quantitatively assessed separately for SO_2, NO_2, RSP and FSP. The predicted results of SO_2, NO_2, RSP and FSP at all predetermined ASRs are summarized in **Appendix 2.13**. The range of the assessment results of all the pollutants are summarized below.

Table 2.9 Range of Assessment Results of All Pollutants

ASR ID	NO_2			RSP		FSP		SO_2	
	19th Highest Hourly (μg/m³)	10th Highest Daily (μg/m³)	Annual Average (μg/m³)	10th Highest Daily (μg/m³)	Annual Average (μg/m³)	19th Highest Daily (μg/m³)	Annual Average (μg/m³)	4th Highest 10-min (μg/m³)	4th Highest Daily (μg/m³)
D01	85.8-97.9	34.8-44.3	14-24.5	49.4-50.3	18.7-19.9	28.5-28.9	11.1-11.6	22.7-22.8	6.8-6.9

ASR ID	NO_2			RSP		FSP		SO_2	
	19th Highest Hourly ($\mu g/m^3$)	10th Highest Daily ($\mu g/m^3$)	Annual Average ($\mu g/m^3$)	10th Highest Daily ($\mu g/m^3$)	Annual Average ($\mu g/m^3$)	19th Highest Daily ($\mu g/m^3$)	Annual Average ($\mu g/m^3$)	4th Highest 10-min ($\mu g/m^3$)	4th Highest Daily ($\mu g/m^3$)
D02	86.1-97.4	34.7-44.1	14-24.6	49.4-50.4	18.6-20.3	28.5-28.9	11.1-11.7	22.7-22.8	6.8-6.9
D03	86.5-97.9	34.7-44.1	14-24.8	49.4-50.4	18.6-20.9	28.5-28.9	11.1-11.8	22.7-22.8	6.8-6.9
D04	86.5-98.5	34.7-43.3	14-24.7	49.4-51.6	18.6-21.1	28.5-28.9	11.1-11.9	22.7-22.8	6.8-6.9
D05	87.7-94.3	34.6-39.9	14.1-20.1	49.4-59.9	18.6-26.2	28.5-29.9	11.1-13.4	22.6-22.8	6.8-6.9
D06	88.5-96.3	34.6-42.4	14.1-19.1	49.4-**89.2**	18.6-**40.7**	28.5-35.7	11.1-**17.7**	22.6-22.8	6.8-6.9
D07	89.2-104.4	34.5-47.6	14.1-21	49.4-68.1	18.6-28.5	28.5-32.9	11.1-14.2	22.6-22.9	6.8-6.9
D08	89.4-145.2	34.4-58.1	14.1-25.6	49.4-58.1	18.7-24.6	28.5-30.3	11.1-13	22.6-23	6.8-6.9
D09	89.4-111.8	34.4-48.3	14.1-21.2	49.4-56.7	18.7-23.4	28.5-29.9	11.1-12.7	22.7-22.9	6.8-6.9
D10	89.4-100.1	34.5-42.8	14.1-19	49.4-54	18.7-22.2	28.5-29.6	11.1-12.3	22.7-22.8	6.8-6.9
D11	89-96.5	34.5-38.8	14.1-17.9	49.4-52.2	18.7-21.2	28.5-29	11.1-12	22.7-22.8	6.8-6.9
D12	88.1-94.5	34.6-37.1	14.1-18.3	49.4-51.1	18.7-20.8	28.5-28.8	11.1-11.8	22.7-22.8	6.8-6.9
D13	87.8-93.2	34.6-37.2	14-19	49.4-50.9	18.7-20.3	28.5-28.9	11.1-11.7	22.7-22.8	6.8-6.9
D14	86.6-91.1	34.7-37.8	14-20.4	49.4-50.3	18.7-20.1	28.5-28.8	11.1-11.6	22.7-22.8	6.8-6.9
AQO ($\mu g/m^3$)	200	120	40	75	30	37.5	15	500	40

Note:

1. Bolded values exceed the relevant AQO.

SO_2

2.10.2 The predicted results of the 4th highest 10-minute average and daily average SO_2 concentration at ASR levels are summarized in **Appendix 2.13**. The results indicate that SO_2 concentrations at the Proposed Development comply with the relevant AQOs.

NO_2

2.10.3 The predicted results of the 19th highest 1-hour average and annual average NO_2 concentration at all selected ASR levels are summarized in **Appendix 2.13**. The results indicate that NO_2 concentrations at all locations of the Proposed Development comply with the relevant AQOs.

RSP

2.10.4 The predicted results of the 10th highest 24-hours and annual average RSP concentrations at all ASR levels are summarized in **Appendix 2.13**. The results indicate that RSP concentrations at all locations of the Proposed Development comply with the relevant prevailing AQOs except ASR D06 of 10th highest daily average and annual average at 4/F (27.5m above ground) and annual average at 5/F (30.6m above ground) at the south portion of the proposed Development. The predicted RSP concentration at these levels exceed the prevailing AQOs which is enacted in April 2025.

FSP

2.10.5 The predicted results of the 36th highest 24-hours and annual average FSP concentration for all selected ASRs at all levels are summarized in **Appendix 2.13**. The results indicate that FSP concentration at all locations of the Proposed Development comply with the relevant AQOs except ASR D06 of annual average at 4/F and 5/F (27.5m and 30.6m above ground) at the south portion of the proposed Development. The predicted RSP concentration at these levels exceed the prevailing AQOs which is enacted in April 2025.

2.10.6 The contour plots of SO_2, NO_2, RSP and FSP at their worst hit level are shown in **Appendix 2.14**. The contour plots show that there is no exceedance within the Application Site at their worst hit level of SO_2 and NO_2.

2.10.7 For the RSP and FSP, there are some portions of the Proposed Development at 4/F and 5/F of the residential tower fall within the exceedance zone. However, there is no fresh air intake nor openable window are located within the exceedance zone. From the assessment results, the rest of the residential towers would comply with the relevant AQOs. Therefore, the occupants at the residential tower would not be subject to adverse air quality impact.

2.10.8 The predicted air quality concentration at non-domestic portion including podium comply with the prevailing AQOs. the fresh air intake for the non-domestic use of the Proposed Development is recommended to be located at or above 1.5mAG except the exceedance zone, thus, it is anticipated that the Proposed Development will not be subject to any adverse air quality impact.

2.11 Odour Impact Assessment

Introduction

2.11.1 Upon the visits, the odour source of the area is same as that assessed in the approved planning application of the 126 Approval Scheme, i.e. three identified odour sources are Yau Tong Sewage Pumping Station, Kwun Tong Wholesale Fish Market and Sam Ka Tsuen Typhoon Shelter as shown in **Figure 2.7**. Also, there is no change in their operation. Therefore, the odour impact assessment used in the previous assessment for A/K15/126 is adopted in this assessment.

2.11.2 In addition, according to the reply from EPD's regional office (see **Appendix 2.18**), there is no odour complaint in the concerned area such as Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market.

Identified Odour Sources

a. Yau Tong Sewage Pumping Station

2.11.3 Yau Tong Sewage Pumping Station (YTPS) is located at the junction of Ko Fai Road and Tung Yuen Street which is next to the Application Site. The pumping station has three sewage pumps that operate in a 2 duty and 1 standby mode with each pump

having a design capacity of 0.5m^3/s. Therefore, the ultimate design capacity for YTPS is 1.0m^3/s according to the approved EIA Study for Yau Tong Bay Development – Engineering Feasibility Study for the Comprehensive Development at Yau Tong Bay (AEIAR-054/2002).

2.11.4 Upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.

b. Kwun Tong Wholesale Fish Market

2.11.5 Kwun Tong Wholesale Fish Market, which is located at the junction of Shung Wo Path and Tung Yuen Street, is at about 100m from the Application Site. The peak operating hour of the market would be from 7:00am to 12:00 noon. The market activities include the delivery by fishing vessels and immediate collection, after transaction, by lorry of boxed fresh marine fish. The live fish are delivered in containers which are transferred to shore, alive, and are placed in aquariums inside the market or transported directly to waiting lorries which are equipped with aquariums inside. Since fish market office building and Tung Yuen Street Cooked Food Market are situated at the northern and southern sides of the fish market respectively and the fish market is covered by a roof, odour can only be emitted at the sides facing the sea and Tung Yuen Street.

2.11.6 Upon the visits, it is observed that some fish stores were not in operation and floor was dry at some area. In addition, polyfoam boxes were collected at a designated area inside the fish market and disposed of by dump trucks regularly. However, in this odour assessment, to be conservative, apart from carpark, indoor storage area and administrative building, all other area are regarded as different types of odour sources (see **Figure 2.8**). Impact from these area sources is modelled by AERMOD. Emission parameters for the Kwun Tong Wholesale Fish Market are referenced to the approved planning application A/K15/126 and are presented in **Appendix 2.15**.

c. Sam Ka Tsuen Typhoon Shelter

2.11.7 Sam Ka Tsuen Typhoon Shelter is located to the southeast of the Application Site. The proposed residential buildings are more than 400m away from the Typhoon Shelter. In the south-eastern side of the typhoon shelter, many seafood restaurants and shops exist to serve the public and tourists visiting the area.

2.11.8 The area is predominantly impacted by sewage outfalls of the seafood restaurant, shops and low-rise village houses in the vicinity. In order to resolve the odour problem arising from the sewage outfalls, in-situ bioremediation works for facilitating decomposition of organic pollutants in sediments were carried out in the typhoon shelter in 2004 [Ref-4]. Several studies [Ref-5,6,7&8] documented its successful application to treat odorous sediments at Sam Ka Tsuen Typhoon Shelter where over 95% of odorous acid volatile sulphides were removed. Referring to the meeting minute of the Legislative Council on 1 February 2012 [Ref-2], no complaint regarding odour of Sam Ka

Ref-4 LCQ3: Tackling odour problem of waterfront tourist attractions (2012), http://www.info.gov.hk/gia/general/201202/01/P201202010276.htm

Ref-5 United States Patent US 8,647,566 B2 (2014), Deodorant for treating sediment in-situ and the associated facilities and method (https://www.google.com/patents/US8647566?utm_source=gb-gplus-sharePatent)

Ref-6 Estes T.J. and McGrath C.J. (2014) Economical Treatment of Dredged Material to Facilitate

Ref-7 Agreement No. CE 35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and Construction - Annex A Report on KTAC and KTTS studies

Ref-8 Kai Tak Development Environmental Improvement to Kai Tak Approach Channel CB(1)1375/08-09(01) https://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0331cb1-1375-1-e.pdf

Tsuen Typhoon Shelter was recorded in Year 2009 to 2011 (i.e. 5 to 7 years after the bioremediation works).

2.11.9 Moreover, Drainage Services Department (DSD) is carrying out a study "Lei Yue Mun Village Sewerage – Investigation, Design and Construction (4398DS)" to improve the water quality at Sam Ka Tsuen Typhoon Shelter and the hygiene conditions of the unsewered areas at Lei Yue Mun by providing sewerage system which is expected to be completed in Year 2021 [Ref-9] i.e. one year before the operation of the Project. In light of this, it is expected that Sam Ka Tsuen Typhoon Shelter therefore will no longer be impacted by sewage outfalls of the unsewered areas during heavy rainfall.

2.11.10 Odour patrol on 28 February 2024 and 14 March 2025 were conducted at the boundary of Sam Ka Tsuen Typhoon Shelter. A slightly detectable odour was noticed at the Sam Ka Tsuen Typhoon Shelter. However, no odour was noticeable at around 20m away from the Sam Ka Tsuen Typhoon Shelter. Since the boundary Application Site is around 180m away from the Sam Ka Tsuen Typhoon Shelter, it is anticipated that the associated odour impact is not anticipated.

Odour Impact Appraisal and Assessment Result

2.11.11 Nevertheless, a quantitative odour assessment was conducted in an environmental study supporting a S16 town planning application of a neighbouring planned residential site under Application No. A/K15/126 (Feb 2022). The report also identified that Yau Tong Sewage Pumping Station, Kwun Tong Fish Market and Sam Ka Tsuen Typhoon Shelter as existing odour sources in the vicinity of their Application Site. Similar to the findings in this EAS, odour impact for Yau Tong Sewage Pumping Station and Sam Ka Tsuen Typhoon Shelter was not anticipated at the planned residential site. Therefore, a quantitative odour impact assessment was carried out under the environmental study of Application No. A/K15/126 for the Kwun Tong Wholesale Fish Market only, which is considered relevant and applicable for this EAS. The range of the assessment results of odour is summarized below.

Table 2.10 Range of Assessment Results of Odour

ASR ID	Odour
	Highest 5-s average (OU)
D01	0.016-0.305
D02	0.015-0.345
D03	0.014-0.385
D04	0.014-0.432
D05	0.017-0.438
D06	0.017-0.421
D07	0.017-0.329
D08	0.016-0.27
D09	0.015-0.242
D10	0.013-0.214
D11	0.012-0.212

[Ref-9] 工務計劃項目編號 4398DS 鯉魚門村污水收集系統工程 (觀塘區議會屬下環境及衞生委員會文件第 18/2016 號, http://www.districtcouncils.gov.hk/kt/doc/2016_2019/tc/committee_meetings_doc/EHC/10261/E HC_18_2016.pdf

ASR ID	Odour
	Highest 5-s average (OU)
D12	0.012-0.271
D13	0.012-0.309
D14	0.013-0.308
Criteria (OU)	5

2.11.12 The predicted result of odour impact for all selected ASRs at all levels are summarized in **Appendix 2.16**. The contour plot of odour at the worst hit level (i.e. G/F, 1.5m above ground) is shown in **Appendix 2.17**. The contour plot shows that there is no exceedance within the Application Site at the worst hit level. It reveals that odour at all locations of the Proposed Development comply with the criterion (i.e. <5OUs). The future occupant will not be subject to adverse odour impact.

2.12 Review on Impact from Proposed Carpark

2.12.1 Basement carpark has been proposed for the Proposed Development. The air quality inside the basement carpark should satisfy the air pollutant standards as recommended by the ProPECC PN 2/96 Control of Air Pollution in Car Parks. Therefore, the mechanical ventilation system and layout the basement carpark should be properly designed. Furthermore, the exhaust outlet of the mechanical ventilation system of the basement carpark should also be designed by facing away from the nearest air sensitive uses as practicable as possible to ensure not to cause a nuisance to the occupants/ residents of the air sensitive uses including the surrounding developments and the Proposed Development. As the Project is still under initial design stage, the location of the exhaust outlet of the mechanical ventilation system is yet available.

3. CONCLUSION

3.1.1 Based on the air quality impact and odour assessment results, the Proposed Development will not be subject to any unacceptable air quality or odour impact provided that the air pollutant concentrations and odour at the fresh air intake locations for the Proposed Development comply with the AQOs and odour criteria. Besides, the fresh air intake for the Proposed Development is recommended to be located at or above 1.5mAG except the exceedance area at 4/F and 5/F of some portion of the residential tower.

3.1.2 Based on above conclusion, it confirms the feasibility and acceptability of the Proposed Redevelopment from an environmental perspective.

Figures

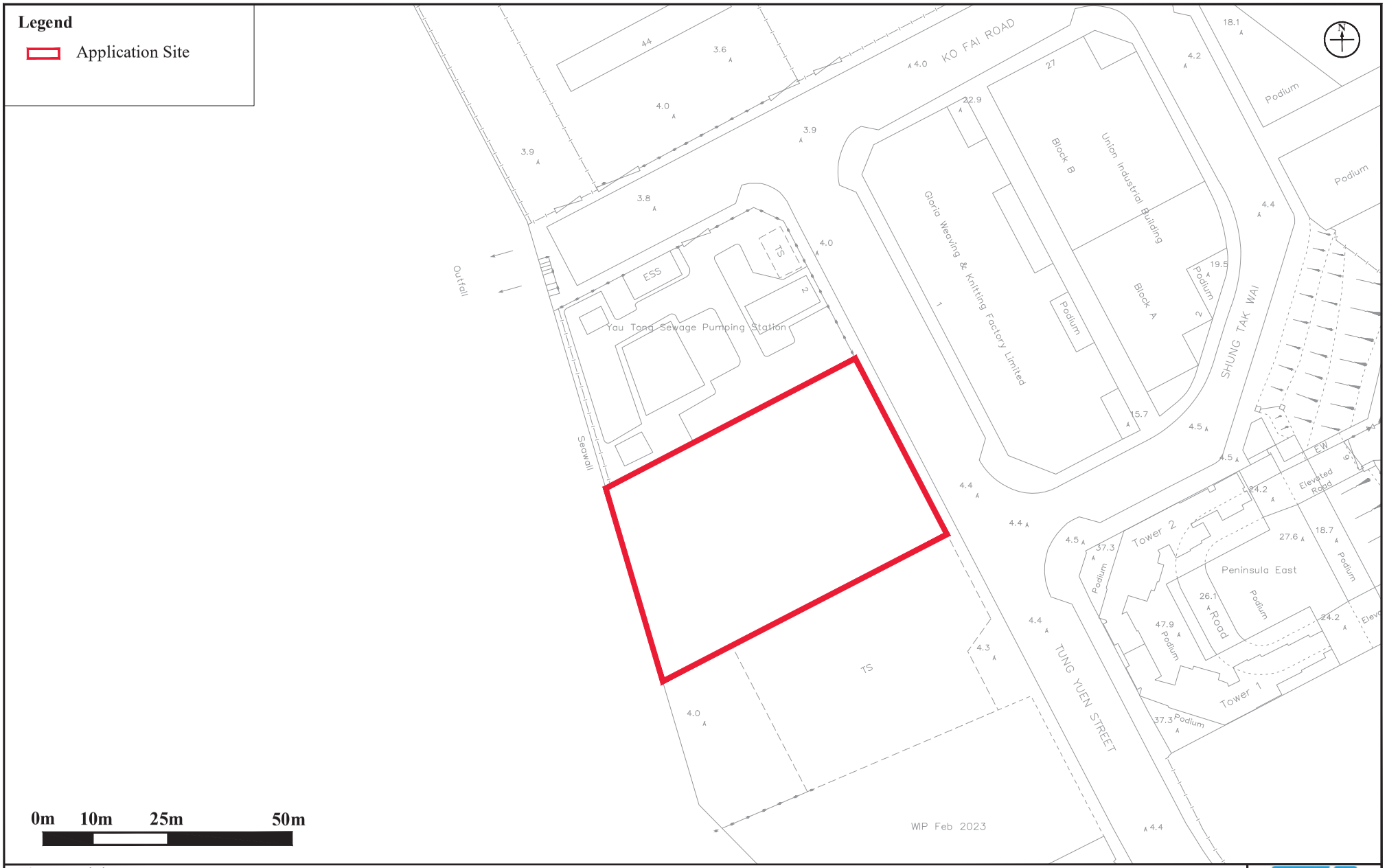

Figure: 1.1	RAMBOLL
Title: Location of Application Site and its Environs	Drawn by: WT Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

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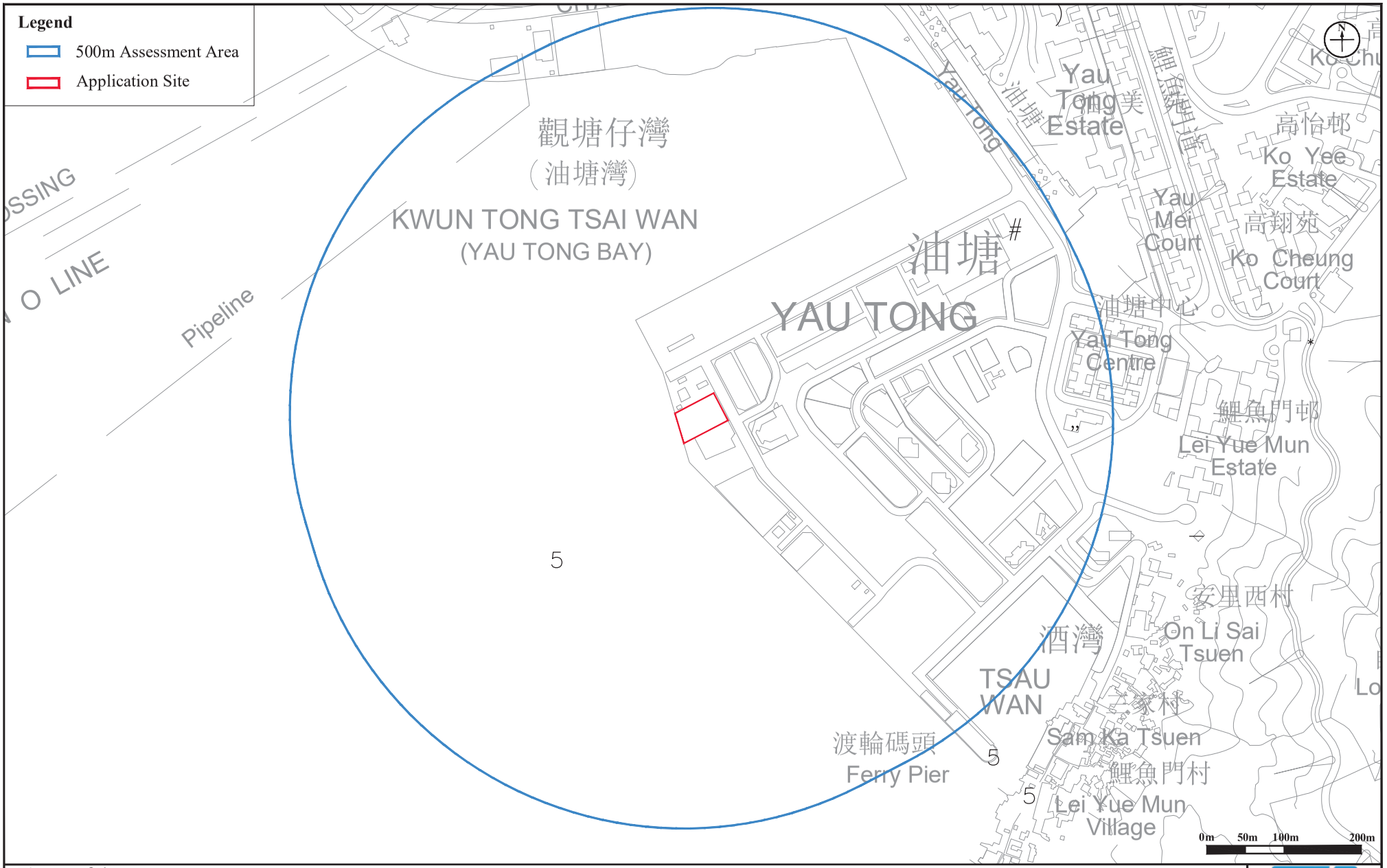

Figure: 2.1	RAMBOLL
Title: 500m Assessment Area for Air Quality Impact Assessment	Drawn by: WT Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

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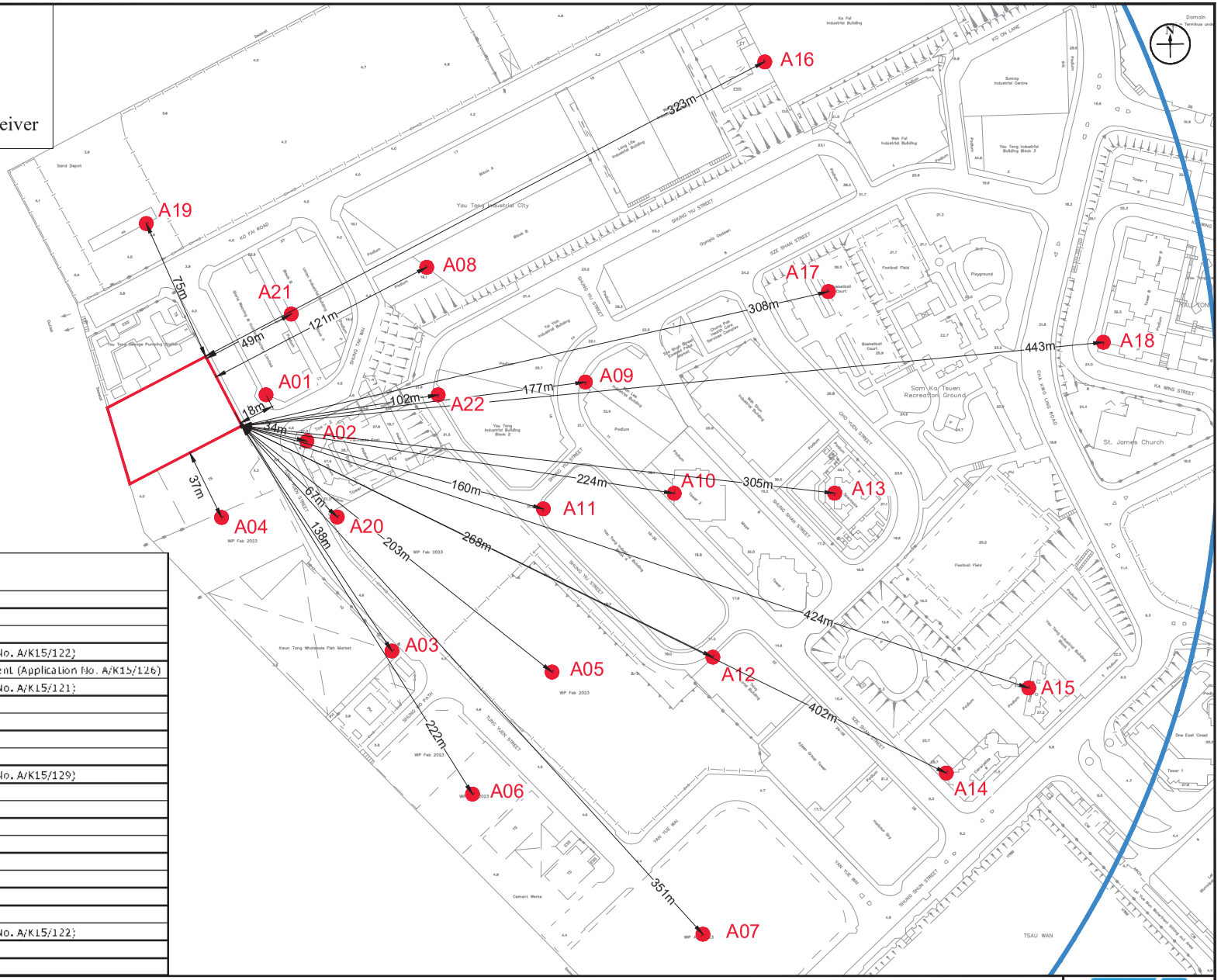
Legend

- 500m Assessment Area
- Application Site
- A01 Representative Air Sensitive Receiver



Representative ASR ID	Description
A01	Planned Transitional Housing
A02	Peninsula East
A03	Kwun Tong Wholesale Fish Market
A04	Planned Residential Development (Application No. A/K15/122)
A05	Planned Comprehensive Residential Development (Application No. A/K15/126)
A06	Planned Residential Development (Application No. A/K15/121)
A07	Montego Bay
A08	Yau Tong Industrial City Block B
A09	Wah Lee Industrial Building
A10	Maya by Nouvelle
A11	Planned Residential Development (Application No. A/K15/129)
A12	Mai Tong Industrial Building
A13	The Spectacle
A14	Cannaryside at Shung Shun Street
A15	Ocean One at Shung Shun Street
A16	Ko Fai Industrial Building
A17	Sam Ka Tsuen Recreation Ground
A18	Yau Tong Centre Tower 7 at Ka Wing Street
A19	金記五金貿易有限公司
A20	Planned Residential Development (Application No. A/K15/122)
A21	Union Industrial Building
A22	Yau Tong Industrial Building Block 2

Figure: 2.2

Title: Representative Air Sensitive Receivers during Construction Phase

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.0
Date:	Apr 2025

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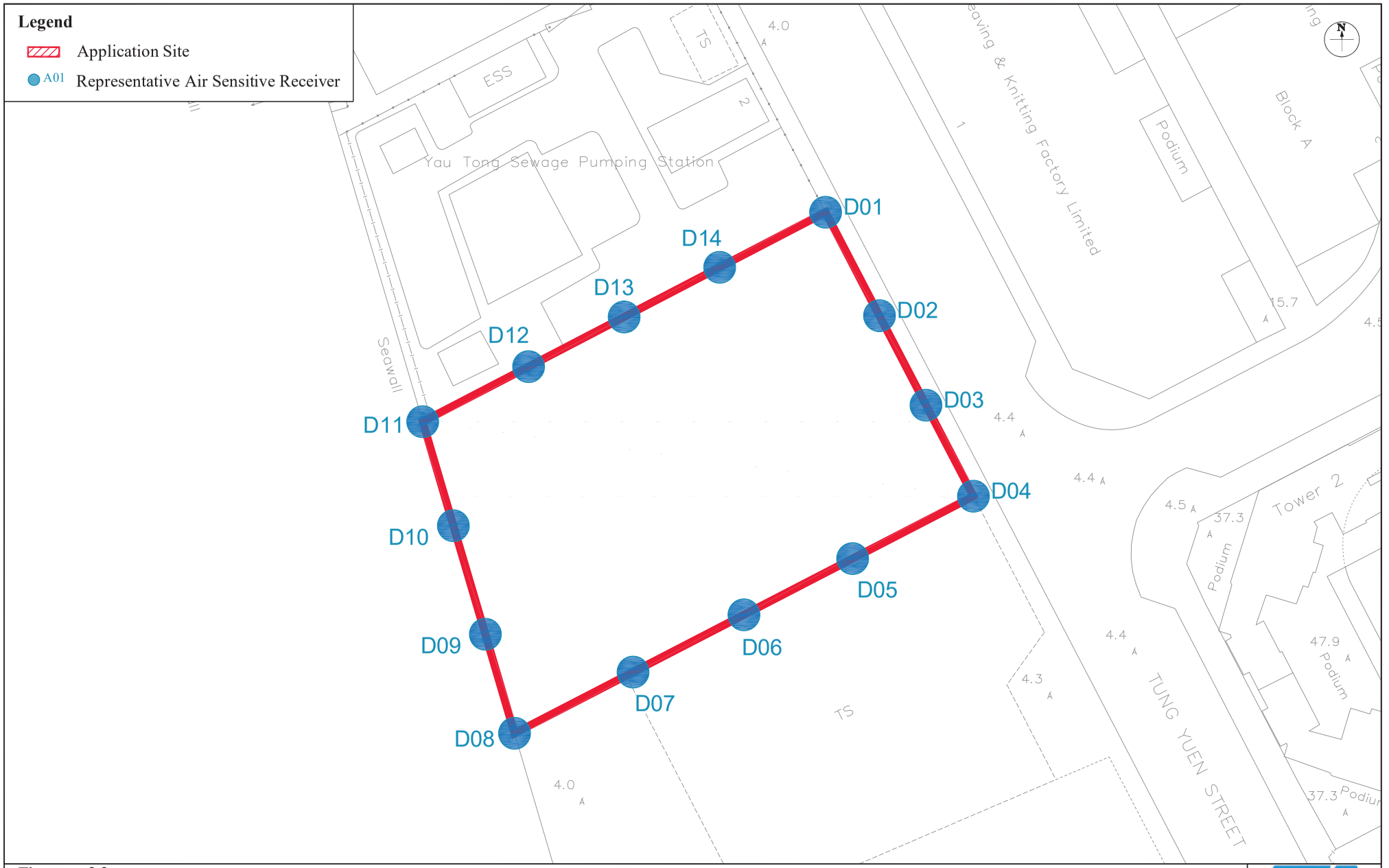

Figure: 2.3	RAMBOLL
Title: Representative Air Sensitive Receivers during Operation Phase	Drawn by: WT Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

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Figure: 2.4

Title: Location of Identified Industrial Emission Sources within 500m Assessment Area

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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Legend

- 500m Assessment Area
- Application Site
- Marine Emission Sources - Barge
- Marine Emission Sources - Ferry
- Marine Emission Sources - Planned Local Vessel
- Marine Emission Sources - Fishing Vessel
- Marine Emission Sources - Sand Depot (YTML 25)
- Marine Emission Sources - Architectural Salvage Store (YTML 26)
- Marine Emission Sources - Kam Kee Recycle Barge

Figure: 2.5

Title: Location of Identified Marine Vessels Emission Sources within 500m Assessment Area

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

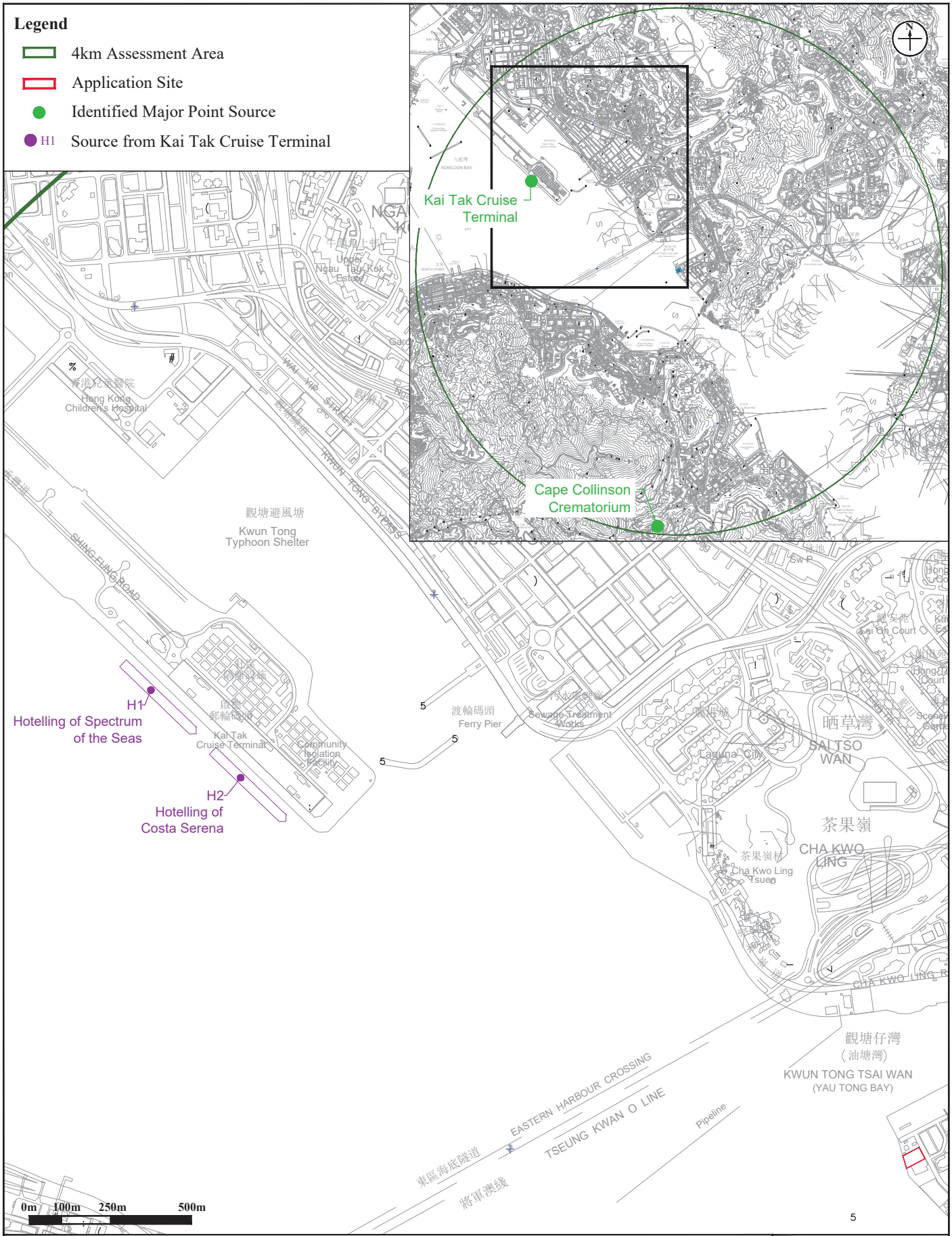

Figure: 2.6

Title: Location of Identified Major Point Source within 4km Assessment Area

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

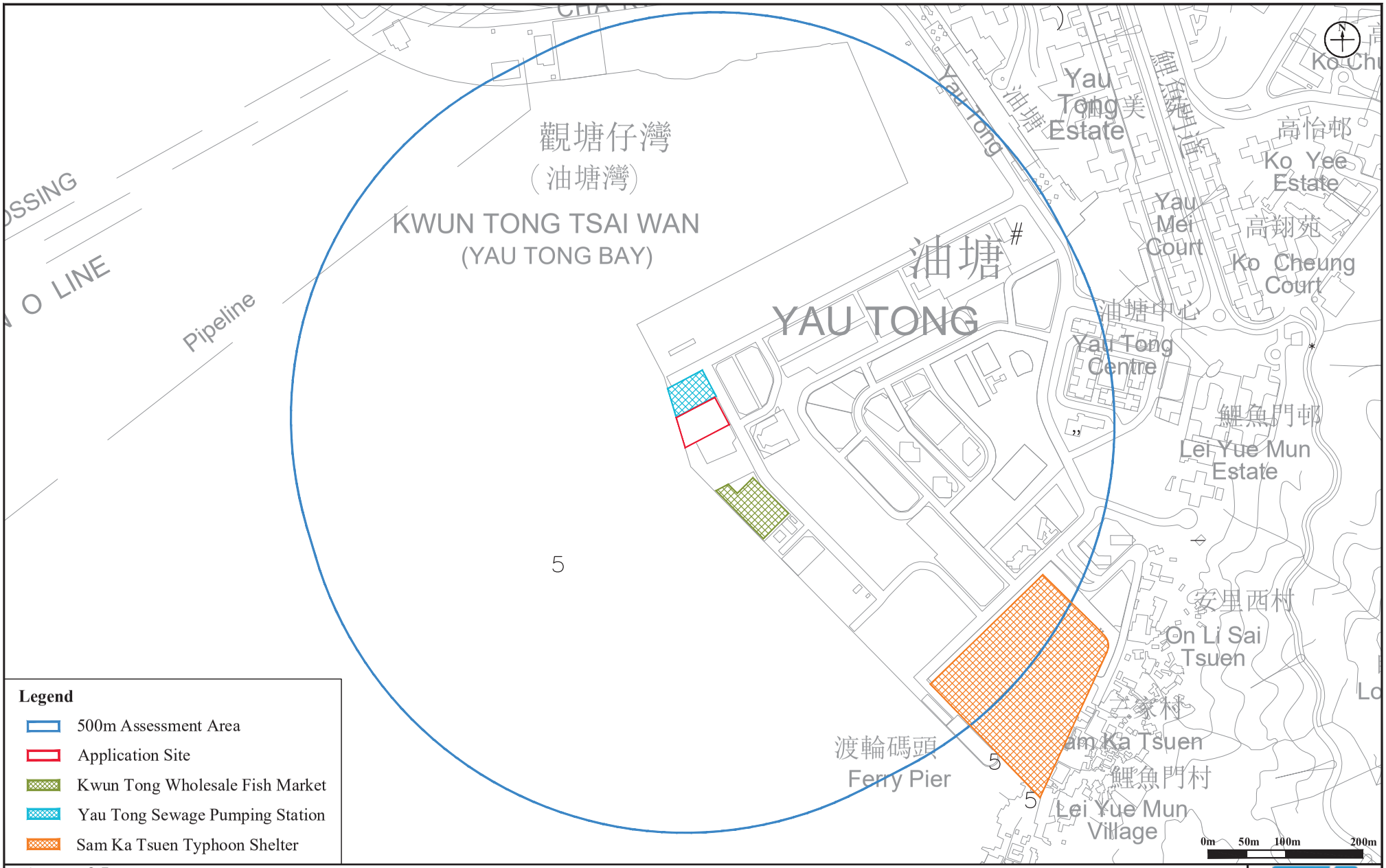

Figure: 2.7

Title: Location of Identified Odour Sources within 500m Assessment Area

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

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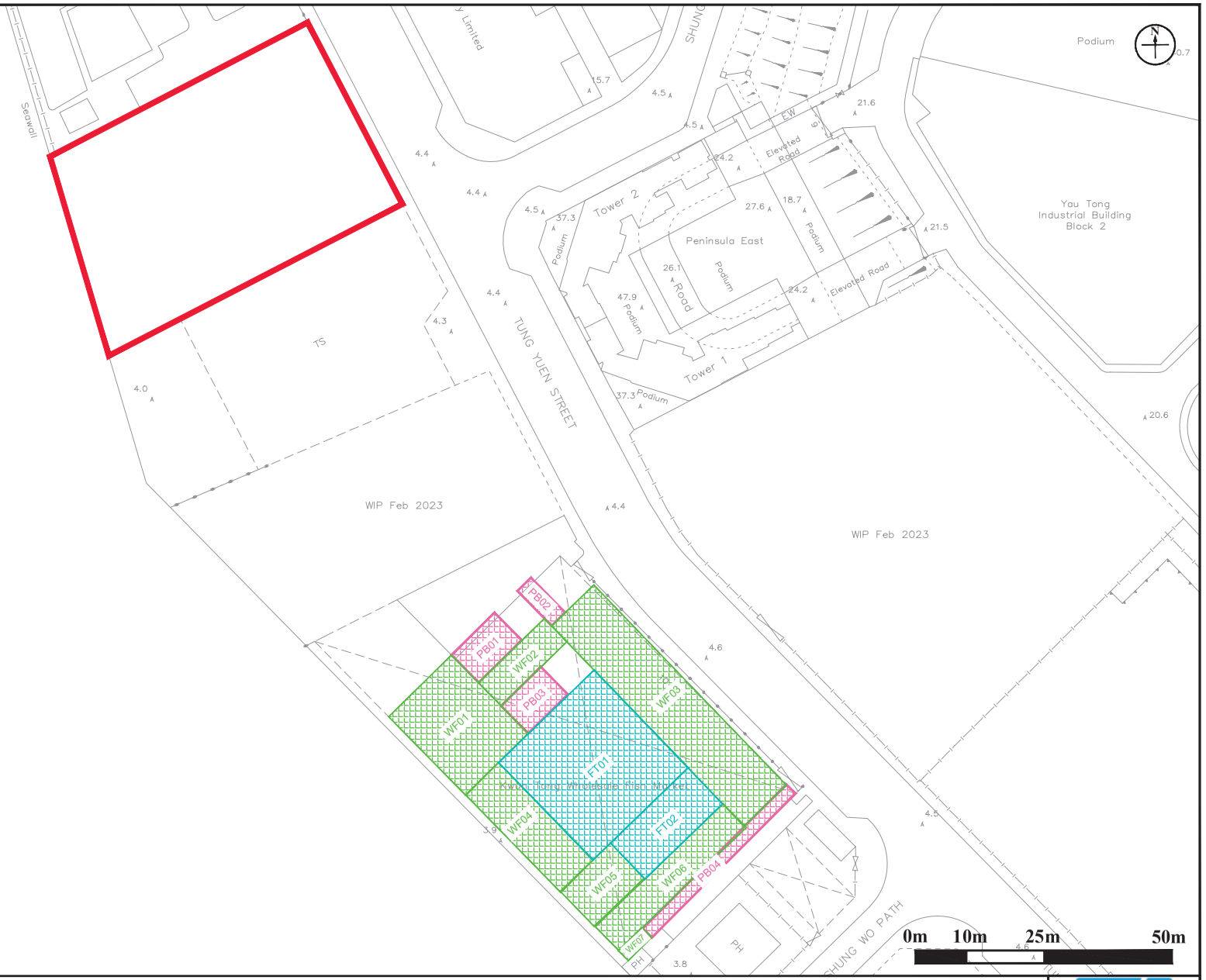

Legend

- Application Site
- PB01 Polyfoam Box
- FT01 Fish Tank
- WF01 Wet Floor

Figure: 2.8

Title: Location of Odour Sources within Kwun Tong Wholesale Fish Market

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

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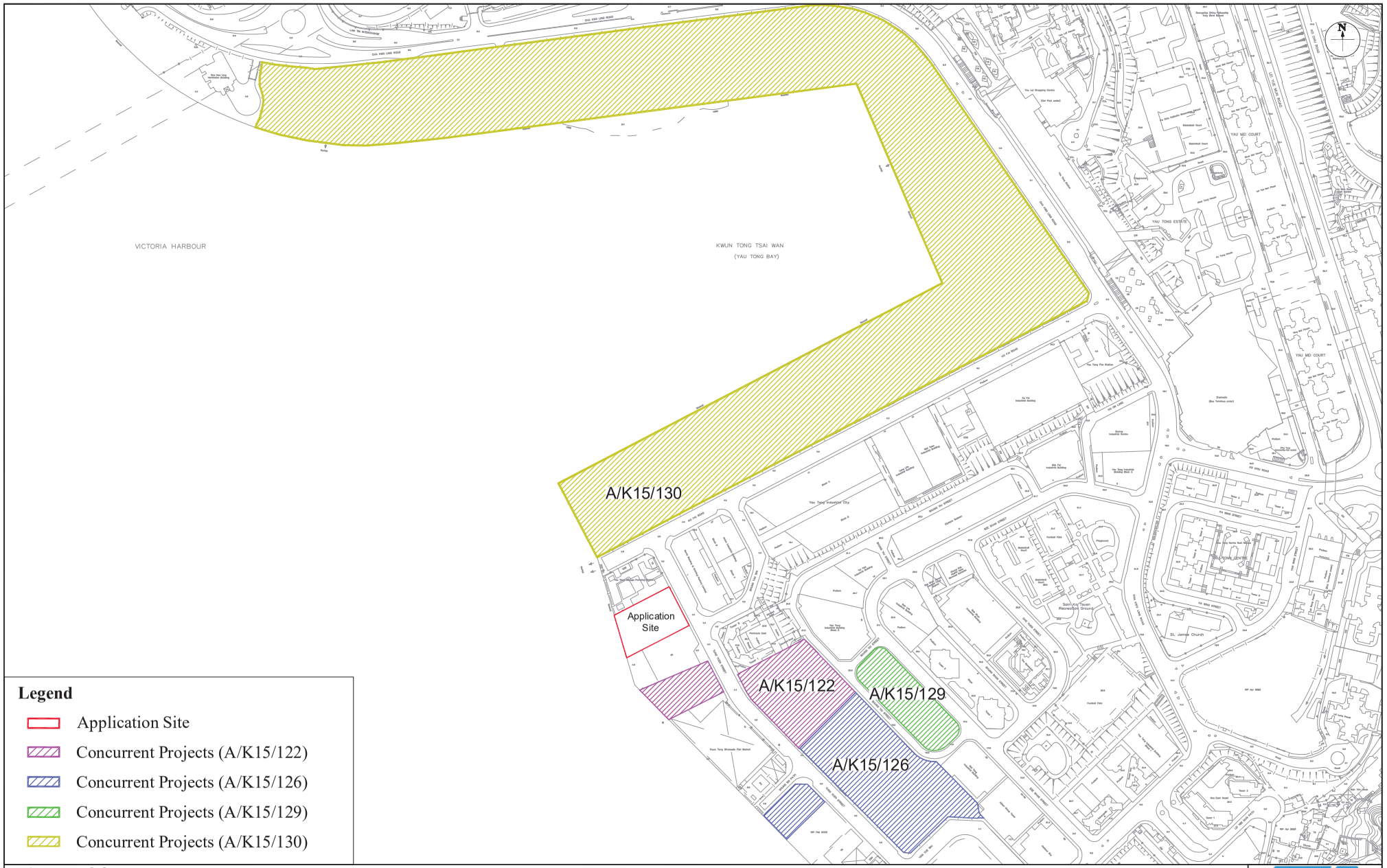

Legend

- Application Site
- Concurrent Projects (A/K15/122)
- Concurrent Projects (A/K15/126)
- Concurrent Projects (A/K15/129)
- Concurrent Projects (A/K15/130)

Figure: 2.9

Title: Location of Concurrent Projects in the Vicinity

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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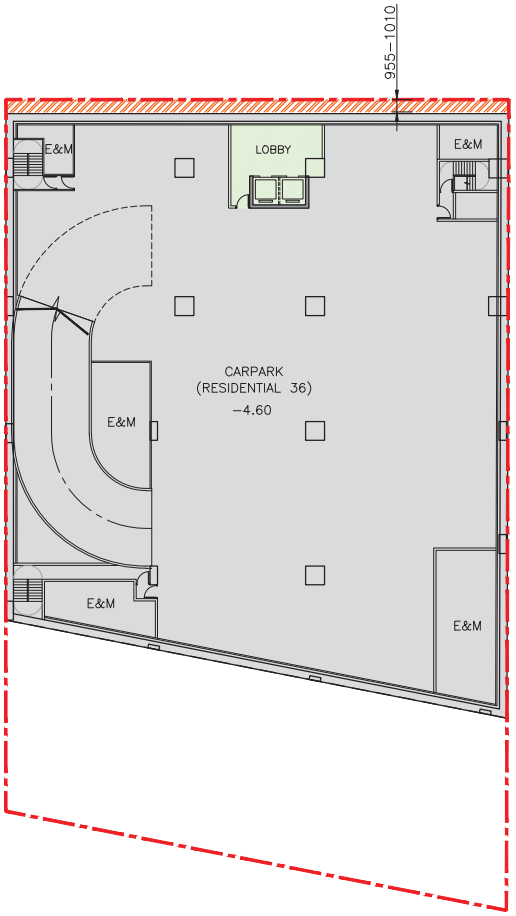
Appendix 1.1 Master Layout Plan of the Proposed Development



A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



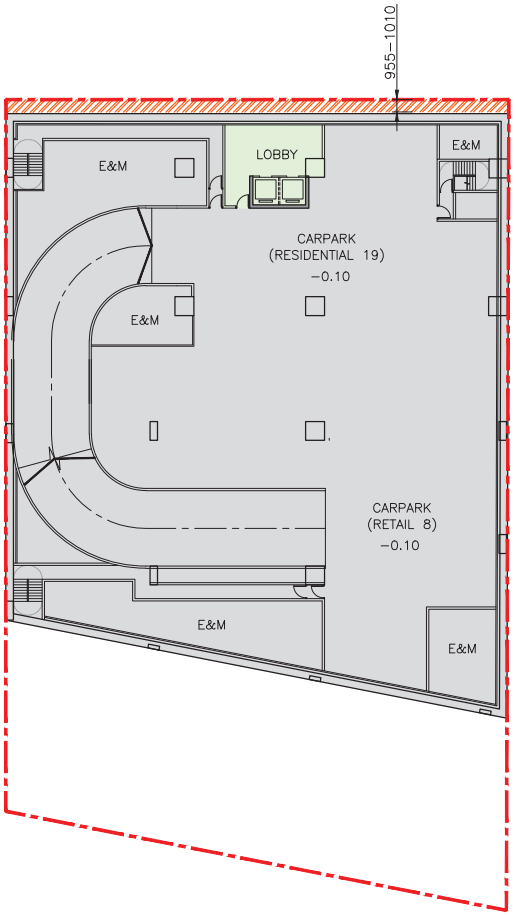
LEGEND

SURRENDERED SETBACK AREA
(39.586m^2)

0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



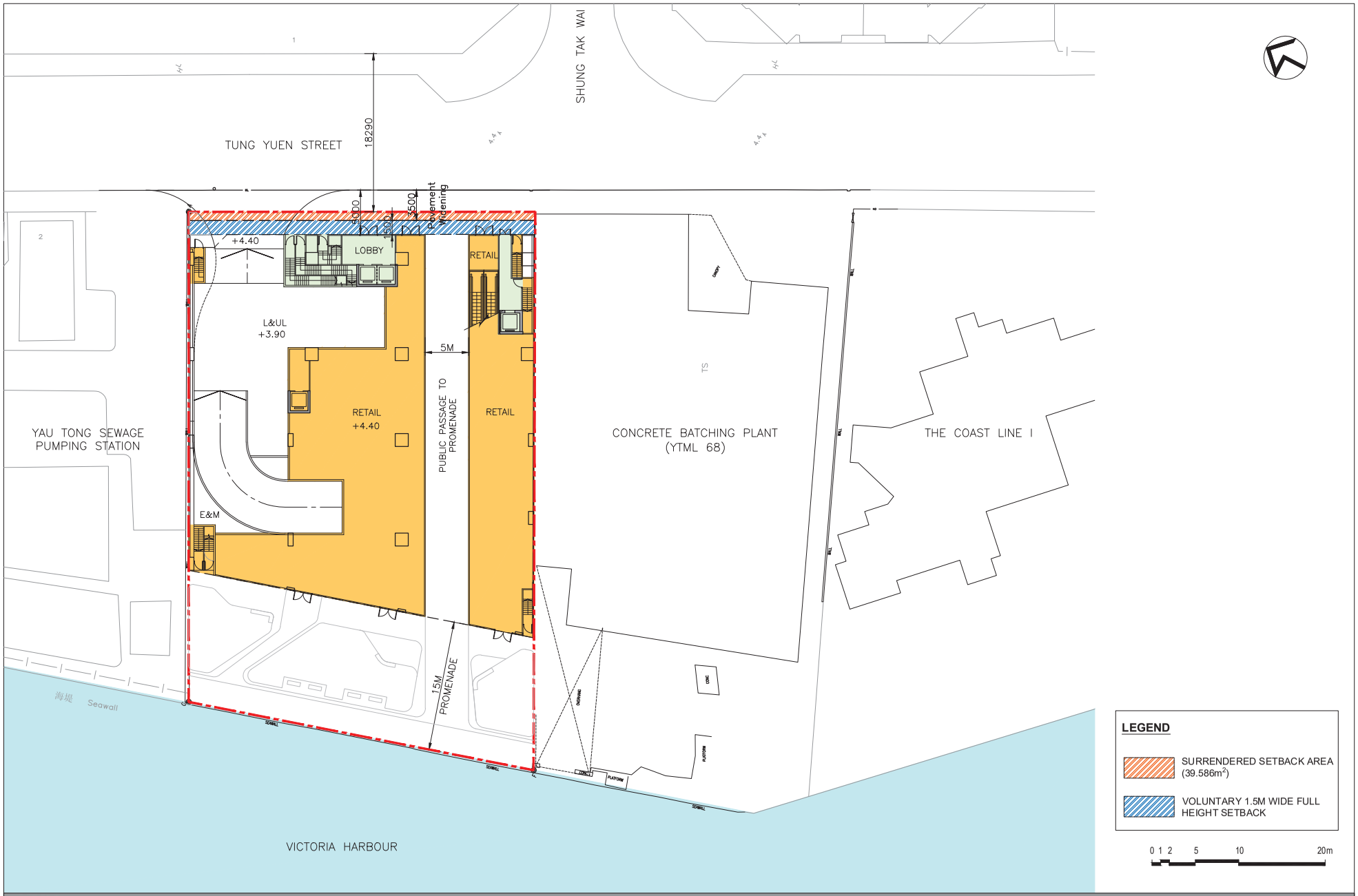
LEGEND

SURRENDERED SETBACK AREA
(39.586m²)

0 1 2 5 10 20m

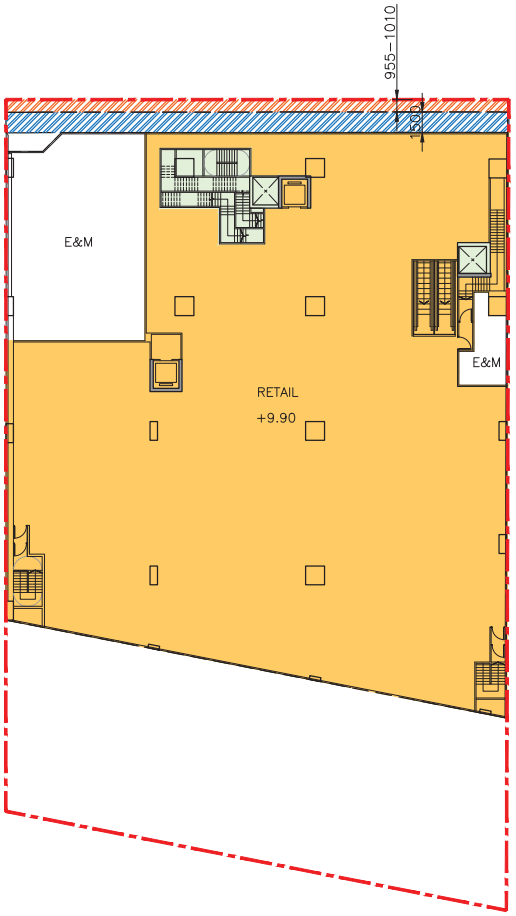
A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level (GF) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

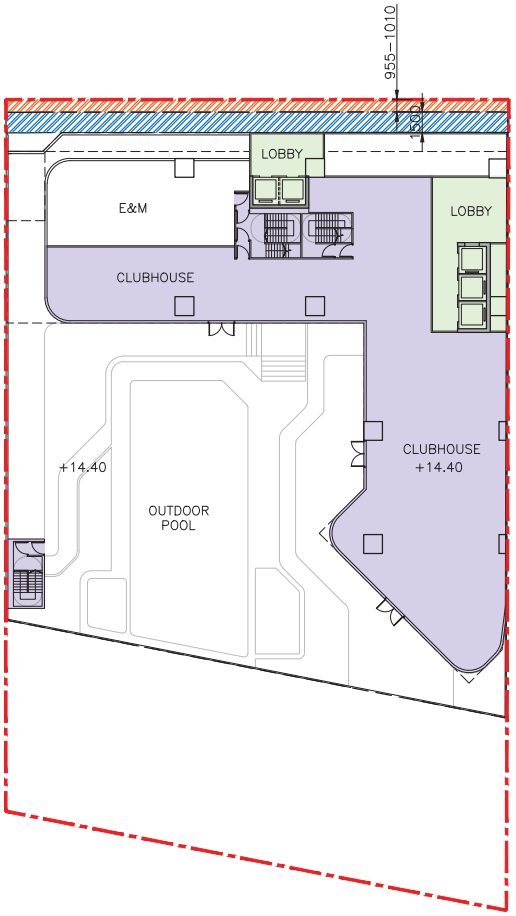
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK

0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

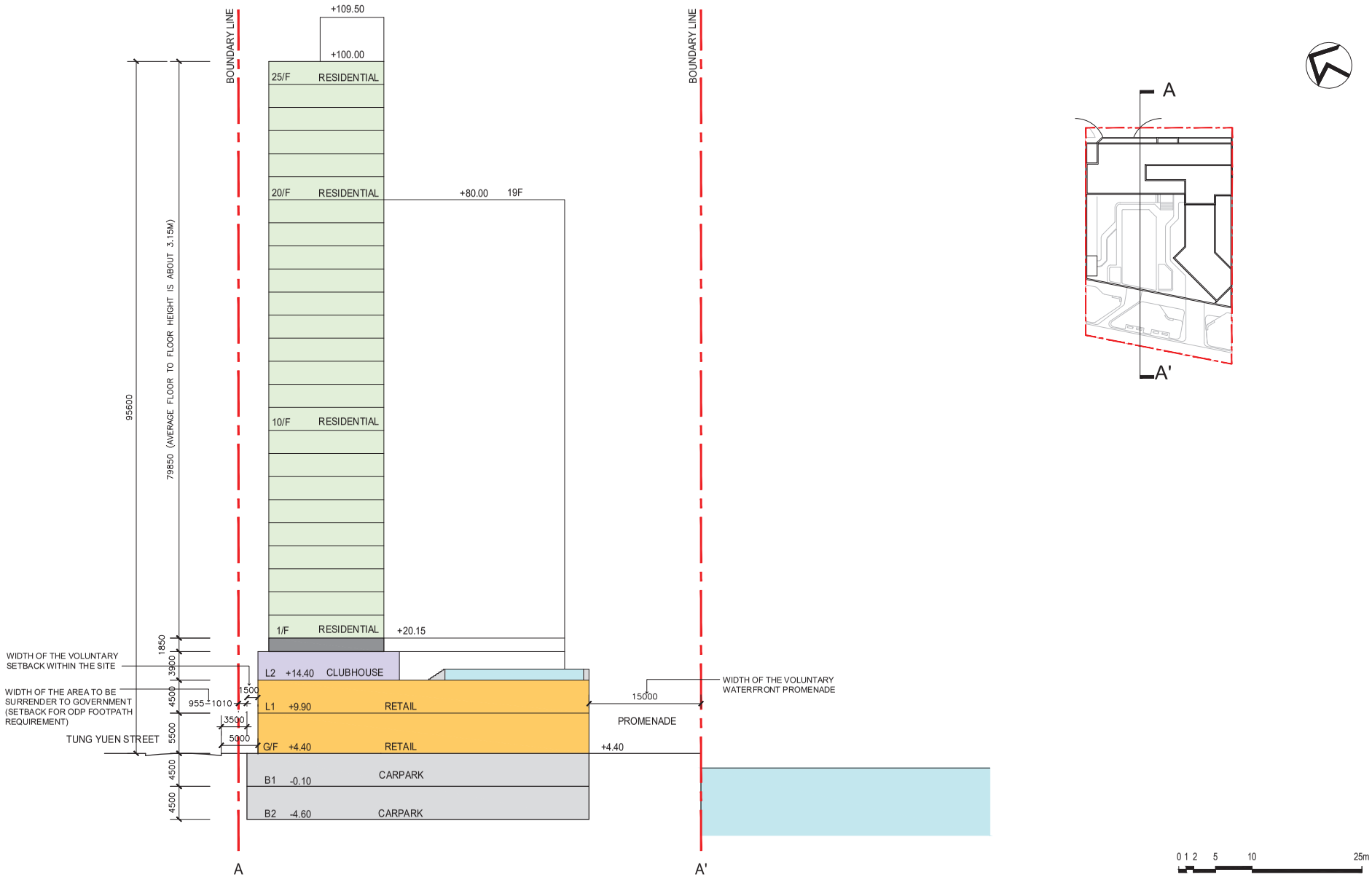
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK

0 1 2 5 10 20m

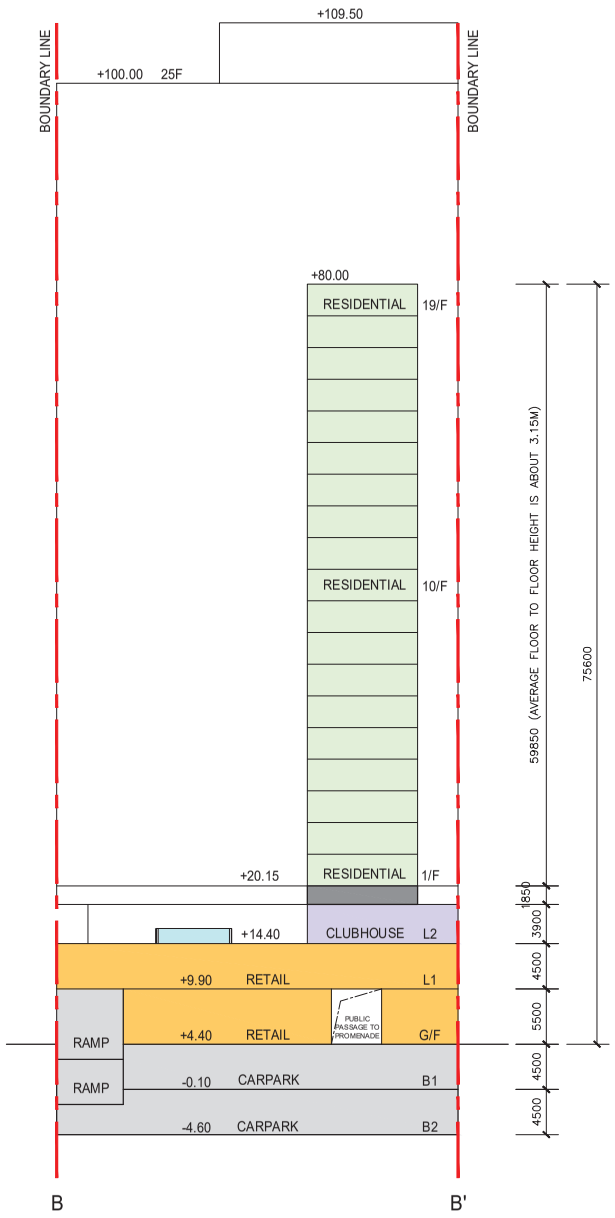
A-06 Level 2 (L2) Plan

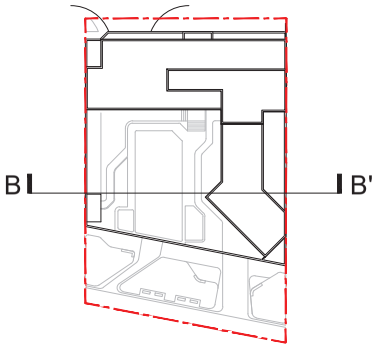
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



E-03 Illustration of Planning and Design Merits

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 2.1 SP License of Concrete Batching Plant

Redland Concrete Limited

REGISTER OF LICENCES FOR THE CONDUCT OF A SPECIFIED PROCESS GRANTED UNDER THE AIR POLLUTION CONTROL ORDINANCE

Serial No.: R0667 Licence No.: L-3-117(6)

1. Details of the Licence

Date of Issue	Date of Expiry	Date of Application	Serial No. of the Application	Serial No. of the Licence (if any) being Renewed
24 August 2023	23 August 2025	20 September 2022	A0596	R0587

Name of Licence Holder		Certificate of Incorporation No.
English	Chinese	
Redland Concrete Limited	中港混凝土有限公司	165951

Name of the Premises under which the Specified Process is conducted
Redland Concrete Limited

Address of the Premises at which the Specified Process is conducted
YTML 68, 6 Tung Yuen Street, Yau Tong, Kowloon

Classification of Specified Process**	Installed/Processing* Capacity	Silo Capacity (for Cement Works only)
Cement Works	520 cubic metre per hour	6,800 tonnes plus the maximum capacity of barges/vessels at 5,000 tonnes

* Delete if not applicable.

** As specified in the First Schedule of the Ordinance

2. Variation(s) of the Licence during the Licensing Period

Date of Application	Date of Grant of Application
15 December, 1997	1 August, 1998
27 January, 1999	7 June, 1999
10 January, 2001	4 June, 2001

3. Transfer(s) of the Licence during the Licensing Period

Date of Application	Date of Grant of Application	Name of the Transferee		Identity Card/ Certificate of Incorporation* No. of the Transferee
		English	Chinese	
N.A.				

4. Cancellation of the Licence

Date of Cancellation .....N.A.....

N. A. : Not applicable

* Delete if not applicable.

Redland Concrete Limited

牌照登記冊

根據《空氣污染管制條例》第15條發出的

批准進行指明工序牌照

編號：R0667　　牌照號碼：L-3-117(6)

1. 牌照詳情

發出日期	有效期至	申請日期	申請編號	擬續期牌照(如有)編號
2023年8月24日	2025年8月24日	2022年9月20日	A0596	R0587

持牌人姓名		公司註冊證書號碼
英文	中文	
Redland Concrete Limited	中港混凝土有限公司	165951

用作進行指明工序的樓宇名稱
中港混凝土有限公司
用作進行指明工序的樓宇地址
九龍油塘海旁地段68號東源街6號

指明工序類別**	設備的裝置／處理*能力	筒倉容量(只適用於水泥廠)
水泥工程	每小時520立方米	6,800公噸 以及躉船/船隻最大容量為5,000公噸

* 刪去不適用部分

** 在條例第一附表指定

2. 持牌期間牌照更改情況

申請日期	申請批准日期
1997年12月15日	1998年8月1日
1999年1月27日	1999年6月7日
2001年1月10日	2001年6月4日

3. 持牌期間牌照轉讓情況

申請日期	申請批准日期	承讓人姓名		承讓人的身份證 /公司 註冊證書 * 號碼
		英文	中文	
不適用				

4. 撤銷牌照

撤銷日期.....不適用.....

*刪去不適用部分

Redland Concrete Limited

REGISTER OF APPLICATION UNDER SECTION 14(3) (a) OF THE AIR POLLUTION CONTROL ORDINANCE

Serial No. : A0509

1. Type of Application*

New Licence	☐
Renewal of Licence	☐
Variation of Licence	☑
Transfer of Licence	☐
A Licence subsequent to the Cessation of an Exemption under Section 21	☐
Cancellation of Variation of Any Term or Condition of Exemption	☐

2. Name of Applicant (English) Redland Concrete Ltd.

(Chinese) 中港混凝土有限公司

3. Address of Applicant 8/F, Kaiseng Commercial Centre, 4-6 Hankow Road, Tsim Sha Tsui, Kowloon.

4. Date of Application 10 January, 2001

5. Date of Entry into Register 2 March, 2001

6. Date of Last Notice in Newspapers 2 March, 2001

* Tick the appropriate box

HPIS

Redland Concrete Limited

7. Premises Where the Specified Process is Conducted

Name of Premises		Address	Telephone No.
English	Chinese		
Redland Concrete Ltd.	中港混凝土有限公司	YTML 68, 6 Tung Yuen Street, Yau Tong, Kowloon	

8. Nature of Work

Existing Licence No.	Expiry Date	Classification of Specified Process⊙ under Application	Mode of Operation (Continuous/Batch)	Installed/ ~~Processing~~* Capacity	Silo Capacity (for Cement Works Only)	Total No. Of Emission Points
L-3-117	28 September, 2002	Cement Works	Batch	560 m^3 /hour concrete production	6800 tonne	44(existing licence) 46(proposed variation)

9. Other Specified Processes Conducted in Same Premises N/A

Classificaiton of Specified Process⊙	Licence / Exemption*Numbers

9A. Air Pollution Control Plan under Section 14A

a. Has the Plan been submitted ~~Yes~~/No*

b. Whether the plan is available for inspection ~~Yes~~/No*

⊙As specified in the Schedule 1 of the Ordinance

*Delete if not appropriate

N/A Not applicable

Redland Concrete Limited

10. Noxious or Offensive Emission*

Emission Point No.	Exhaust Gas Flow Rate (m^3/h)		Mode of Discharge to Atmoshpere											
	Exit Temperature (℃)		Fugitive Emission (Yes/No)		Discharge Exit or Chimney Height Above Ground (m)		Cross-Section of Discharge Exit or Chimney							
							Width (m)		Length (m)		Diameter (m)			
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1	N.A.		Ambient		No		1		N.A.		N.A.		0.50	
EP2	1750		"		"		26		"		"		0.15	
EP3	1750		"		"		26		"		"		0.15	
EP4	1750		"		"		26		"		"		0.15	
EP5	1750		"		"		26		"		"		0.15	
EP6	200		"		"		8		"		"		0.20	
EP7	1750		"		"		10		"		"		0.15	
EP8	1750		"		"		10		"		"		0.15	
EP9	1750		"		"		10		"		"		0.15	
EP10	200		"		"		8		"		"		0.20	
EP11	N.A.		"		Yes		12		5		5		N.A.	
EP12	"		"		"		17		0.612		0.612		"	
EP13	"		"		"		26		16		12		"	
EP14	"		"		"		26		16		12		"	

*Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION.

_ Not applicable

Redland Concrete Limited

10. Noxious or Offensive Emission*

Emission Point No.	Exhaust Gas Flow Rate (m^3/h)		Mode of Discharge to Atmoshpere											
			Exit Temperature (℃)		Fugitive Emission (Yes/No)		Discharge Exit or Chimney Height Above Ground (m)		Cross-Section of Discharge Exit or Chimney					
									Width (m)		Length (m)		Diameter (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP15	N.A.		Ambient		Yes		0		3.46		3.46		N.A.	
EP16	"		"		"		0		0.612		0.612		"	
EP17	"		"		"		0		0.612		0.612		"	
EP18	1750		"		No		26		N.A.		N.A.		0.15	
EP19	1750		"		"		26		"		"		0.15	
EP20	200		"		"		15		"		"		0.20	
EP21	1750		"		"		12		"		"		0.15	
EP22	1750		"		"		26		"		"		0.15	
EP23	1750		"		"		26		"		"		0.15	
EP24	200		"		"		15		"		"		0.20	
EP25	1750		"		"		12		"		"		0.15	
EP26	1750		"		"		26		"		"		0.15	
EP27	1750		"		"		26		"		"		0.15	
EP28	200		"		"		15		"		"		0.20	

*Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION.

N/A Not applicable

Emission Point No.	Exhaust Gas Flow Rate (m^3/h)		Mode of Discharge to Atmosphere											
			Exit Temperature (℃)		Fugitive Emission (Yes/No)		Discharge Exit or Chimney Height Above Ground (m)		Cross-Section of Discharge Exit or Chimney					
									Width (m)		Length (m)		Diameter (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP29	3500		Ambient		No		12		0.4		0.4		N.A.	
EP30	1750		"		"		26		N.A.		N.A.		0.15	
EP31	1750		"		"		26		"		"		0.15	
EP32	200		"		"		15		"		"		0.2	
EP33	3500		"		"		12		0.4		0.4		N.A.	
EP34	N.A.		"		Yes		1		N.A.		N.A.		0.5	
EP35	200		"		No		8		"		"		0.2	
EP36	200		"		"		8		"		"		0.2	
EP37	N.A.		"		Yes		1		"		"		0.45	
EP38	200		"		No		12		"		"		0.2	
EP39	200		"		"		12		"		"		0.2	
EP40	N.A.		"		"		8		"		"		N.A.	
EP41	"		"		"		15		"		"		"	
EP42	"		"		"		24		"		"		"	
EP43	"		"				10		"		"		"	
EP44	"		"		"		8		3		3		"	
EP45		N.A.		Ambient		No		2		N.A.		N.A.		N.A.
EP46		10200		"		"		3		"		"		"

Redland Concrete Limited

*Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION.

N/A Not applicable

Emission Point No.	Details of Emission															
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration * (mg/m^3)		Maximum Concentration * (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1	Dust		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.	
EP2	"		0.088		0.088		Filter		50		50		12	
EP3	"		0.088		0.088		"		"		"		N.A.	
EP4	"		0.088		0.088		"		"		"		"	
EP5	"		0.088		0.088		"		"		"		"	
EP6	"		0.01		0.01		"		"		"		7	
EP7	"		0.088		0.088		"		"		"		"	
EP8	"		0.088		0.088		"		"		"		"	
EP9	"		0.088		0.088		"		"		"		"	
EP10	"		0.01		0.01		"		"		"		"	
EP11	"		N.A.		N.A.		Water spray		N.A.		N.A.		N.A.	
EP12	"		"		"		N.A.		"		"		"	
EP13	"		"		"		"		"		"		"	
EP14	"		"		"		"		"		"		"	

Redland Concrete Limited

Emission Point No.	Details of Emission															
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration * (mg/m^3)		Maximum Concentration * (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP15	Dust		N.A.		N.A.		Water spray		N.A.		N.A.		N.A.	
EP16	"		"		"		"		"		"		"	
EP17	"		"		"		"		"		"		"	
EP18	"		0.088		0.088		Filter		50		50		7	
EP19	"		"		"		"		"		"		"	
EP20	"		0.01		0.01		"		"		"		"	
EP21	"		0.088		0.088		"		"		"		"	
EP22	"		"		"		"		"		"		"	
EP23	"		"		"		"		"		"		"	
EP24	"		0.01		0.01		"		"		"		"	
EP25	"		0.088		0.088		"		"		"		"	
EP26	"		"		"		"		"		"		"	
EP27	"		"		"		"		"		"		"	
EP28	"		0.01		0.01		"		"		"		"	

Emission Point No.	Details of Emission													
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration* (mg/m³)		Maximum Concentration* (mg/m³)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP29	Dust		0.175		0.175		Filter		50		50		7	
EP30	"		0.088		0.088		"		"		"		"	
EP31	"		"		"		"		"		"		"	
EP32	"		0.01		0.01		"		"		"		"	
EP33	"		0.175		0.175		"		"		"		N.A.	
EP34	"		N.A.		N.A.		Total enclosure		N.A.		N.A.		"	
EP35	"		0.01		0.01		Filter		50		50		7	
EP36	"		"		"		"		"		"		"	
EP37	"		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.	
EP38	"		0.01		0.01		Filter		50		50		8	
EP39	"		"		"		"		"		"		"	
EP40	"		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.	
EP41	"		"		"		"		"		"		"	
EP42	"		"		"		"		"		"		"	
EP43	"		"		"		"		"		"		"	
EP44	"		"		"		Enclosure, water spray"		"		"		"	
EP45		Dust		N.A.		N.A.		Total enclosure		N.A.		N.A.		N.A.
EP46		"		0.17		0.17		Filters		50		50		24

*Expressed as at Standard Temperature & Pressure of 0℃and 101.325kPa.

11. Note:

Any person may object within 30 days of notice in newspapers to the granting of the application on the grounds that the air quality objective in that area is being threatened or the emission of noxious or offensive emissions would be, or be likely to be, prejudicial to health. An objection requires the name, address ,and identity of person making the objection, the address of the premises of the proposed specified process, and how the air quality objective is being threatened or how the emission of noxious or offensive emission would cause prejudice to health. Objections should be made in Form 5 in the Second Schedule to the Air Pollution Control (Specified Processes) Regulation 1987 and be forwarded to the Authority and copied to the Secretary for the Environment and Food.

Appendix 2.2 Calculation of Concrete Batching Plant Emissions

Calculations of Time-In-Mode (TIM) for Barge to/ from the Concrete Batching Plant (CBP)

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
Redland Concrete Ltd.	Barge	483.5	NA	0	2.315	60	3.48

Notes:
[1] Length of sailing route within 500m assessment area.
[2] No information is available from the operator. The travelling speed of barge is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018). (i.e. about 4.5 knots, 2.315m/s) and adopted in this assessment. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.

[3] Time-In-Mode (TIM) for hotelling - As advised by the operator, there would be one barge at one time serving each CBP and the barges would stay for around one to two days then depart. Given that the long duration of stay and infrequent sailing schedule of the barges, it is assumed that there would be one barge for each CBP hotelling continuously during the operation hours as a conservative assessment.
[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Concrete Batching Plant (CBP)
Marine Emission
Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
Redland Concrete Ltd.	Barge	Main Engine	727	0.00	0.30	60	3.48	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.48	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.
[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.
[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh
[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.
[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the concrete batching plant.

Detailed Emission Rate

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Redland Concrete Ltd.	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.629E-03	1.265E-01	3.796E-03	3.669E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	6.013E-04	2.894E-02	1.158E-03	1.129E-03

Note:
[1] It is assumed that there would be one barge hotelling during the operation hours.
[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering at Redland Concrete Ltd. (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (116 x 0.43 x 10.0 x 2.61 / 60 / 1000)
= 0.02168 kg/hour

Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)

		Emission Factor	Unit	Reference
TSP	=	0.85	Mg/hectare/yr	Table 11.9.4 of AP-42 S11.9

Therefore,

RSP	=	0.40	Mg/hectare/yr	Multiplied by a conversion factor of 0.47 for TSP to RSP according to Table 2 of AP-42 S13.2.4
	=	1.27E-06	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.
FSP	=	0.06	Mg/hectare/yr	Multiplied by a conversion factor of 0.07 for TSP to FSP according to Table 2 of AP-42 S13.2.4
	=	1.89E-07	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.

Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)

$$E = k\,(sL)^{0.91} \times (W)^{1.02}$$

where

E= Emission factor in grams per vehicle kilomter travelled (g/veh-km)

k= Particle size multiplier, k = 0.62 g/veh-km for RSP and 0.15 g/veh-km for FSP as defined according to Table 2 of AP42 S13.2.1-1

sL= Road surface silt loading (g/m^2), as per AP-42 Table 13.2.1-3, mean silt loading for concrete batching plant is 12 g/m^2

W= Average weight (ton) of vehicles travelling on road, 22 tons is assumed as full load condition (Reference is made to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121))

RSP Emission Factor = 0.139 g/veh-m

FSP Emission Factor = 0.034 g/veh-m

Description	Source ID	Distance (m)	Road Width (m)	Road Surface Area (m^2)	Peak Hourly Flow of Mixer Trucks [1]	Dust Removal Efficiency (%) [2]	Emission Rate [3][4]	
							RSP (g/s/m^2)	FSP (g/s/m^2)
Redland Concrete Ltd.	L21	7	16	110	22	91.7%	4.46E-06	1.08E-06

Note:

1. Peak hourly mixer trucks count of the concrete batching plant based on site observations.

2. Calculation of Dust Removal Efficiency for Redland Concrete Ltd.

$$C = 100 - \frac{0.8pdt}{i}$$

(ref.: Eq. 3-2 in Section 3.3.3 of USEPA Control of Open Fugitive Duat Sources - Final Report)

where

C = Average control efficiency, in percent

p = Potenial average hourly daytime evaporation rate, 0.23676 mm/h (p = 0.0049 x 48.3189 inch is equivalent to total evaporation of 1227.3mm obtained from Hong Kong Observatory)

d = Average hourly daytime traffic rate per hour, 22 veh/hr based on site observation

t = Time between applications in hour, once in each working hour as observed during site visit

i = Application intensity, 0.5 L/m^2 for haul road as minimum application intensity

Therefore,

C = 100-(0.8)(0.2368)(22)(1)/0.5 = 91.7%

3. Emission Rate(g/s) = Emission Factor x (1- Dust Removal Efficiently) x No. of Trucks per hour x Travelling Distance/Road Surface Area

4. According to Table 2 of AP42 S13.2.1-1, Particle size multiplier (k) of TSP, RSP and FSP for paved road is defined as 3.23 g/veh-km, 0.62 g/veh-km and 0.15 g/veh-km, respectively. The conversion ratio of TSP to RSP and FSP for paved road has thus referenced to the particle size multiplier.

Calculations of Emission Sources within Concrete Batching Plant (CBP)

Description	Fugitive Emission (Y/N)	Source ID	Source ID from SPL	Emissions/ Parameters extracted from SP License [1]							Concentration	Emission Rate adjusted to Emission Concentration Limit (10 mg/m^3) [2][3]		Exit Velocity (m/s)	Operation Hours [4]
				Exhaust Gas Flowrate (m^3/h)	Exit Temp (K)	Emission Height (mAG)	Stack Width (m)	Stack Length (m)	Stack Diameter (m)	Max Emission Rate (kg/hr)	RSP (mg/m3)	RSP (g/s)	FSP (g/s)		
Redland Concrete Ltd. [1][2]	N	P201	EP2	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	0700 to 1900 (12 hours)
	N	P202	EP3	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P203	EP4	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P204	EP5	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P205	EP6	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P206	EP7	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P207	EP8	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P208	EP9	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P209	EP10	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P210	EP18	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P211	EP19	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P212	EP20	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P213	EP21	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P214	EP22	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P215	EP23	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P216	EP24	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P217	EP25	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P218	EP26	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P219	EP27	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P220	EP28	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P221	EP29	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P222	EP30	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P223	EP31	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P224	EP32	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P225	EP33	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P226	EP35	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P227	EP36	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P228	EP38	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P229	EP39	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P230	EP46	10200	298.15	3	0.5	0.5	0.56	0.1700	9	0.02408	0.00708	11.3	

Note:

1. No information is provided by the operators, reference has been made to the Specified Processes (SP) License L-3-117 (6) for Redland Concrete Ltd..
2. According to Appendix B.2, General Particle Size Distributions, page B.2-13, AP-42, 1/95 version, USEPA, RSP and FSP are 51% and 15% of TSP for general concrete batching activity.
3. According to Annex I of A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process - Cement Works (Concrete Batching Plant) BPM3/2(16) (Februrary 2016), the concentration limit of Particulate Matter (PM) would be limited to 10mg/m^3 for license renewal by 1 January 2018 for all plants.
4. Operation hours of Redland Concrete Ltd. were made reference to approved EIA EIA-258/2018 - Lei Yue Mun Waterfront Enhancement Project.

Appendix 2.3 Calculation of Sand Depot (YTML 25 &Ext), Architectural Salvage Store (YTML 26 &Ext) and Architectural Salvage Store (全記五金貿易有限公司) at Yau Tong Bay

Calculation of Emission factor for Wind Erosion at Sand Dunes (Sand Depot (YTML 25 &Ext))

Emission Factor is referenced to USEPA AP-42, 5th ed. 8/04 ed.: Section 11.9

where

			Remark
p = Percentage active area =	100.0%		
d = Number of working days per year =	365		Emission to be applied during 19:00
TSP Emission Factor =	0.85	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 11.9.2,
RSP Emission Factor =	0.40	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 13.2.4.3
FSP Emission Factor =	0.06	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 13.2.4.3

	RSP	FSP	
Unmitigated Emission Factor, E ($g/m^2/day$) =	1.10E-01	1.68E-02	
Unmitigated Emission Factor, E ($g/m^2/s$) =	**1.27E-06**	**1.94E-07**	24 hour emission

Calculations of Time-In-Mode (TIM) for Barge to/ from the Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
Sand Depot (YTML 25 &Ext)	Barge	600.7	NA	0	2.06	60	4.86
Architectural Salvage Store (YTML 26 &Ext)	Barge	645.0	NA	0	2.06	60	5.22

Notes:

[1] Length of sailing route within 500m assessment area.

[2] No information is available from the operator. The travelling speed of sand barges with similar nature and operation mode are recorded and can be found at https://www.marinetraffic.com. The recorded averaged speed of sand barges (i.e. about 4 knots, 2.06m/s) is adopted in this assessment, assuming the travelling speed of the barges is the same during their journey. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.

[3] Given that the long duration of stay and infrequent sailing schedule of the barges, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.

[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Marine Emission

Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
Sand Depot (YTML 25 &Ext)	Barge	Main Engine	727	0.00	0.30	60	4.86	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	4.86	0.21	10.00	0.40	0.39
Architectural Salvage Store (YTML 26 &Ext)	Barge	Main Engine	727	0.00	0.30	60	4.86	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	4.86	0.21	10.00	0.40	0.39

Note:

[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.

[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.

[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction

where

BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.

Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.

Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh

[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.

[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the sand depot.

Detailed Emission Rate for Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Sand Depot (YTML 25 &Ext)	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.671E-03	1.767E-01	5.300E-03	5.123E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	8.395E-04	4.040E-02	1.616E-03	1.576E-03
Architectural Salvage Store (YTML 26 &Ext)	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.671E-03	1.767E-01	5.300E-03	5.123E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	8.395E-04	4.040E-02	1.616E-03	1.576E-03

Note:

[1] Due to lack of information, it is assumed that there would be one barge hotelling during the operation hours (i.e. 0700-1900).

[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*

e.g. NOx emission factor of auxiliary engine under maneuvering (kg/hour)

= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000

= (116 x 0.43 x 10.0 x 4.86 / 60 / 1000)

= 0.0404 kg/hour

Vessels Schedule for Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Hour		Number of Activities per hour		
		Monday to Sunday & Public Holidays		
Start	End	Hotelling	Arrival	Departure
0	1	0	0	0
1	2	0	0	0
2	3	0	0	0
3	4	0	0	0
4	5	0	0	0
5	6	0	0	0
6	7	0	0	0
7	8	1	1	0
8	9	1	0	0
9	10	1	0	0
10	11	1	0	0
11	12	1	0	0
12	13	1	0	0
13	14	1	0	0
14	15	1	0	0
15	16	1	0	0
16	17	1	0	0
17	18	1	0	0
18	19	1	0	0
19	20	1	0	1
20	21	0	0	0
21	22	0	0	0
22	23	0	0	0
23	24	0	0	0

Note:

[1] Due to lack of information and infrequent event of vessel activity for Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext), it is assumed that one barge will arrive at 0700 and departure at 1900, and for hotelling during the operation hours (i.e. 0700-1900).

Calculations of Time-In-Mode (TIM) for Barge to/ from the Architectural Salvage Store

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
全記五金貿易有限公司	Barge	493.7	NA	0	2.06	60	3.99

Notes:
[1] Length of sailing route within 500m assessment area.
[2] No information is available from the operator. The travelling speed of sand barges with similar nature and operation mode are recorded and can be found at https://www.marinetraffic.com. The recorded averaged speed of sand barges (i.e. about 3.2 knots, 2.06m/s) is adopted in this assessment, assuming the travelling speed of the barges is the same during their journey. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.
[3] Given that the long duration of stay and infrequent sailing schedule of the barges, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.
[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Architectural Salvage Store

Marine Emission

Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
全記五金貿易有限公司	Barge	Main Engine	727	0.00	0.30	60	3.99	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.99	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.
[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.
[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh
[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.
[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the architectural salvage store.

Detailed Emission Rate

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
全記五金貿易有限公司	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.017E-03	1.452E-01	4.356E-03	4.210E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	6.899E-04	3.320E-02	1.328E-03	1.295E-03

Note:
[1] Due to lack of information, it is assumed that there would be one barge hotelling during the operation hours (i.e. 0700-1900).
[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering at China Concrete Co. Ltd. (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (116 x 0.43 x 10.0 x 3.99 / 60 / 1000)
= 0.0332 kg/hour

Vessel Schedule

Hour		Number of Activities per hour		
Start	End	Monday to Sunday & Public Holidays		
		Hotelling	Arrival	Departure
0	1	0	0	0
1	2	0	0	0
2	3	0	0	0
3	4	0	0	0
4	5	0	0	0
5	6	0	0	0
6	7	0	0	0
7	8	1	1	0
8	9	1	0	0
9	10	1	0	0
10	11	1	0	0
11	12	1	0	0
12	13	1	0	0
13	14	1	0	0
14	15	1	0	0
15	16	1	0	0
16	17	1	0	0
17	18	1	0	0
18	19	1	0	0
19	20	1	0	1
20	21	0	0	0
21	22	0	0	0
22	23	0	0	0
23	24	0	0	0

Note:
[1] Due to lack of information and infrequent event of vessel activity, it is assumed that one barge will arrive at 0700 and departure at 1900, and for hotelling during the operation hours (i.e. 0700-1900).

Appendix 2.4 Calculation of Passenger Ferry Emissions and Visiting Frequencies

Calculations of Time-In-Mode (TIM) for Marine Vessels

Vessel Type	Journey	Length of Sailing Route (m) [1]	Design Speed (m/s)	Averaged Travelling Speed (m/s) [2]	Time-In-Mode (min)	
				Maneuvering	Hotelling [3]	Maneuvering [4]
Sam Ka Tsuen <-> Sai Wan Ho						
Ferry	Departure	620.1	NA	3.70	5	2.79
	Arrival	620.1	NA	3.70	5	2.79
Sam Ka Tsuen <-> Tung Lung Chau						
Ferry	Departure	99.2	NA	4.32	5	0.38
	Arrival	99.2	NA	4.32	5	0.38
Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen)						
Ferry	Departure	808.0	NA	4.32	5	3.12
	Arrival	808.0	NA	4.32	5	3.12

Notes:

[1] Length of sailing route within 500m assessment area. The entire length of the navigation route (within and outside assessment area) is indeed 1.5km and 7.5km for Sam Ka Tsuen <-> Sai Wan Ho and Sam Ka Tsuen <-> Tung Lung Chau, respectively.
[2] No information is available from the operator. The travelling speed of the ferries are referenced to https://www.vesselfinder.com (i.e. 6.6 - 7.8 knots for ferry to/ from Sai Wan Ho, 7.9 - 8.9 knots for ferry to/ from Tung Lung Chau and 7.9 - 8.9 knots for Montego Bay Circular Route). The averaged travelling speed is about 7.2knots (i.e. 3.70m/s) for anand it has been adopted for assessment purpose. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, it is assumed that the kaito ferry is travelling under maneuvering mode within the assessment area for assessment purpose.
[3] TIM for hotelling for Sam Ka Tsuen <-> Sai Wan Ho and Sam Ka Tsuen <-> Tung Lung Chau are based on site observation.
TIM for hotelling for Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen is determined by the arrival and departure time at Sam Ka Tsuen Public Ferry Pier.
e.g. A ferry departs Central No.10 Pier at 13:05 and the total sailing time to arrive the pier is about 35 minutes. It will arrive Sam Ka Tsuen Public Ferry at 13:40 and depart at 13:45. Its TIM for hotelling is about 5 mins.
[4] TIM for maneuvering is estimated based on the averaged speed of the ferry and the length of sailing route within 500m assessment area.

Emisson Factor for Marine Vessels

Marine Emission

Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Vessel Type	Journey	Engine Type	Engine Power (kW) [1]	Loading Factor [2]		Time-In-Mode (min) [3]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [5]	NOx [4]	RSP [4]	FSP [4]
Sam Ka Tsuen <-> Sai Wan Ho											
Ferry	Departure	Main Engine	707	0.00	0.30	5	2.79	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	2.79	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.30	5	2.79	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	2.79	0.21	10.00	0.40	0.39
Sam Ka Tsuen <-> Tung Lung Chau											
Ferry	Departure	Main Engine	707	0.00	0.30	5	0.38	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	0.38	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.30	5	0.38	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	0.38	0.21	10.00	0.40	0.39
Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen)											
Ferry	Departure	Main Engine	707	0.00	0.30	5	3.12	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	3.12	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.30	5	3.12	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	3.12	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine - No information from operator is available. Referenced to "Other Vessel" (GRT >=1000) in Table 4-5 of the Study on Marine Vessels Emissions Inventory, February 2012.
Engine Power for Auxiliary Engine - No information from operator is available. Referenced to "Other Vessel" (GRT >=1000) in Table 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012.
[2] Loading Factor for Main Engine - No information from operator is available. Reference to "All except tug" in Table 4-7 of the Study on Marine Vessels Emissions Inventory, February 2012.
Loading Factor for Auxiliary Engine - No information from operator is available. Reference to "All RTVs" in Table 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012.
[3] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Marine Vessels
[4] Emission Factor for the Propulsion Engine & Auxiliary Engine of Ferry - No information from operator is available. As a conservative approach, the emission factors for river-trade vessels from Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012 are adopted.
[5] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh

Detailed Emission Rate

Vessel Type	Journey	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Sam Ka Tsuen <-> Sai Wan Ho										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.05E-03	9.86E-02	2.96E-03	2.86E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	4.78E-04	2.30E-02	9.20E-04	8.97E-04
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.05E-03	9.86E-02	2.96E-03	2.86E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	4.78E-04	2.30E-02	9.20E-04	8.97E-04
Sam Ka Tsuen <-> Tung Lung Chau										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.81E-04	1.35E-02	4.06E-04	3.92E-04
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	6.55E-05	3.15E-03	1.26E-04	1.23E-04
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.81E-04	1.35E-02	4.06E-04	3.92E-04
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	6.55E-05	3.15E-03	1.26E-04	1.23E-04
Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen)										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.29E-03	1.10E-01	3.31E-03	3.20E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	5.34E-04	2.57E-02	1.03E-03	1.00E-03
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.29E-03	1.10E-01	3.31E-03	3.20E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	5.34E-04	2.57E-02	1.03E-03	1.00E-03

Note:

[1] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*

e.g. Sam Ka Tsuen <-> Sai Wan Ho NOx emission factor of auxiliary engine under maneuvering (kg/hour)

= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000

= (115 x 0.43 x 10.0 x 2.79 / 60 / 1000)

= 0.0230 kg/hour

Coral Sea Ferry Service Frequency

Passenger Ferry Schedule (Sam Ka Tsuen <-> Sai Wan Ho)

Hour		Number of Activities per hour			
		Sam Ka Tsuen <-> Sai Wan Ho			
Start	End	Monday to Sunday & Public Holidays			
		Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering
0	1				
1	2				
2	3				
3	4				
4	5				
5	6				
6	7	1		1 [(2)]	1 [(2)]
7	8	2	3	2	3
8	9	2	2	3	2
9	10	2	2	2	2
10	11	2	2	2	2
11	12	2	2	2	2
12	13	2	2	2	2
13	14	2	2	2	2
14	15	2	2	2	2
15	16	2	2	2	2
16	17	2	2	2	2
17	18	2	2	2	2
18	19	2	2	2	2
19	20	2	2	2	2
20	21	2	2	2	2
21	22	2	2	2	2
22	23	1	2	1	1
23	24				

Number of Activities Adopted in this Assessment			
Sam Ka Tsuen <-> Sai Wan Ho			
Departure		Arrival	
Hotelling	Maneuvering	Hotelling	Maneuvering
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	1	1
2	3	2	3
2	2	3	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
1	2	1	1
0	0	0	0

Notes:

[(1)] The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/timetable); accessed on 9 March 2024.

[(2)] It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 6-7 is then adopted as the arrival hour of the ferry as a conservative approach.

[(3)] The hour of departure is the hour the ferry departs at Sam Ka Tsuen Ferry Pier.

Passenger Ferry Schedule (Sam Ka Tsuen <-> Tung Lung Island)

Hour		Number of Activities per hour			
		Sam Ka Tsuen <-> Tung Lung Island			
		Saturday, Sunday & Public Holidays			
Start	End	Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering
0	1				
1	2				
2	3				
3	4				
4	5				
5	6				
6	7				
7	8				
8	9	1	1	1 [3]	1 [3]
9	10	1	1	1	1
10	11	1	1	1	1
11	12	1	1	1	1
12	13			1	1
13	14	1	1		
14	15	1	1	1	1
15	16	1	1	1	1
16	17	1	1	1	1
17	18				
18	19			1 [5]	1 [5]
19	20				
20	21				
21	22				
22	23				
23	24				

Number of Activities Adopted in this Assessment			
Sam Ka Tsuen <-> Tung Lung Island			
Departure		Arrival	
Hotelling	Maneuvering	Hotelling	Maneuvering
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	1	1	1
1	1	1	1
1	1	1	1
1	1	1	1
0	0	1	1
1	1	0	0
1	1	1	1
1	1	1	1
1	1	1	1
0	0	0	0
0	0	1	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Notes:

[1] The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/timetable); accessed on 9 March 2024.

[2] The ferry services between Sam Ka Tsuen and Tung Lung Island are only provided on Saturday, Sunday & public holidays.

[3] It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 8-9 is then adopted as the arrival hour of the ferry as a conservative approach.

[4] The hour of departure is the hour the ferry departs at Sam Ka Tsuen Ferry Pier.

[5] According to the ferry schedule, the last ferry will departure at Tung Lung Island at 17:40. Its sailing time is about 30 minutes. The last ferry from Tung Lung Island will arrive at Sam Ka Tsuen Ferry Pier at 18:10 (i.e. within Hour 18-19).

Passenger Ferry Schedule (Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen))

Hour		Number of Activities per hour			
		Montego Bay Circular Route			
		Monday to Sunday & Public Holidays			
Start	End	Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering
0	1				
1	2				
2	3				
3	4				
4	5				
5	6				
6	7	1	1	1 [(3)]	1 [(3)]
7	8	1	1	1	1
8	9				
9	10	1	1	1	1
10	11	1	1	1	1
11	12				
12	13	1	1	1	1
13	14	1	1	1	1
14	15				
15	16	1	1	1	1
16	17	1	1	1	1
17	18				
18	19	1	1	1	1
19	20	1	1	1	1
20	21				
21	22	1	1	1	1
22	23			1	1
23	24				

Number of Activities Adopted in this Assessment			
Montego Bay Circular Route			
Departure		Arrival	
Hotelling	Maneuvering	Hotelling	Maneuvering
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
0	0	1	1
0	0	0	0

Notes:

[(1)] The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/montego-bay-schedule); accessed on 5 March 2025.

[(2)] The hour of departure is the hour the ferry departs at Sam Ka Tsuen Ferry Pier.

[(3)] It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 6-7 is then adopted as the arrival hour of the ferry as a conservative approach.

Appendix 2.5 Calculation of Fishing Vessel Emissions and Visiting Frequencies

Calculations of Time-In-Mode (TIM) for Fishing Vessels

Vessel Type	Journey	Length of Sailing Route (m) [1]	Design Speed (m/s)	Averaged Travelling Speed (m/s) [2]	Time-In-Mode (min) [3][4]	
				Maneuvering	Hotelling [3]	Slow Cruise [4]
Fishing Vessels	Departure	452.2	NA	1.75	60	4.31
	Arrival	452.2	NA	1.75	60	4.31

Notes:
[1] Length of sailing route within 500m assessment area.
[2] Averaged travelling speed of the fishing vessel was referenced Vessel Finder (https://www.vesselfinder.com/). The speed of the fishing vessels is about 3.4 knots. (1.75m^3/h) is adopted as a conservative assumption due to the longest TIM resulted. As the design speed of the fish vessel is not available, it is assumed the vessels will be sailing under its maximum speed. Therefore, the vessel is assumed travelling under slow cruise mode within the assessment for assessment purpose.
[3] TIM for hotelling is assumed as continuous operation (i.e. 60 mins) per hour as a conservative assumption.
[4] TIM for cruising is estimated based on the averaged speed of the ferry and the length of sailing route within 500m assessment area.

Emisson Factor for Marine Vessels

Marine Emission
Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Vessel Type	Journey	Engine Type	Engine Power (kW) [1]	Loading Factor [2]		Time-In-Mode (min) [3]		Emission Factor (g/kWh)			
				Hotelling	Slow Cruise	Hotelling	Slow Cruise	SO_2 [5]	NOx [4]	RSP [4]	FSP [4]
Fishing Vessels	Departure	Main Engine	707	0.00	0.45	60	4.31	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	60	4.31	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.45	60	4.31	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	60	4.31	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine - No information from operator is available. Referenced to "Other Vessel" (GRT >=1000) in Table 4-5 of the Study on Marine Vessels Emissions Inventory, February 2012.
Engine Power for Auxiliary Engine - No information from operator is available. Referenced to "Other Vessel" (GRT >=1000) in Table 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012.
[2] Loading Factor for Main Engine - No information from operator is available. Reference to "All except tug" in Table 4-7 of the Study on Marine Vessels Emissions Inventory, February 2012.
Loading Factor for Auxiliary Engine - No information from operator is available. Reference to "All RTVs" in Table 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012.
[3] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Fishing Vessel
[4] Emission Factor for the Propulsion Engine & Auxiliary Engine of Ferry - No information from operator is available. As a conservative approach, the emission factors for river-trade vessels from Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012 are adopted.
[5] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh

Detailed Emission Rate

Vessel Type	Journey	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Slow Cruise			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Fishing Vessels	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.75E-03	2.28E-01	6.85E-03	6.63E-03
		Auxiliary Engine	1.03E-02	4.95E-01	1.98E-02	1.93E-02	7.38E-04	3.55E-02	1.42E-03	1.39E-03
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.75E-03	2.28E-01	6.85E-03	6.63E-03
		Auxiliary Engine	1.03E-02	4.95E-01	1.98E-02	1.93E-02	7.38E-04	3.55E-02	1.42E-03	1.39E-03

Note:
[1] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (115 x 0.43 x 10.0 x 4.31 / 60 / 1000)
= 0.0355 kg/hour

Fishing Vessels Schedule

Hour		Number of Activities per hour		
Start	End	Monday to Sunday & Public Holidays		
		Hotelling	Departure	Arrival
0	1	2	2	2
1	2	2	2	2
2	3	0	0	0
3	4	0	0	0
4	5	0	0	0
5	6	16	16	16
6	7	16	16	16
7	8	16	16	16
8	9	16	16	16
9	10	16	16	16
10	11	16	16	16
11	12	16	16	16
12	13	0	0	0
13	14	0	0	0
14	15	0	0	0
15	16	0	0	0
16	17	0	0	0
17	18	0	0	0
18	19	0	0	0
19	20	0	0	0
20	21	0	0	0
21	22	0	0	0
22	23	0	0	0
23	24	0	0	0

Notes:

1. The schedule of fishing vessels was made referenced to the approved A/K15/121.

Appendix 2.6 Extracts from Approved Planning Application A/K15/121 - Emission Rates and Visiting Frequencies of Planned Local Vessels

Emission Inventory (Marine Emission from Lei Yue Mun Enhancement Project)

Source	Source ID	Type	X	Y	Release Height [1]	Exit Temperature [1]	Exit velocity [1]	Internal diameter [1]	Number of Trips per Day [1]	Emission Rate per day [1]				Emission Rate per trip [1]			
										NOx	RSP	FSP	SO_2	NOx	RSP	FSP	SO_2
			(m)	(m)	(m)	(K)	(m/s)	(m)		(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)
Local Vessel landing at Sam Ka Tsuen Landing Steps	LD1	POINT	842373	816905	8	555	8	0.8	44	9.66E-01	2.24E-02	2.06E-02	1.47E-02	2.20E-02	5.10E-04	4.69E-04	3.33E-04
	LD2	POINT	842353	816873	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD3	POINT	842333	816842	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD4	POINT	842311	816809	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD5	POINT	842289	816775	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD6	POINT	842268	816741	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD7	POINT	842246	816708	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD8	POINT	842224	816674	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD9	POINT	842203	816640	8	555	8	0.8	88	6.16E-02	1.43E-03	1.31E-03	9.34E-04	7.00E-04	1.63E-05	1.49E-05	1.06E-05
	LD10	POINT	842181	816607	8	555	8	0.8	88	6.46E-02	1.51E-03	1.41E-03	9.72E-04	7.34E-04	1.72E-05	1.60E-05	1.10E-05
	LD11	POINT	842160	816573	8	555	8	0.8	88	6.46E-02	1.51E-03	1.41E-03	9.72E-04	7.34E-04	1.72E-05	1.60E-05	1.10E-05
Route of SKT Ferry to/from LYM New Landing Facility	NRLF2	POINT	842383	816853	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF3	POINT	842383	816813	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF4	POINT	842382	816773	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF5	POINT	842381	816733	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF6	POINT	842381	816693	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF7	POINT	842380	816653	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF8	POINT	842379	816613	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF9	POINT	842379	816573	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF10	POINT	842378	816533	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF11	POINT	842418	816536	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF12	POINT	842458	816539	8	555	8	0.8	21	1.45E-02	3.37E-04	3.10E-04	2.20E-04	6.91E-04	1.61E-05	1.48E-05	1.05E-05
	NRLF13	POINT	842493	816538	8	555	8	0.8	21	2.31E-01	5.36E-03	4.92E-03	3.50E-03	1.10E-02	2.55E-04	2.34E-04	1.66E-04
	NRLF14	POINT	842504	816527	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF15	POINT	842506	816513	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF16	POINT	842499	816500	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF17	POINT	842482	816493	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF18	POINT	842465	816492	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF19	POINT	842447	816496	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF20	POINT	842430	816500	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF21	POINT	842414	816505	8	555	8	0.8	21	6.72E-03	1.56E-04	1.44E-04	1.02E-04	3.20E-04	7.44E-06	6.83E-06	4.85E-06
	NRLF22	POINT	842396	816511	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF23	POINT	842378	816517	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF24	POINT	842360	816523	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF25	POINT	842343	816530	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF26	POINT	842326	816537	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF27	POINT	842311	816545	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF28	POINT	842295	816553	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
	NRLF29	POINT	842281	816562	8	555	8	0.8	21	1.21E-02	2.84E-04	2.65E-04	1.83E-04	5.78E-04	1.35E-05	1.26E-05	8.70E-06
Route of Tour Vessel to/from LYM New Landing Facility	LFNRG1	POINT	842287	816592	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG2	POINT	842305	816582	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG3	POINT	842322	816572	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG4	POINT	842339	816562	8	555	8	0.8	4	2.20E-03	5.16E-05	4.81E-05	3.31E-05	5.50E-04	1.29E-05	1.20E-05	8.29E-06
	LFNRG5	POINT	842357	816553	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG6	POINT	842376	816547	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG7	POINT	842396	816543	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG8	POINT	842415	816543	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG9	POINT	842432	816547	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG10	POINT	842449	816553	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG11	POINT	842468	816555	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG12	POINT	842484	816549	8	555	8	0.8	4	1.32E-03	3.07E-05	2.82E-05	2.00E-05	3.30E-04	7.67E-06	7.05E-06	5.01E-06
	LFNRG13	POINT	842493	816538	8	555	8	0.8	4	4.39E-02	1.02E-03	9.38E-04	6.66E-04	1.10E-02	2.55E-04	2.34E-04	1.66E-04
	LFNRG14	POINT	842503	816527	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG15	POINT	842506	816512	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG16	POINT	842499	816500	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG17	POINT	842482	816493	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG18	POINT	842465	816492	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG19	POINT	842447	816496	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG20	POINT	842430	816500	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG21	POINT	842414	816505	8	555	8	0.8	4	1.27E-03	2.96E-05	2.72E-05	1.93E-05	3.18E-04	7.39E-06	6.79E-06	4.83E-06
	LFNRG22	POINT	842396	816511	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG23	POINT	842378	816517	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG24	POINT	842360	816523	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG25	POINT	842343	816530	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG26	POINT	842326	816537	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG27	POINT	842311	816545	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
	LFNRG28	POINT	842295	816553	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06

Source	Source ID	Type	X	Y	Release Height [1]	Exit Temperature [1]	Exit velocity [1]	Internal diameter [1]	Number of Trips per Day [1]	Emission Rate per day [1]				Emission Rate per trip [1]			
										NOx	RSP	FSP	SO_2	NOx	RSP	FSP	SO_2
			(m)	(m)	(m)	(K)	(m/s)	(m)		(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)	(g/s)
	LFNRG29	POINT	842281	816562	8	555	8	0.8	4	2.33E-03	5.46E-05	5.09E-05	3.51E-05	5.82E-04	1.36E-05	1.27E-05	8.77E-06
Route of Government Vessel to/from LYM New Landing Facility	GOVNRG1	POINTHOR	842287	816592	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG2	POINTHOR	842305	816582	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG3	POINTHOR	842322	816572	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG4	POINTHOR	842339	816562	6	773	8	0.7	4	2.89E-02	6.75E-04	6.27E-04	4.35E-04	7.21E-03	1.69E-04	1.57E-04	1.09E-04
	GOVNRG5	POINTHOR	842357	816553	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG6	POINTHOR	842376	816547	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG7	POINTHOR	842396	816543	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG8	POINTHOR	842415	816543	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG9	POINTHOR	842432	816547	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG10	POINTHOR	842449	816553	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG11	POINTHOR	842468	816555	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG12	POINTHOR	842484	816549	6	773	8	0.7	4	4.09E-02	9.47E-04	8.65E-04	6.22E-04	1.02E-02	2.37E-04	2.16E-04	1.56E-04
	GOVNRG13	POINTHOR	842493	816538	6	773	8	0.7	4	6.91E-01	1.60E-02	1.46E-02	1.05E-02	1.73E-01	4.00E-03	3.66E-03	2.62E-03
	GOVNRG14	POINTHOR	842503	816527	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG15	POINTHOR	842506	816512	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG16	POINTHOR	842499	816500	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG17	POINTHOR	842482	816493	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG18	POINTHOR	842465	816492	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG19	POINTHOR	842447	816496	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG20	POINTHOR	842430	816500	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG21	POINTHOR	842414	816505	6	773	8	0.7	4	3.94E-02	9.13E-04	8.34E-04	6.00E-04	9.86E-03	2.28E-04	2.09E-04	1.50E-04
	GOVNRG22	POINTHOR	842396	816511	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG23	POINTHOR	842378	816517	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG24	POINTHOR	842360	816523	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG25	POINTHOR	842343	816530	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG26	POINTHOR	842326	816537	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG27	POINTHOR	842311	816545	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG28	POINTHOR	842295	816553	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04
	GOVNRG29	POINTHOR	842281	816562	6	773	8	0.7	4	3.05E-02	7.14E-04	6.64E-04	4.61E-04	7.64E-03	1.79E-04	1.66E-04	1.15E-04

Notes:

[1] Information referenced from approved EIA for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).

[2] With reference to approved EIA for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018), the operation of the Project will commence in Q1 2023. As a conservative assumption, emission contribution from the Project is included for the Year 2022.

Daily Profile (Marine Emission from Lei Yue Mun Enhancement Project)

Hour		Number of Vessel per hour							
		Local Vessel		SKT Ferry to/from LYM New Landing Facility		Tour Vessel to/from LYM New Landing Facility		Governemnt Vessel to/from LYM New Landing Facility	
Sources		LD1-LD11		NRLF2-NRLF29		LFNRG1-LFNRG29		GOVNRG1-GOVNRG29	
Start	End	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
0	1								
1	2								
2	3								
3	4								
4	5								
5	6								
6	7								
7	8		2						
8	9		1						
9	10		1						
10	11		2						
11	12		2						
12	13		2						
13	14		6						
14	15		3						
15	16		3						
16	17		18						
17	18		24						
18	19		17		7				
19	20		7		7		4		4
20	21				7				
21	22								
22	23								
23	24								
Total		0	88	0	21	0	4	0	4

Number of Activity Adopted in this Assessment			
Local Vessel	SKT Ferry to/from LYM New Landing Facility	Tour Vessel to/from LYM New Landing Facility	Governemnt Vessel to/from LYM New Landing Facility
LD1-LD11	NRLF2-NRLF29	LFNRG1-LFNRG29	GOVNRG1-GOVNRG29
2			
1			
1			
2			
2			
2			
6			
3			
3			
18			
24			
17	7		
7	7	4	4
	7		
88	21	4	4

Note:
[1] Information referenced from approved EIA for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).

Appendix 2.7 Calculation of Cruise Terminal Emissions and Year 2025 Cruise Schedule

Derivation of Emission Rates and Inventory of 4km Major Point Source (Tier 3)

Marine Emission from Cruises at Kai Tak Cruise Terminal

Emission Factors for Cruises

Cruises	Engine Type	Engine Power kW	Loading Factor [5]	Emission Factor (g/kWh) [6]		
			Hotelling	NOx	RSP	FSP
Spectrum of the Seas	Main Engine [1]	67200	0	13.20	0.31	0.29
	Auxiliary Engine [3]	18682	0.416	13.90	0.32	0.29
	Boiler [4]	1000	1	2.00	0.19	0.14
Costa Serena	Main Engine [2]	75600	0	13.20	0.31	0.29
	Auxiliary Engine [3]	21017	0.416	13.90	0.32	0.29
	Boiler [4]	1000	1	2.00	0.19	0.14

Note:

[1] Engine Power for the Main Engine of Spectrum of the Seas is referenced from website https://en.wikipedia.org/wiki/Spectrum_of_the_Seas

[2] Engine Power for the Main Engine of Costa Serena is referenced from website https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf

[3] Engine Power for the Auxiliary Engine - According to Table 3-20 of the Study on Marine Vessels Emissions Inventory, February 2012, the ratio of the engine power for the Auxiliary Engine is equal to 0.278 of the engine power of the Main Engine.

[4] Engine Power for the Boiler - According to Table 3-23 of the Study of Marine Vessels Emissions Inventory, February 2012, the engine power for the boiler of the Cruise with the passenger carrying capacity >= 2600 is adopted as the passenger carrying capacity of Costa Serena (https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf) and Spectrum of the Seas (https://en.wikipedia.org/wiki/Spectrum_of_the_Seas) are 4890 and 4905, respectively.

[5] Loading Factor for the Main Engine - Table 3-18 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.
Loading Factor for the Auxiliary Engine - Table 3-21 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.
Loading Factor for the Boiler - 100% of loading is assumed as a conservative approach.

[6] According to the Air Pollution Control (Fuel for Vessels) Regulation, starting from 1 January 2019, all vessels except for specified vessel types as set out in the Regulation, are required to use low sulphur marine fuel (i.e. with sulphur content no exceeding 0.5% by weight).

- Emission Factor for the Main Engine - According to Table 3-27 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the engine type of Medium Speed Diesel engine and use of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Auxiliary Engine - According to Table 3-28 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Boiler - According to Table 3-29 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of marine gas oil with 0.5% sulphur content).

Emission Rate (Hotelling)

Emission Rate = Engine Power x Loading Factor x Emission Factor

Cruises	Air Pollutants	Emission Rate (kg/hr)				Emission Rate for 60 mins within an hour (g/s) [1]
		Main Engine	Auxiliary Engine	Boiler	Total	
Spectrum of the Seas	NOx	0.00	108.02	2	110.02	30.56
	RSP	0.00	2.49	0.19	2.68	0.74
	FSP	0.00	2.25	0.14	2.39	0.66
Costa Serena	NOx	0.00	121.53	2	123.53	34.31
	RSP	0.00	2.80	0.19	2.99	0.83
	FSP	0.00	2.54	0.14	2.68	0.74

Name of Cruise	Frequency of Visiting HK (Times) [a]	Total Engine Power (kW) [b]
AIDAstella	2	25000
Anthem of the Seas	1	67200
Celebrity Millennium	4	50000
Celebrity Solstice	6	67200
Costa Serena	8	75600
Diamond Princess	2	60700
Discovery Princess	2	62400
Mein Schiff 6	7	48000
Noordam	1	35200
Norwegian Sky	2	50700
Norwegian Spirit	6	58800
Norwegian Sun	3	50700
Ovation of the Seas	3	67200
Piano Land	20	39300
Queen Anne	2	12599
Queen Elizabeth	2	64000
Silver Moon	2	17000
Spectrum of the Seas	9	67200
Westerdam	2	35200
Total	84	

Sources:

[a] https://www.kaitakcruiseterminal.com.hk/schedule/2025-2/ (Last edit 21 Jan 2025)

[b] Information of Engine Power

AIDAstella: https://en.wikipedia.org/wiki/AIDAstella

Anthem of the Seas: https://en.wikipedia.org/wiki/Anthem_of_the_Seas#External_links

Celebrity Millennium: https://en.wikipedia.org/wiki/Celebrity_Millennium

Celebrity Solstice:https://en.wikipedia.org/wiki/Celebrity_Solstice

Celebrity Solstice: https://www.rivieramm.com/news-content-hub/news-content-hub/celebrity-solstice-goes-to-top-of-the-class-50934

Costa Serena: https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf

Diamond Princess: https://ships.jobmarineman.com/diamond-princess-9228198/

Discovery Princess: https://en.wikipedia.org/wiki/Discovery_Princess

Mein Schiff 6: https://www.meyerwerft.de/en/ships/mein_schiff_6.jsp

Noordam: https://www.fincantieri.com/en/products-and-services/cruise-ships/noordam/

Norwegian Sky: https://en.wikipedia.org/wiki/Norwegian_Sky

Norwegian Spirit: https://www.scheepvaartwest.be/CMS/index.php/passengers-cruise/2774-norwegian-spirit-imo-9141065

Norwegian Sun: https://www.cruisemapper.com/ships/Norwegian-Sun-735

Ovation of the Seas: https://en.wikipedia.org/wiki/Ovation_of_the_Seas

Piano Land: https://en.wikipedia.org/wiki/MV_Piano_Land

Queen Anne: https://en.wikipedia.org/wiki/MS_Queen_Anne

Queen Elizabeth: https://en.wikipedia.org/wiki/MS_Queen_Elizabeth

Silver Moon: https://www.ship-technology.com/projects/silver-moon-cruise-ship/?cf-view

Spectrum of the Seas: https://en.wikipedia.org/wiki/Spectrum_of_the_Seas

Westerdam: https://www.fincantieri.com/en/products-and-services/cruise-ships/westerdam/

Note:

[1] According to the latest cruise schedule Year 2025, Costa Serena has the highest engine power among all cruise ships. Given there are two berthing spaces at the Cruise Terminal, another cruise ships with the second-highest engine power have been identified, including Anthem of the Seas, Celebrity Solstice, Ovation of the Seas and Spectrum of the Seas which have the same engine power. However, in view of the frequency of visit to Hong Kong of these four cruises, Spectrum of the Seas has therefore been selected as the second cruise ship for hoteling at Kai Tak Cruise Terminal at the same time for every hour of a day as Costa Serena for a conservative approach.

Appendix 2.8 Input Parameters of Industrial and Marine Sources in AERMOD

Input Parameters of Industrial Emission Sources in AERMOD

Concrete Batching Plant - Point Source

Description [1]	ID	X	Y	Z	RSP	FSP	Emission Height	Exit Temp	Exit Velocity	Stack Diameter	Operation Hours
					g/s	g/s	mAG	K	m/s	m	
Redland Concrete Ltd.	P201	842116	817205	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	0700-1900
	P202	842127	817210	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P203	842133	817213	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P204	842141	817216	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P205	842134	817226	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P206	842136	817214	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P207	842124	817209	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P208	842122	817208	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P209	842122	817218	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P210	842128	817227	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P211	842128	817227	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P212	842128	817227	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P213	842128	817227	4.5	4.86E-03	1.43E-03	12	298.15	27.5	0.15	
	P214	842130	817221	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P215	842130	817221	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P216	842130	817221	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P217	842130	817221	4.5	4.86E-03	1.43E-03	12	298.15	27.5	0.15	
	P218	842118	817226	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P219	842118	817226	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P220	842118	817226	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P221	842118	817226	4.5	9.72E-03	2.86E-03	12	298.15	6.1	0.45	
	P222	842123	817228	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P223	842123	817228	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P224	842123	817228	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P225	842123	817228	4.5	9.72E-03	2.86E-03	12	298.15	6.1	0.45	
	P226	842134	817226	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P227	842125	817219	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P228	842130	817221	4.5	5.56E-04	1.63E-04	12	298.15	1.8	0.20	
	P229	842123	817228	4.5	5.56E-04	1.63E-04	12	298.15	1.8	0.20	
	P230	842100	817199	4.5	2.41E-02	7.08E-03	3	298.15	11.3	0.56 [2]	

Note:
1. Please refer to "Calculations of Emission Sources within Concrete Batching Plant (CBP)" for details.
2. The stack diameter is calculated from the dimensions (i.e. length and width) of the emission source available in the SP Licence (L-3-117 (6)) (e.g. Stack Diameter = 2 x sqrt (Length of Emission Source x Width of Emission Source)/π).

Concrete Batching Plant - Area Source

Description [1]	ID	X	Y	Z	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
					g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Redland Concrete Ltd.	L21 [2]	842149	817213	4.5	4.46E-06	1.08E-06	0.5	7	16	-26	0	0700-1900

Note:
1. Please refer to "Calculations of Emission Sources within Concrete Batching Plant (CBP)" for details.
2. Please refer to "Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)" for details.

Wind Erosion of Sand Barge - Area Source

Description [1] [3]	ID	X	Y	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
				g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Redland Concrete Ltd.	SB04	842026.2	817196.7	1.27E-06	1.89E-07	1.5	20	50	71	0	Full day

Notes:
1. All parameters of Wind Erosion of Sand Barge of concrete batching plants are referenced to the approved S16 application for Proposed Residential Development in "Comprehensive Development Area (4)" Zone and "Road" at No. 18 Tung Yuen Street, Cha Kwo Ling Yau Tong, Kowloon (A/K15/121) (extracted in **Appendix 2.3**).
2. Mean Sea Level is 1.5m, referenced to 2016 data of Hong Kong Observatory.
3. Details of RSP and FSP emission rates were shown in "Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)".

Marine Emission - Barges

Description	ID	Source Type	X	Y	Base Elevation	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [1]	Release Height [1]	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling (Redland Concrete Ltd.)	B04	POINT	842065	817199	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	0700-1900
Barge - Maneuvering (Redland Concrete Ltd.)	RL01	POINT	842046	817193	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL02	POINT	842028	817186	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL03	POINT	842008	817181	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL04	POINT	841989	817176	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL05	POINT	841969	817172	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL06	POINT	841949	817169	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL07	POINT	841930	817163	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL08	POINT	841911	817158	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL09	POINT	841891	817153	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL10	POINT	841872	817150	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL11	POINT	841852	817146	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL12	POINT	841832	817142	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL13	POINT	841812	817138	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL14	POINT	841792	817134	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL15	POINT	841772	817130	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL16	POINT	841752	817126	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL17	POINT	841732	817122	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL18	POINT	841712	817121	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL19	POINT	841692	817120	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL20	POINT	841672	817119	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL21	POINT	841652	817118	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL22	POINT	841632	817117	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL23	POINT	841612	817116	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL24	POINT	841591	817115	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	

Note:
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum
2. No information from the operator is available. Barge information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to another similar type of vessel presented in Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) due to the similar nature and operating mode.

Marine Emission - Sand Depot (YTML 25 &Ext)

Description [1]	ID	Source Type	X	Y	Base Elevation	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	SD01	POINT	842298.8	817611.9	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.4** for the vessel frequency
Barge - Maneuvering	SD02	POINT	842274.6	817606.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD03	POINT	842250.4	817601.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD04	POINT	842226.1	817596.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD05	POINT	842201.9	817590.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD06	POINT	842177.7	817585.5	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD07	POINT	842153.4	817580.2	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD08	POINT	842129.2	817574.9	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD09	POINT	842105.0	817569.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD10	POINT	842080.5	817564.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD11	POINT	842055.7	817563.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD12	POINT	842031.0	817561.8	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD13	POINT	842006.2	817560.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD14	POINT	841981.4	817559.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD15	POINT	841956.6	817558.1	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD16	POINT	841931.9	817556.9	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD17	POINT	841907.1	817555.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD18	POINT	841882.3	817554.4	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD19	POINT	841857.6	817553.2	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD20	POINT	841832.8	817552.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD21	POINT	841808.0	817550.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD22	POINT	841783.3	817549.5	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD23	POINT	841758.5	817548.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD24	POINT	841733.7	817547.1	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD25	POINT	841709.0	817545.8	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD26	POINT	841684.2	817544.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD27	POINT	841659.4	817543.4	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	

Notes:
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Wind Erosion at Yau Tong Bay Sand Depot - Area Source

Description [1] [2]	ID	X	Y	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
				$g/s\text{-}m^2$	$g/s\text{-}m^2$	mAG	m	m	degree clockwise from N.	m	
Wind Erosion at Yau Tong Bay Sand Depot	WE01	842334.3	817646.9	1.27E-06	1.94E-07	0.5	21	48	63	0	Full day

Note:
1. Please refer to "Calculation of Emission factor for Wind Erosion at Sand Dunes (Sand Depot (YTML 25 &Ext))" for details.

Marine Emission - Architectural Salvage Store (YTML 26 &Ext)

Description [1]	ID	Source Type	X	Y	Base Elevation	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	YTB01	POINT	842285.3	817646.8	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.4** for the vessel frequency
Barge - Maneuvering	YTB02	POINT	842261.1	817641.5	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB03	POINT	842236.9	817636.3	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB04	POINT	842212.6	817631.0	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB05	POINT	842188.4	817625.7	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB06	POINT	842164.2	817620.4	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB07	POINT	842140.0	817615.1	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB08	POINT	842115.7	817609.9	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB09	POINT	842091.5	817604.6	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB10	POINT	842067.0	817599.2	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB11	POINT	842042.0	817598.0	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB12	POINT	842017.1	817596.8	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB13	POINT	841992.1	817595.5	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB14	POINT	841967.1	817594.3	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB15	POINT	841942.2	817593.0	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB16	POINT	841917.2	817591.8	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB17	POINT	841892.2	817590.6	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB18	POINT	841867.3	817589.3	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB19	POINT	841842.3	817588.1	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB20	POINT	841817.3	817586.8	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB21	POINT	841792.3	817585.6	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB22	POINT	841767.4	817584.4	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB23	POINT	841742.4	817583.1	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB24	POINT	841717.4	817581.9	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	
	YTB25	POINT	841690.2	817580.5	1.3	5.22E-05	2.51E-03	8.00E-05	7.75E-05	555	25	0.8	8	

Notes:
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Architectural Salvage Store (全記五金貿易有限公司)

Description [1]	ID	Source Type	X	Y	Base Elevation	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	TK01	POINT	842052.8	817394.9	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.4** for the vessel frequency
Barge - Maneuvering	TK02	POINT	842027.8	817394.2	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK03	POINT	842002.8	817393.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK04	POINT	841978.7	817386.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK05	POINT	841954.4	817380.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK06	POINT	841930.2	817374.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK07	POINT	841906.0	817368.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK08	POINT	841881.9	817361.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK09	POINT	841857.5	817355.7	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK10	POINT	841833.1	817350.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK11	POINT	841809.8	817344.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK12	POINT	841786.5	817338.9	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK13	POINT	841763.2	817333.1	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK14	POINT	841739.9	817327.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK15	POINT	841716.6	817321.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK16	POINT	841693.3	817316.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK17	POINT	841669.9	817310.5	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK18	POINT	841646.6	817305.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK19	POINT	841622.2	817299.2	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK20	POINT	841597.9	817293.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK21	POINT	841572.0	817287.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	

Notes:
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Input Parameters of Marine Emission Sources in AERMOD

Marine Emission - Passenger Ferry (Sam Ka Tsuen <-> Tung Lung Island)

Description [1] [2]	ID	Source Type	X	Y	Base Elevation	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	TLC1001	POINT	842381	816883	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	TLC1002	POINT	842374	816865	1.3	1.93E-05	9.27E-04	2.95E-05	2.86E-05	555	8	0.8	8	
	TLC1003	POINT	842366	816846	1.3	1.93E-05	9.27E-04	2.95E-05	2.86E-05	555	8	0.8	8	
	TLC1004	POINT	842359	816828	1.3	1.93E-05	9.27E-04	2.95E-05	2.86E-05	555	8	0.8	8	
	TLC1005	POINT	842351	816809	1.3	1.93E-05	9.27E-04	2.95E-05	2.86E-05	555	8	0.8	8	
	TLC1006	POINT	842311	816493	1.3	1.93E-05	9.27E-04	2.95E-05	2.86E-05	555	8	0.8	8	

Notes:
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Passenger Ferry (Sam Ka Tsuen <-> Sai Wan Ho)

Description [1]	ID	Source Type	X	Y	Base Elevation	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	SWH01	POINT	842377	816887	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	SWH02	POINT	842360	816876	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH03	POINT	842342	816868	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH04	POINT	842323	816862	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH05	POINT	842304	816857	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH06	POINT	842284	816852	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH07	POINT	842264	816848	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH08	POINT	842245	816844	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH09	POINT	842225	816840	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH10	POINT	842206	816835	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH11	POINT	842186	816831	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH12	POINT	842167	816826	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH13	POINT	842148	816821	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH14	POINT	842128	816816	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH15	POINT	842109	816812	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH16	POINT	842089	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH17	POINT	842069	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH18	POINT	842049	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH19	POINT	842029	816808	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH20	POINT	842009	816809	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH21	POINT	841989	816809	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH22	POINT	841969	816810	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH23	POINT	841949	816811	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH24	POINT	841929	816812	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH25	POINT	841909	816813	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH26	POINT	841890	816815	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH27	POINT	841870	816817	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH28	POINT	841850	816819	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH29	POINT	841830	816821	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH30	POINT	841810	816823	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH31	POINT	841790	816825	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH32	POINT	841750	816829	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	

Notes:
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Passenger Ferry (Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen))

Description [1]	ID	Source Type	X	Y	Base Elevation	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	MON01	POINT	842377	816887	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	MON02	POINT	842357	816890	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON03	POINT	842337	816893	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON04	POINT	842317	816896	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON05	POINT	842297	816899	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON06	POINT	842277	816902	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON07	POINT	842257	816905	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON08	POINT	842237	816908	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON09	POINT	842217	816911	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON10	POINT	842197	816914	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON11	POINT	842177	816917	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON12	POINT	842157	816920	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON13	POINT	842137	816923	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON14	POINT	842117	816926	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON15	POINT	842097	816929	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON16	POINT	842077	816932	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON17	POINT	842057	816935	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON18	POINT	842037	816938	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON19	POINT	842017	816941	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON20	POINT	841997	816944	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON21	POINT	841978	816947	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON22	POINT	841958	816950	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON23	POINT	841938	816953	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON24	POINT	841918	816956	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON25	POINT	841898	816959	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON26	POINT	841878	816962	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON27	POINT	841858	816965	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON28	POINT	841838	816968	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON29	POINT	841818	816971	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON30	POINT	841798	816974	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON31	POINT	841778	816977	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON32	POINT	841758	816980	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON33	POINT	841740	816990	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON34	POINT	841723	817001	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON35	POINT	841705	817011	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON36	POINT	841688	817021	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON37	POINT	841671	817031	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON38	POINT	841653	817041	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON39	POINT	841636	817051	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON40	POINT	841618	817062	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	
	MON41	POINT	841601	817072	1.3	1.96E-05	9.44E-04	3.01E-05	2.92E-05	555	8	0.8	8	

Notes:
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Fishing Vessels

Description [1] [2]	ID	Type	X	Y	Base Elevation	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Fishing Vessels	FVH01	POINT	842167	817098	1.3	2.85E-03	1.37E-01	5.49E-03	5.36E-03	555	8	0.3	6	Please refer to **Appendix 2.3** for the fishing vessel frequency
	FVS01	POINT	842153	817084	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS02	POINT	842138	817069	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS03	POINT	842124	817054	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS04	POINT	842110	817040	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS05	POINT	842095	817025	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS06	POINT	842081	817011	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS07	POINT	842067	816995	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS08	POINT	842052	816981	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS09	POINT	842038	816966	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS10	POINT	842024	816951	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS11	POINT	842010	816937	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS12	POINT	841995	816922	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS13	POINT	841981	816907	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS14	POINT	841966	816893	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS15	POINT	841952	816878	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS16	POINT	841938	816863	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS17	POINT	841923	816849	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS18	POINT	841909	816834	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS19	POINT	841895	816819	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS20	POINT	841881	816805	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS21	POINT	841867	816790	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS22	POINT	841852	816774	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.

2. No information from the operator is available. Fishing vessels information including exit temperature, exit velocity and internal diameter of its chimney is referenced to another similar type of vessel presented in Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) due to the similar nature.

Marine Emission - Planned Local Vessel

Description [1] [2]	ID	Type	X	Y	Base Elevation	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Route of SKT Ferry to/from LYM New Landing Facility	NRLF2	POINT	842383	816853	1.3	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	Please refer to **Appendix 2.5** for the planned local vessel frequency
	NRLF3	POINT	842383	816813	1.3	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.

2. All parameters including emission rates of planned local vessel is referenced to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).

Input Parameters of Major Point Sources in AERMOD

Major Point Sources within 4km Assessment Area - Cruise Vessels at Kai Tak Cruise Terminal

Description [1] [2] [3]	ID	Type	X	Y	Base Elevation	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Hotelling of Spectrum of the Seas	H1	Point	839744	818698	1.3	5.36	30.56	0.74	0.66	537	24.6	1.9	63.2 [1]	Full day
Hotelling of Costa Serena	H2	Point	840021	818427	1.3	5.93	34.31	0.83	0.74	537	24.6	1.9	62 [2]	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.

2. The emission height of the chimney of Spectrum of the Seas is estimated based on the website (https://zh.wikipedia.org/wiki/%E6%B5%B7%E6%B4%8B%E5%85%89%E8%AD%9C%E8%99%9F#%E5%A4%96%E9%83%A8%E9%93%BE%E6%8E%A5). The estimated height is about 63.2m (above water surface).

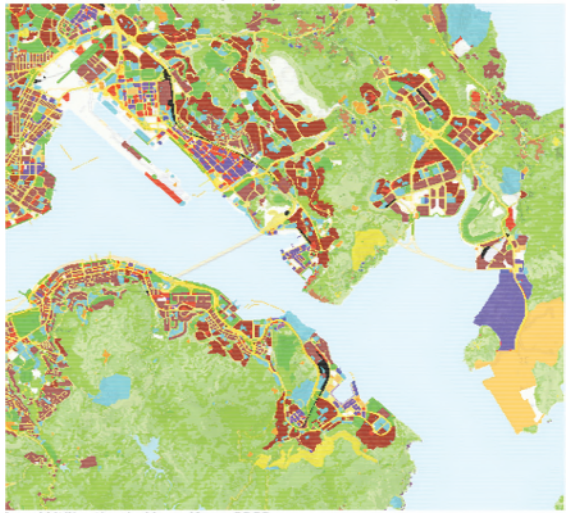
3. The emission height of the chimney of Costa Serena is estimated based on the observation. The estimated height is about 60m (above water surface) which is close to the height of the Post-Panamax (62m above water surface) as stated in the Approved EIA Report for Kai Tak Development. Therefore, the height of 62m above water surface has been adopted for the assessment.

Appendix 2.9 Detailed calculations of Albedo, Bowen ratio and surface roughness generated by Smart Air Modelling Platform (SAMP v2.1)

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	51963	5.20%	0.00935334	1.021292706
2		Public Residential	1	0.18	1.5	51573	5.16%	0.00928314	1.02113122
3		Rural Settlement	0.375	0.165	0.9	7422	0.74%	0.00122463	0.99921832
11		Commercial/Business and Office	1	0.18	1.5	10727	1.07%	0.00193086	1.004358897
21		Industrial Land	0.7	0.18	1.5	8613	0.86%	0.00155034	1.003498376
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	8562	0.86%	0.00154116	1.003477625
23		Warehouse and Open Storage	0.7	0.18	1.5	1644	0.16%	0.00029592	1.000666807
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	41968	4.20%	0.00755424	1.017162166
32		Open Space and Recreation	0.04	0.15	1	38799	3.88%	0.00581985	1
41		Roads and Transport Facilities	0.7	0.18	1.5	76899	7.69%	0.01384182	1.031671045
42		Railways	0.7	0.18	1.5	2462	0.25%	0.00044316	1.000998754
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	271	0.03%	0.00004878	1.000109887
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	8698	0.87%	0.00156564	1.003532962
52		Utilities	0.7	0.18	1.5	6422	0.64%	0.00115596	1.00260729
53		Vacant Land/Construction in Progress	0.2	0.18	1	36593	3.66%	0.00658674	1
54		Others	0.2	0.18	1	20700	2.07%	0.003726	1
61		Agricultural Land	0.1575	0.18	0.55	5913	0.59%	0.00106434	0.996471231
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	0	0.00%	0	1
71		Woodland	1.05	0.1625	0.75	170154	17.02%	0.027650025	0.952228497
72		Shrubland	0.3	0.18	1.25	110622	11.06%	0.01991196	1.024991773
73		Grassland	0.065	0.185	0.8	63033	6.30%	0.011661105	0.986033048
74		Mangrove/Swamp	0.065	0.14	0.225	7	0.00%	0.00000098	0.999989558
81		Badland	0.15	0.1625	0.75	0	0.00%	0	1
83		Rocky Shore	0.05	0.2	4.75	212	0.02%	0.0000424	1.000330381
91		Reservoirs	0.001	0.1	0.1	1940	0.19%	0.000194	0.995542947
92		Streams and Nullahs	0.001	0.1	0.1	829	0.08%	0.0000829	0.998092978
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	273974	27.40%	0.0273974	0.532140116
				0.153927	**0.565437**	1000000			

* Non-PlanD Land Utilization categories

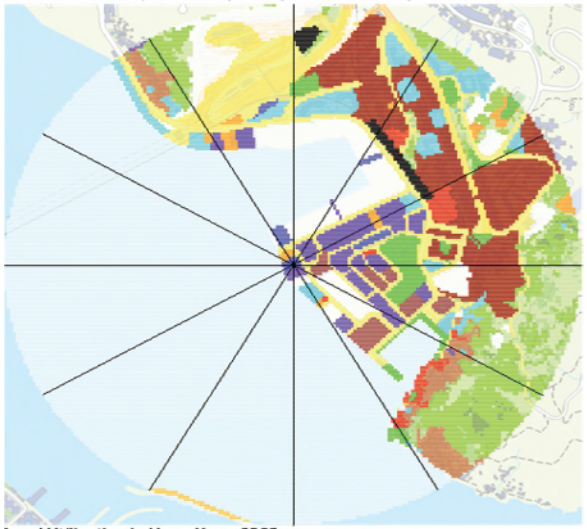
Center: X=842105, Y=817255, Z=5.0; Met Year=2019;



Land Utilization in Hong Kong 2023

Angle	Group	Inverse-distand	Roughness
0	0 - 30	5.176452751	**0.087019**
30	30 - 60	5.31768931	**0.431486**
60	60 - 90	5.176452751	**0.595389**
90	90 - 120	5.176452751	**0.392559**
120	120 - 150	5.31768931	**0.139597**
150	150 - 180	5.176452751	**0.002000**
180	180 - 210	5.176452751	**0.001456**
210	210 - 240	5.31768931	**0.001463**
240	240 - 270	5.176452751	**0.001180**
270	270 - 300	5.176452751	**0.001220**
300	300 - 330	5.31768931	**0.005581**
330	330 - 360	5.176452751	**0.070439**

Center: X=842105, Y=817255, Z=5.0; Met Year=2019;



Land Utilization in Hong Kong 2023

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio
1		Private Residential	1	0.18	1.5
2		Public Residential	1	0.18	1.5
3		Rural Settlement	0.375	0.165	0.9
11		Commercial/Business and Office	1	0.18	1.5
21		Industrial Land	0.7	0.18	1.5
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5
23		Warehouse and Open Storage	0.7	0.18	1.5
31		Government, Institutional and Community Facilities	0.7	0.18	1.5
32		Open Space and Recreation	0.04	0.15	1
41		Roads and Transport Facilities	0.7	0.18	1.5
42		Railways	0.7	0.18	1.5
43		Airport	0.07	0.18	1.5
44		Port Facilities	0.7	0.18	1.5
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5
52		Utilities	0.7	0.18	1.5
53		Vacant Land/Construction in Progress	0.2	0.18	1
54		Others	0.2	0.18	1
61		Agricultural Land	0.1575	0.18	0.55
62		Fish Ponds/Gei Wais	0.001	0.1	0.1
71		Woodland	1.05	0.1625	0.75
72		Shrubland	0.3	0.18	1.25
73		Grassland	0.065	0.185	0.8
74		Mangrove/Swamp	0.065	0.14	0.225
81		Badland	0.15	0.1625	0.75
83		Rocky Shore	0.05	0.2	4.75
91		Reservoirs	0.001	0.1	0.1
92		Streams and Nullahs	0.001	0.1	0.1
99		SZ Residential *	1	0.18	1.5
0		Open Sea *	0.001	0.1	0.1

* Non-PlanD Land Utilization categories

Appendix 2.10 Summary of Met Data generated by Smart Air Modelling Platform (SAMP v2.1)

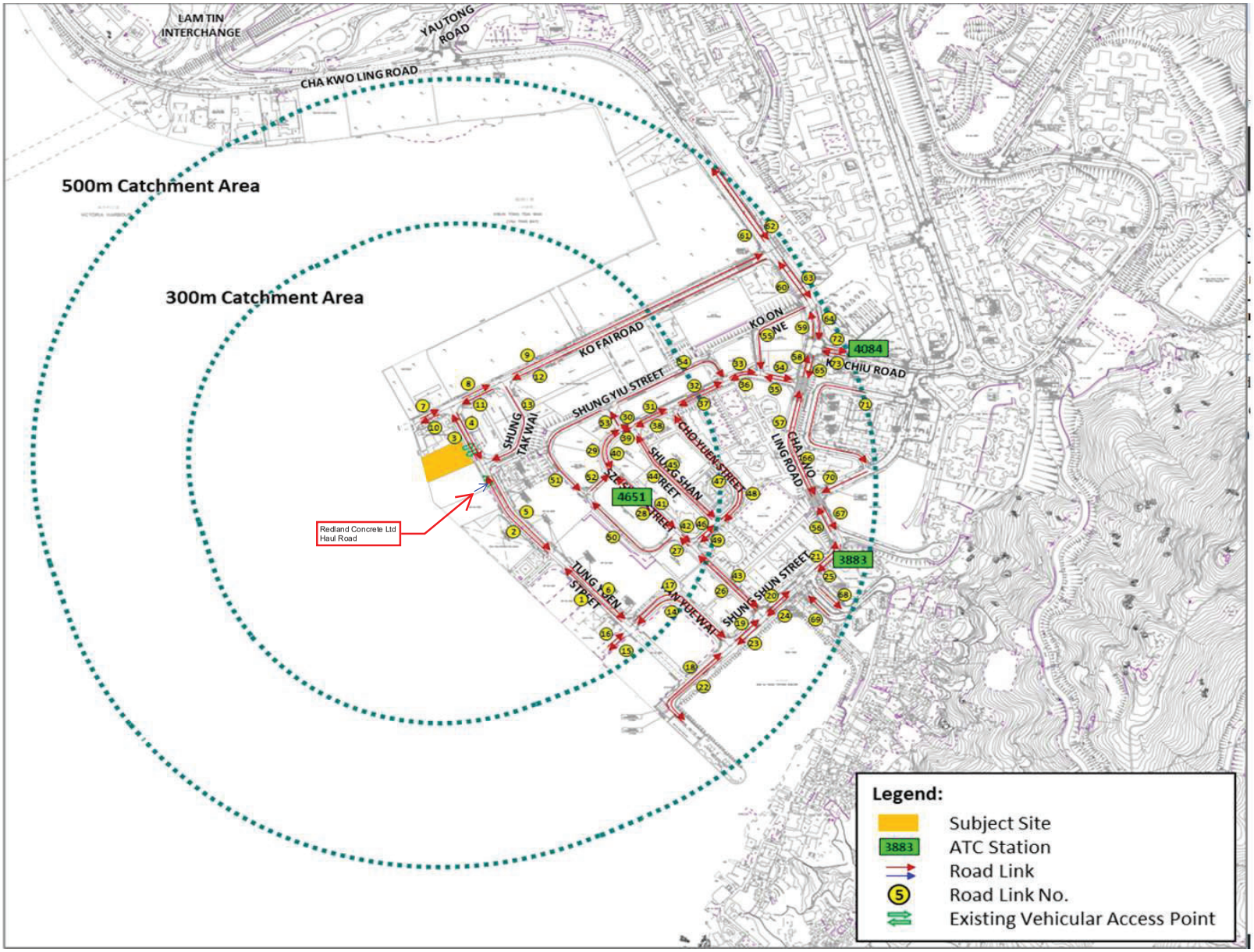
Month Minimum

Grid (I,J)	Hour	Annual Minimum		January		February		March		April		May		June		July		August		September		October		November		December	
		Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH
46,30	0000-0100	13	30	14	41	17	66	18	74	21	76	21	73	27	72	27	78	27	73	25	38	23	43	17	47	13	30
46,30	0100-0200	13	32	14	42	17	65	17	75	21	78	21	76	27	78	27	74	27	75	25	40	23	55	17	49	13	32
46,30	0200-0300	12	31	13	43	16	62	17	72	21	82	21	77	26	81	27	77	26	75	25	40	22	55	17	48	12	31
46,30	0300-0400	12	31	13	40	17	61	17	70	21	77	20	75	25	84	28	74	26	75	24	41	22	56	16	49	12	31
46,30	0400-0500	12	31	13	41	17	59	17	66	21	77	21	72	25	83	27	72	26	74	24	42	21	57	16	48	12	31
46,30	0500-0600	11	31	13	43	16	61	17	64	21	76	21	71	24	80	27	73	26	79	24	43	21	56	16	49	11	31
46,30	0600-0700	11	31	13	47	16	66	17	60	20	78	21	70	24	68	27	78	26	78	24	43	21	51	15	48	11	31
46,30	0700-0800	11	31	12	50	16	70	18	54	20	76	21	63	24	70	27	72	27	72	24	41	21	48	16	46	11	31
46,30	0800-0900	12	32	13	51	16	70	18	53	20	73	22	64	25	69	27	66	27	64	25	38	22	46	17	46	12	32
46,30	0900-1000	13	32	14	48	16	70	18	52	20	72	22	62	25	64	28	67	28	59	25	34	23	45	18	45	13	32
46,30	1000-1100	14	30	14	43	17	69	19	52	20	70	22	65	25	65	27	63	28	58	26	33	24	45	18	44	14	30
46,30	1100-1200	15	28	15	42	18	69	19	55	20	70	22	65	26	63	26	59	28	54	27	34	24	45	19	41	15	28
46,30	1200-1300	15	26	16	45	19	66	19	57	20	68	22	66	27	60	27	58	27	58	27	33	24	45	20	42	15	26
46,30	1300-1400	16	27	16	54	19	69	18	62	20	69	22	64	28	60	28	59	26	61	27	33	24	44	20	41	16	27
46,30	1400-1500	16	25	17	37	19	59	18	58	21	60	22	61	28	55	27	62	26	54	28	31	25	45	21	40	16	25
46,30	1500-1600	16	26	17	38	20	59	18	61	21	63	22	61	28	57	26	64	27	58	27	30	25	47	20	41	16	26
46,30	1600-1700	16	27	17	42	20	58	18	63	21	67	22	65	26	59	26	66	27	61	27	31	25	49	20	39	16	27
46,30	1700-1800	16	27	17	46	20	68	19	66	21	68	22	65	27	58	28	69	27	63	27	28	24	50	20	43	16	27
46,30	1800-1900	16	25	16	50	20	70	18	69	21	75	22	67	27	66	27	69	27	67	27	28	25	54	20	38	17	25
46,30	1900-2000	14	26	16	54	19	73	18	72	21	74	22	74	27	71	27	72	27	68	27	31	25	54	20	39	14	26
46,30	2000-2100	14	27	16	56	18	78	18	75	21	78	22	81	27	77	27	73	27	70	26	33	24	60	20	41	14	27
46,30	2100-2200	14	27	16	50	18	79	18	75	21	79	22	79	26	74	27	72	27	70	26	33	24	61	19	42	14	27
46,30	2200-2300	14	28	16	39	18	77	18	73	21	81	22	76	26	75	26	70	25	72	26	34	23	47	18	43	14	28
46,30	2300-0000	14	29	16	39	16	79	18	76	21	80	22	75	26	78	27	75	27	74	26	36	23	40	18	45	14	29

Month Average

Grid (I,J)	Hour	Annual Minimum		January		February		March		April		May		June		July		August		September		October		November		December	
		Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH
				19	80	21	88	22	87	24	89	25	90	28	87	29	84	29	85	28	76	26	71	22	71	18	72
46,30	0000-0100	13	30	19	80	21	88	22	88	24	89	25	90	28	88	29	84	28	86	27	77	26	72	21	70	18	72
46,30	0100-0200	13	32	18	80	21	89	21	88	24	91	25	91	28	89	29	84	28	87	27	77	25	73	21	70	17	72
46,30	0200-0300	12	31	18	79	20	89	21	88	24	91	25	91	28	90	29	84	28	87	27	77	25	74	21	69	17	71
46,30	0300-0400	12	31	18	80	20	90	21	88	24	90	25	91	28	90	29	85	28	87	27	77	25	74	20	69	17	70
46,30	0400-0500	12	31	18	80	20	90	21	87	24	91	25	90	28	89	29	85	28	88	27	77	25	75	20	69	17	69
46,30	0500-0600	11	31	18	80	20	90	21	88	24	90	25	89	28	88	29	84	28	86	27	77	25	75	20	69	17	68
46,30	0600-0700	11	31	18	79	20	89	21	85	24	88	25	87	28	87	29	82	29	83	27	73	25	72	20	67	17	67
46,30	0700-0800	11	31	18	78	21	86	22	82	25	84	26	84	29	82	30	78	29	80	28	69	26	70	21	65	18	65
46,30	0800-0900	12	32	19	76	21	83	22	81	26	83	26	82	29	80	30	76	30	76	28	66	26	67	22	62	18	64
46,30	0900-1000	13	32	19	74	22	82	22	79	26	80	27	81	30	79	31	73	30	74	29	64	27	64	23	59	19	63
46,30	1000-1100	14	30	19	74	22	81	23	78	26	79	27	81	30	78	31	73	31	72	29	63	27	63	23	58	19	63
46,30	1100-1200	15	28	20	73	22	79	23	78	26	79	27	80	30	77	31	72	31	73	29	63	27	63	23	57	20	62
46,30	1200-1300	15	26	20	73	22	79	23	78	26	78	27	80	30	77	31	72	30	73	29	63	27	63	24	59	20	62
46,30	1300-1400	16	27	21	69	23	75	24	74	27	74	27	77	30	76	31	72	31	73	30	63	27	61	24	57	21	58
46,30	1400-1500	16	25	21	71	23	76	23	75	27	76	28	78	30	76	31	73	31	74	30	65	27	62	24	60	21	59
46,30	1500-1600	16	26	21	72	23	78	23	77	26	77	27	80	30	76	31	75	30	76	30	66	27	64	24	63	21	61
46,30	1600-1700	16	27	20	74	22	80	23	79	26	81	27	82	30	78	30	77	30	78	29	67	27	67	23	66	20	65
46,30	1700-1800	16	27	20	75	22	83	23	81	26	84	27	84	29	81	30	79	30	81	29	68	27	68	23	67	20	67
46,30	1800-1900	16	25	20	76	22	84	22	83	26	84	26	86	29	82	30	80	30	81	29	68	27	70	23	68	20	67
46,30	1900-2000	14	26	20	80	21	87	22	86	25	88	26	89	29	84	29	82	29	83	29	71	26	72	23	70	19	70
46,30	2000-2100	14	27	19	80	21	89	22	86	25	88	26	90	29	85	29	83	29	84	28	72	26	72	22	69	19	72
46,30	2100-2200	14	27	19	79	21	89	22	87	25	88	26	90	29	86	29	83	29	84	28	74	26	72	22	70	18	72
46,30	2200-2300	14	28	19	79	21	90	22	87	25	89	26	90	29	86	29	84	29	85	28	75	26	73	22	71	18	72
46,30	2300-0000	14	29																								

Appendix 2.11 Year 2047 Traffic Forecasts for Air Quality Impact Assessment & Summary of Emission Factors Generated by SAMP v2.1 (Please refer to Modelling Zip File)


LAM TIN INTERCHANGE
YAU TONG ROAD
CHA KWO LING ROAD
500m Catchment Area
300m Catchment Area
KO FAI ROAD
KO ON LANE
CHIU ROAD
SHUNG YIU STREET
SHUNG TAK WAI
CHO YUEN STREET
SHUNG SHAN STREET
CHA KWO LING ROAD
TUNG YUEN STREET
AN YUE WAI
SHUN SHUN STREET
4084
4651
3883
Redland Concrete Ltd Haul Road
Legend:
Subject Site
ATC Station
Road Link
Road Link No.
Existing Vehicular Access Point

Road Name	Road ID	Road Type	Speed Limit (km/hr)	Average Speed (km/hr)	Start Emission Estimated by Broad Brush Approach (Y/N)	Hour	Total Vehicles (Veh/hr)	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium Goods Vehicles<=15t	07 - Medium Goods Vehicles15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles>24t	18 - Non-franchised Bus >24t	Total
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9	
Tung Yuen Street	1	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0600-0700	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	0700-0800	120	29.2%	4.2%	0.0%	8.3%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	0.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	0800-0900	125	32.0%	4.0%	0.0%	8.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	0900-1000	120	29.2%	4.2%	0.0%	8.3%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	0.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	1000-1100	125	32.0%	4.0%	0.0%	8.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	1100-1200	130	34.6%	3.8%	0.0%	7.7%	3.8%	7.7%	11.5%	3.8%	0.0%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	0.0%	100.0%
Tung Yuen Street	1	1	50	28	Y	1200-1300	150	30.0%	3.3%	3.3%	6.7%	3.3%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Tung Yuen Street	1	1	50	29	Y	1300-1400	140	28.6%	3.6%	3.6%	7.1%	3.6%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Tung Yuen Street	1	1	50	29	Y	1400-1500	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1500-1600	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1600-1700	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1700-1800	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1800-1900	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1900-2000	120	25.0%	4.2%	4.2%	4.2%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	1	1	50	29	Y	2000-2100	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	1	1	50	29	Y	2100-2200	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	1	1	50	30	Y	2200-2300	85	23.5%	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	5.9%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0000-0100	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0100-0200	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0200-0300	15	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0400-0500	15	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0500-0600	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0600-0700	70	58.7%	0.0%	0.0%	14.3%	7.1%	7.1%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	27	Y	0700-0800	215	25.6%	2.3%	2.3%	11.6%	7.0%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	4.7%	4.7%	4.7%	2.3%	100.0%
Tung Yuen Street	2	1	50	26	Y	0800-0900	230	26.1%	2.2%	2.2%	13.0%	6.5%	6.5%	13.0%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	4.3%	4.3%	4.3%	2.2%	100.0%
Tung Yuen Street	2	1	50	27	Y	0900-1000	215	25.6%	2.3%	2.3%	11.6%	7.0%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	4.7%	4.7%	4.7%	2.3%	100.0%
Tung Yuen Street	2	1	50	27	Y	1000-1100	205	26.8%	2.4%	2.4%	12.2%	4.9%	7.3%	12.2%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.9%	4.9%	4.9%	2.4%	100.0%
Tung Yuen Street	2	1	50	27	Y	1100-1200	220	29.5%	2.3%	2.3%	11.4%	4.5%	6.8%	13.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	4.5%	2.3%	4.5%	2.3%	100.0%
Tung Yuen Street	2	1	50	27	Y	1200-1300	215	30.2%	2.3%	2.3%	11.6%	4.7%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	4.7%	2.3%	4.7%	2.3%	100.0%
Tung Yuen Street	2	1	50	28	Y	1300-1400	175	34.3%	2.9%	0.0%	11.4%	5.7%	8.6%	14.3%	2.9%	0.0%	2.9%	2.9%	2.9%	2.9%	0.0%	2.9%	2.9%	2.9%	0.0%	100.0%
Tung Yuen Street	2	1	50	28	Y	1400-1500	160	34.4%	3.1%	0.0%	12.5%	6.3%	6.3%	12.5%	3.1%	0.0%	3.1%	3.1%	3.1%	3.1%	0.0%	3.1%	3.1%	3.1%	0.0%	100.0%
Tung Yuen Street	2	1	50	28	Y	1500-1600	150	36.7%	3.3%	0.0%	13.3%	3.3%	6.7%	13.3%	3.3%	0.0%	3.3%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	3.3%	0.0%	100.0%
Tung Yuen Street	2	1	50	28	Y	1600-1700	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	0.0%	100.0%
Tung Yuen Street	2	1	50	28	Y	1700-1800	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	0.0%	100.0%
Tung Yuen Street	2	1	50	28	Y	1800-1900	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	0.0%	100.0%
Tung Yuen Street	2	1	50	29	Y	1900-2000	125	32.0%	4.0%	0.0%	12.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	29	Y	2000-2100	110	31.8%	4.5%	0.0%	9.1%	4.5%	4.5%	13.6%	4.5%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	0.0%	100.0%
Tung Yuen Street	2	1	50	29	Y	2100-2200	110	31.8%	4.5%	0.0%	9.1%	4.5%	4.5%	13.6%	4.5%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	2200-2300	100	30.0%	5.0%	0.0%	10.0%	5.0%	5.0%	10.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	5.0%	5.0%	5.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	2300-0000	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0000-0100	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0100-0200	25	80.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0200-0300	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0300-0400	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0400-0500	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0500-0600	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	29	Y	0600-0700	120	37.5%	0.0%	0.0%	12.5%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	0.0%	0.0%	4.2%	0.0%	4.2%	4.2%	4.2%	0.0%	100.0%
Tung Yuen Street	3	1	50	24	Y	0700-0800	305	31.1%	1.6%	1.6%	13.1%	4.9%	6.6%	11.5%	3.3%	1.6%	3.3%	1.6%	1.6%	3.3%	1.6%	3.3%	4.9%	3.3%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	0800-0900	325	32.3%	1.5%	1.5%	13.8%	4.6%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	4.6%	3.1%	1.5%	100.0%
Tung Yuen Street	3	1	50	24	Y	0900-1000	310	32.3%	1.6%	1.6%	12.9%	4.8%	6.5%	11.3%	3.2%	1.6%	3.2%	1.6%	1.6%	3.2%	1.6%	3.2%	4.8%	3.2%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	1000-1100	315	33.3%	1.6%	1.6%	12.7%	4.8%	6.3%	11.1%	3.2%	1.6%	3.2%	1.6%	1.6%	3.2%	1.6%	3.2%	4.8%	3.2%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	1100-1200	335	35.8%	1.5%	1.5%	11.9%	4.5%	6.0%	11.9%	3.0%	1.5%	3.0%	1.5%	1.5%	3.0%	1.5%	3.0%	4.5%	3.0%	1.5%	100.0%
Tung Yuen Street	3	1	50	23	Y	1200-1300	345	36.2%	2.9%	1.4%	11.6%	4.3%	5.8%	11.6%	2.9%	1.4%	2.9%	1.4%	1.4%	2.9%	1.4%	2.9%	4.3%	2.9%	1.4%	100.0%
Tung Yuen Street	3	1	50	25	Y	1300-1400	295	40.7%	3.4%	0.0%	11.9%	5.1%	6.8%	11.9%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	0.0%	3.4%	5.1%	3.4%	0.0%	100.0%
Tung Yuen Street	3	1	50	25	Y	1400-1500	265	43.4%	3.8%	0.0%	11.3%	3.8%	5.7%	11.3%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	0.0%	3.8%	3.8%	3.8%	0.0%	100.0%
Tung Yuen Street	3	1	50	25	Y	1500-1600	270	44.4%	3.7%	0.0%	11.1%	3.7%	5.6%	11.1%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	0.0%	3.7%	3.7%	3.7%	0.0%	100.0%
Tung Yuen Street	3	1	50	25	Y	1600-1700	275	45.5%	3.6%	0.0%	10.9%	3.6%	5.5%	10.9%	1.8%	0.0%	1.8%	1.8%	1.8%	1.8%	0.0%	3.6%	3.6%	3.6%	0.0%	100.0%
Tung Yuen Street	3	1	50	25	Y	1700-1800	270	46.3%	3.7%	0.0%	9.3%	3.7%	5.6%	11.1%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	0.0%	3.7%	3.7%	3.7%	0.0%	100.0%
Tung Yuen Street	3	1	50	25	Y	1800-1900	265	45.3%	3.8%	0.0%	9.4%	3.8%	5.7%	11.3%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	0.0%	3.8%	3.8%	3.8%	0.0%	100.0%
Tung Yuen Street	3	1	50	27	Y	1900-2000	205	48.9%	2.4%	0.0%	9.8%	4.9%	4.9%	12.2%	2.4%	0.0%	2.4%	2.4%	2.4%	2.4%	0.0%	2.4%	4.9%	2.4%	0.0%	100.0%
Tung Yuen Street	3	1	50	28	Y	2000-2100	180	44.4%	2.8%	0.0%	11.1%	2.8%	5.6%	11.1%	2.8%	0.0%	2.8%	2.8%	2.8%	2.8%	0.0%	2.8%	2.8%	2.8%	0.0%	100.0%
Tung Yuen Street	3	1	50	28	Y	2100-2200	180	44.4%	2.8%	0.0%	11.1%	2.8%	5.6%	11.1%	2.8%	0.0%	2.8%	2.8%	2.8%	2.8%	0.0%	2.8%	2.8%	2.8%	0.0%	100.0%
Tung Yuen Street	3	1	50	28	Y	2200-2300	155	41.9%	3.2%	0.0%	9.7%	3.2%	6.5%	9.7%	3.2%	0.0%	3.2%	3.2%	3.2%	3.2%	0.0%	3.2%	3.2%	3.2%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	2300-0000	80	43.8%	0.0%	0.0%	12.5%	6.3%	6.3%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0600-0700	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	0900-1000	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	1100-1200	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	1200-1300	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	1300-1400	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	1400-1500	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	1500-1600	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	1600-1700	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	1700-1800	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	1800-1900	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	1900-2000	115	26.1%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	2000-2100	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	2100-2200	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	2200-2300	105	19.0%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0200-0300

Ko Fai Road	8	1	50	30	Y	0300-0400	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	0400-0500	25	40.0%	0.0%	0.0%	20.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	0500-0600	35	42.9%	0.0%	0.0%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	29	Y	0600-0700	135	33.3%	0.0%	0.0%	14.8%	7.4%	7.4%	14.8%	3.7%	0.0%	3.7%	0.0%	0.0%	3.7%	0.0%	3.7%	3.7%	3.7%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	0700-0800	325	30.8%	1.5%	1.5%	13.8%	6.2%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	3.1%	4.6%	1.5%	100.0%
Ko Fai Road	8	1	50	23	Y	0800-0900	350	31.4%	1.4%	1.4%	14.3%	5.7%	7.1%	12.9%	2.9%	1.4%	2.9%	1.4%	1.4%	2.9%	1.4%	2.9%	2.9%	4.3%	1.4%	100.0%
Ko Fai Road	8	1	50	24	Y	0900-1000	325	30.8%	1.5%	1.5%	13.8%	6.2%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	3.1%	4.6%	1.5%	100.0%
Ko Fai Road	8	1	50	24	Y	1000-1100	340	32.4%	1.5%	1.5%	13.2%	5.9%	7.4%	11.8%	2.9%	1.5%	2.9%	1.5%	1.5%	2.9%	1.5%	2.9%	2.9%	4.4%	1.5%	100.0%
Ko Fai Road	8	1	50	23	Y	1100-1200	365	34.2%	1.4%	1.4%	13.7%	5.5%	6.8%	12.3%	2.7%	1.4%	2.7%	1.4%	1.4%	2.7%	1.4%	2.7%	2.7%	4.1%	1.4%	100.0%
Ko Fai Road	8	1	50	23	Y	1200-1300	365	34.2%	2.7%	1.4%	12.3%	5.5%	6.8%	12.3%	2.7%	1.4%	2.7%	1.4%	1.4%	2.7%	1.4%	2.7%	2.7%	4.1%	1.4%	100.0%
Ko Fai Road	8	1	50	24	Y	1300-1400	340	36.8%	2.9%	0.0%	13.2%	5.9%	7.4%	13.2%	2.9%	0.0%	2.9%	1.5%	1.5%	2.9%	0.0%	2.9%	1.5%	4.4%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1400-1500	305	37.7%	3.3%	0.0%	13.1%	4.9%	6.6%	13.1%	3.3%	0.0%	3.3%	1.6%	1.6%	3.3%	0.0%	3.3%	1.6%	3.3%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1500-1600	310	38.7%	3.2%	0.0%	12.9%	4.8%	6.5%	12.9%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1600-1700	315	39.7%	3.2%	0.0%	12.7%	4.8%	6.3%	12.7%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1700-1800	310	40.3%	3.2%	0.0%	11.3%	4.8%	6.5%	12.9%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1800-1900	305	39.3%	3.3%	0.0%	11.5%	4.9%	6.6%	13.1%	3.3%	0.0%	3.3%	1.6%	1.6%	3.3%	0.0%	3.3%	1.6%	3.3%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	1900-2000	220	40.9%	2.3%	0.0%	11.4%	4.5%	6.8%	13.6%	2.3%	0.0%	2.3%	2.3%	2.3%	2.3%	0.0%	2.3%	2.3%	4.5%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	2000-2100	200	40.0%	2.5%	0.0%	12.5%	5.0%	7.5%	12.5%	2.5%	0.0%	2.5%	2.5%	2.5%	2.5%	0.0%	2.5%	2.5%	2.5%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	2100-2200	200	40.0%	2.5%	0.0%	12.5%	5.0%	7.5%	12.5%	2.5%	0.0%	2.5%	2.5%	2.5%	2.5%	0.0%	2.5%	2.5%	2.5%	0.0%	100.0%
Ko Fai Road	8	1	50	28	Y	2200-2300	170	38.2%	2.9%	0.0%	11.8%	5.9%	5.9%	11.8%	2.9%	0.0%	2.9%	2.9%	2.9%	2.9%	0.0%	2.9%	2.9%	2.9%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	2300-0000	90	38.9%	0.0%	0.0%	11.1%	5.6%	5.6%	11.1%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	5.6%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0000-0100	60	50.0%	0.0%	0.0%	16.7%	8.3%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0100-0200	55	45.5%	0.0%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0200-0300	40	50.0%	0.0%	0.0%	25.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0300-0400	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0400-0500	45	44.4%	0.0%	0.0%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0500-0600	55	45.5%	0.0%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	27	Y	0600-0700	185	40.5%	2.7%	0.0%	16.2%	5.4%	5.4%	10.8%	2.7%	0.0%	2.7%	2.7%	0.0%	2.7%	0.0%	2.7%	2.7%	2.7%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	0700-0800	440	36.4%	2.3%	1.1%	15.9%	5.7%	4.5%	10.2%	2.3%	1.1%	2.3%	2.3%	1.1%	2.3%	1.1%	3.4%	3.4%	3.4%	1.1%	100.0%
Ko Fai Road	9	1	50	20	Y	0800-0900	480	36.5%	2.1%	1.0%	16.7%	6.3%	5.2%	10.4%	2.1%	1.0%	2.1%	2.1%	1.0%	2.1%	1.0%	3.1%	3.1%	3.1%	1.0%	100.0%
Ko Fai Road	9	1	50	21	Y	0900-1000	445	37.1%	2.2%	1.1%	15.7%	5.6%	4.5%	10.1%	2.2%	1.1%	2.2%	2.2%	1.1%	2.2%	1.1%	3.4%	3.4%	3.4%	1.1%	100.0%
Ko Fai Road	9	1	50	20	Y	1000-1100	470	38.3%	2.1%	1.1%	14.9%	6.4%	5.3%	9.6%	2.1%	1.1%	2.1%	2.1%	1.1%	2.1%	1.1%	3.2%	3.2%	3.2%	1.1%	100.0%
Ko Fai Road	9	1	50	19	Y	1100-1200	515	39.8%	1.9%	1.0%	15.5%	5.8%	4.9%	9.7%	1.9%	1.0%	1.9%	1.9%	1.0%	1.9%	1.0%	2.9%	3.9%	2.9%	1.0%	100.0%
Ko Fai Road	9	1	50	19	Y	1200-1300	520	41.3%	1.9%	1.0%	14.4%	5.8%	4.8%	9.6%	1.9%	1.0%	1.9%	1.9%	1.0%	1.9%	1.0%	2.9%	3.8%	2.9%	1.0%	100.0%
Ko Fai Road	9	1	50	20	Y	1300-1400	470	44.7%	2.1%	0.0%	14.9%	6.4%	5.3%	10.6%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	3.2%	4.3%	3.2%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1400-1500	430	46.5%	2.3%	0.0%	15.1%	5.8%	4.7%	10.5%	1.2%	0.0%	1.2%	1.2%	1.2%	1.2%	0.0%	2.3%	4.7%	2.3%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1500-1600	445	47.2%	2.2%	0.0%	14.6%	5.6%	4.5%	10.1%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.6%	2.2%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1600-1700	455	48.4%	2.2%	0.0%	14.3%	5.5%	4.4%	9.9%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.5%	2.2%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1700-1800	450	48.9%	2.2%	0.0%	13.3%	5.6%	4.4%	10.0%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.6%	2.2%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1800-1900	440	47.7%	2.3%	0.0%	13.6%	5.7%	4.5%	10.2%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.3%	5.7%	2.3%	0.0%	100.0%
Ko Fai Road	9	1	50	23	Y	1900-2000	345	46.4%	1.4%	0.0%	13.0%	5.8%	4.3%	10.1%	1.4%	0.0%	1.4%	1.4%	1.4%	1.4%	0.0%	2.9%	5.8%	2.9%	0.0%	100.0%
Ko Fai Road	9	1	50	25	Y	2000-2100	295	47.5%	1.7%	0.0%	13.6%	5.1%	5.1%	10.2%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	0.0%	1.7%	5.1%	1.7%	0.0%	100.0%
Ko Fai Road	9	1	50	25	Y	2100-2200	300	48.7%	1.7%	0.0%	15.0%	5.0%	5.0%	10.0%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	0.0%	1.7%	5.0%	1.7%	0.0%	100.0%
Ko Fai Road	9	1	50	26	Y	2200-2300	245	44.9%	2.0%	0.0%	14.3%	6.1%	4.1%	10.2%	2.0%	0.0%	2.0%	2.0%	2.0%	2.0%	0.0%	2.0%	4.1%	2.0%	0.0%	100.0%
Ko Fai Road	9	1	50	29	Y	2300-0000	130	46.2%	3.8%	0.0%	15.4%	7.7%	3.8%	11.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	3.8%	3.8%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0600-0700	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0700-0800	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	100.0%
Ko Fai Road	10	1	50	30	Y	0800-0900	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	100.0%
Ko Fai Road	10	1	50	30	Y	0900-1000	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	100.0%
Ko Fai Road	10	1	50	30	Y	1000-1100	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	100.0%
Ko Fai Road	10	1	50	30	Y	1100-1200	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	100.0%
Ko Fai Road	10	1	50	30	Y	1200-1300	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	100.0%
Ko Fai Road	10	1	50	30	Y	1300-1400	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	100.0%
Ko Fai Road	10	1	50	30	Y	1400-1500	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	100.0%
Ko Fai Road	10	1	50	30	Y	1500-1600	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	100.0%
Ko Fai Road	10	1	50	30	Y	1600-1700	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	100.0%
Ko Fai Road	10	1	50	30	Y	1700-1800	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	100.0%
Ko Fai Road	10	1	50	30	Y	1800-1900	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	100.0%
Ko Fai Road	10	1	50	30	Y	1900-2000	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	100.0%
Ko Fai Road	10	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	100.0%
Ko Fai Road	10	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	100.0%
Ko Fai Road	10	1	50	30	Y	2200-2300	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	100.0%
Ko Fai Road	10	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	11	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0600-0700	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Ko Fai Road	11	1	50	29	Y	0900-1000	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Ko Fai Road	11	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Ko Fai Road	11	1	50	28	Y	1100-1200	145	27.6%	3.4%	3.4%	10.3%	3.4%	3.4%	10.3%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Ko Fai Road	11	1	50	28	Y	1200-1300	155	25.8%	3.2%	3.2%	9.7%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	100.0%
Ko Fai Road	11	1	50	28	Y	1300-1400	150	23.3%	3.3%	3.3%	10.0%	6.7%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Ko Fai Road	11	1	50	28	Y	1400-1500	150	23.3%	3.3%	3.3%	10.0%	6.7%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Ko Fai Road	11	1	50	28	Y	1500-1600	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	100.0%
Ko Fai Road	11	1	50	28	Y	1600-1700	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	100.0%
Ko Fai Road	11	1	50	28	Y	1700-1800	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	100.0%
Ko Fai Road	11	1	50	28	Y	1800-1900	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	100.0%
Ko Fai Road	11	1	50	29	Y	1900-2000	125	20.0%	4.0%	4.0%	12.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Ko Fai Road	11	1	50	29	Y	2000-2100	120	20.8%	4.2%	4.2%	8.3%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Ko Fai Road	11	1	50	29	Y	2100-2200	120	20.8%	4.2%	4.2%	8.3%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Ko Fai Road	11	1	50	29	Y	2200-2300	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Ko Fai Road	11	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0000-0100	55	45.5%	9.1%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0100-0200	50	50.0%	0.0%	0.0%	20.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0200-0300	30	66.7%	0.0%	0.0%	16.7%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0300-0400	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0400-0500	35	57.1%	0.0%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0500-0600	50	50.0%	0.0%	0.0%	20.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	28	Y	0600-0700	165	42.4%	3.0%	0.0%	15.2%	6.1%	6.1%	9.1%	3.0%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	3.0%	3.0%	3.0%	0.0%	100.0%
Ko Fai Road	12	1	50	22	Y	0700-0800	395	39.2%	3.8%	1.3%	15.2%	5.1%	5.1%	7.6%	2.5%	1.3%	2.5%	1.3%	1.3%	2.5%	1.3%	2.5%	3.8%	2.5%	1.3%	100.0%
Ko Fai Road	12	1	50	21	Y	0800-0900	430	40.7%	3.5%	1.2%	15.1%	5.8%	4.7%	8.1%	2.3%	1.2%	2.3%	1.2%	1.2%	2.3%	1.2%	2.3%	3.5%	2.3%	1.2

Yan Yue Wai	15	1	50	30	Y	1400-1500	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1500-1600	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1600-1700	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1700-1800	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1800-1900	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1900-2000	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2200-2300	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	16	1	50	30	Y	0700-0800	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	0800-0900	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	0900-1000	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1000-1100	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1100-1200	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1200-1300	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Yan Yue Wai	16	1	50	30	Y	1300-1400	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1400-1500	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1500-1600	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1600-1700	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1700-1800	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1800-1900	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1900-2000	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2000-2100	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2100-2200	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2200-2300	65	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Yan Yue Wai	16	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	17	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	28	Y	0700-0800	175	34.3%	5.7%	2.9%	11.4%	5.7%	2.9%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	2.9%	2.9%	100.0%
Yan Yue Wai	17	1	50	28	Y	0800-0900	180	36.1%	5.6%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	0.0%	2.8%	2.8%	100.0%
Yan Yue Wai	17	1	50	28	Y	0900-1000	175	34.3%	5.7%	2.9%	11.4%	5.7%	2.9%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	2.9%	2.9%	100.0%
Yan Yue Wai	17	1	50	28	Y	1000-1100	180	36.1%	5.6%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	0.0%	2.8%	2.8%	100.0%
Yan Yue Wai	17	1	50	27	Y	1100-1200	195	38.5%	5.1%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	0.0%	2.6%	2.6%	100.0%
Yan Yue Wai	17	1	50	27	Y	1200-1300	195	38.5%	5.1%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	0.0%	2.6%	2.6%	100.0%
Yan Yue Wai	17	1	50	29	Y	1300-1400	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1400-1500	135	51.9%	3.7%	0.0%	18.5%	7.4%	3.7%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.7%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1500-1600	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1600-1700	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1700-1800	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1800-1900	135	51.9%	3.7%	0.0%	18.5%	7.4%	3.7%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.7%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1900-2000	105	52.4%	4.8%	0.0%	19.0%	4.8%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	4.8%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2000-2100	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	5.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2100-2200	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	5.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2200-2300	80	50.0%	6.3%	0.0%	12.5%	6.3%	6.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	6.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2300-0000	35	57.1%	0.0%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0700-0800	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0800-0900	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0900-1000	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1000-1100	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1100-1200	60	33.3%	8.3%	8.3%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1200-1300	70	28.6%	14.3%	7.1%	14.3%	7.1%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1300-1400	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1400-1500	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1500-1600	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1600-1700	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1700-1800	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1800-1900	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1900-2000	40	37.5%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2000-2100	35	28.6%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2100-2200	40	37.5%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2200-2300	35	28.6%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0000-0100	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0300-0400	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0500-0600	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0600-0700	65	53.8%	7.7%	0.0%	15.4%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	100.0%
Shung Shun Street	19	1	50	28	Y	0700-0800	175	40.0%	5.7%	2.9%	14.3%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	2.9%	2.9%	5.7%	5.7%	0.0%	5.7%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	0800-0900	185	43.2%	5.4%	2.7%	13.5%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	5.4%	0.0%	100.0%
Shung Shun Street	19	1	50	28	Y	0900-1000	180	41.7%	5.6%	2.8%	13.9%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	5.6%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1000-1100	185	43.2%	5.4%	2.7%	13.5%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	5.4%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1100-1200	205	43.9%	7.3%	2.4%	14.6%	4.9%	2.4%	2.4%	2.4%	2.4%	2.4%	0.0%	0.0%	0.0%	2.4%	2.4%	4.9%	4.9%	0.0%	4.9%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1200-1300	205	43.9%	7.3%

Shunq Shun Street	23	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	0700-0800	145	34.5%	6.9%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	0.0%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	0800-0900	150	36.7%	6.7%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	0900-1000	145	34.5%	6.9%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	0.0%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	1000-1100	150	36.7%	6.7%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	1100-1200	160	37.5%	6.3%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	3.1%	3.1%	3.1%	6.3%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	1200-1300	160	37.5%	6.3%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	3.1%	3.1%	3.1%	6.3%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	1300-1400	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	0.0%	3.2%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	1400-1500	150	36.7%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	0.0%	3.3%	3.3%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	1500-1600	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	0.0%	3.2%	3.2%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	1600-1700	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	0.0%	3.2%	3.2%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	1700-1800	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	0.0%	3.2%	3.2%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	28	Y	1800-1900	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	0.0%	3.2%	3.2%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	29	Y	1900-2000	120	37.5%	4.2%	4.2%	16.7%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	0.0%	0.0%	0.0%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	29	Y	2000-2100	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	29	Y	2100-2200	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	30	Y	2200-2300	95	31.6%	5.3%	5.3%	10.5%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	5.3%	5.3%	5.3%	5.3%	0.0%	0.0%	100.0%
Shunq Shun Street	23	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	0600-0700	65	46.2%	7.7%	0.0%	15.4%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	0700-0800	180	36.1%	8.3%	2.8%	13.9%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	0800-0900	185	37.8%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	0900-1000	180	36.1%	8.3%	2.8%	13.9%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	1000-1100	185	37.8%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	1100-1200	200	40.0%	7.5%	2.5%	15.0%	5.0%	2.5%	5.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	1200-1300	200	40.0%	7.5%	2.5%	15.0%	5.0%	2.5%	5.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	1300-1400	190	42.1%	7.9%	2.6%	15.8%	5.3%	2.6%	5.3%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	5.3%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	1400-1500	175	42.9%	5.7%	2.9%	14.3%	5.7%	2.9%	5.7%	0.0%	2.9%	2.9%	0.0%	0.0%	0.0%	2.9%	2.9%	5.7%	2.9%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	1500-1600	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	1600-1700	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	1700-1800	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	1800-1900	180	41.7%	5.6%	2.8%	16.7%	5.6%	2.8%	5.6%	0.0%	2.8%	2.8%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	2.8%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	1900-2000	140	42.9%	7.1%	3.6%	14.3%	3.6%	3.6%	3.6%	0.0%	3.6%	3.6%	0.0%	0.0%	0.0%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	2000-2100	125	40.0%	4.0%	4.0%	16.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	2100-2200	125	40.0%	4.0%	4.0%	16.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	2200-2300	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	100.0%
Shunq Shun Street	24	1	50	30	Y	2300-0000	50	40.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	30	Y	0000-0100	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	30	Y	0100-0200	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	30	Y	0200-0300	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	30	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	30	Y	0400-0500	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	30	Y	0500-0600	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	30	Y	0600-0700	95	42.1%	10.5%	0.0%	15.8%	5.3%	0.0%	5.3%	5.3%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	29	Y	0700-0800	235	38.3%	10.6%	2.1%	12.8%	6.4%	2.1%	4.3%	4.3%	2.1%	4.3%	0.0%	0.0%	0.0%	2.1%	2.1%	4.3%	4.3%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	29	Y	0800-0900	255	39.2%	9.8%	2.0%	13.7%	5.9%	2.0%	3.9%	5.9%	2.0%	3.9%	0.0%	0.0%	0.0%	2.0%	2.0%	3.9%	3.9%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	29	Y	0900-1000	245	38.8%	10.2%	2.0%	14.3%	6.1%	2.0%	4.1%	4.1%	2.0%	4.1%	0.0%	0.0%	0.0%	2.0%	2.0%	4.1%	4.1%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	29	Y	1000-1100	255	39.2%	11.8%	2.0%	13.7%	5.9%	2.0%	3.9%	3.9%	2.0%	3.9%	0.0%	0.0%	0.0%	2.0%	2.0%	3.9%	3.9%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	28	Y	1100-1200	285	40.4%	12.3%	1.8%	14.0%	5.3%	1.8%	3.5%	3.5%	1.8%	3.5%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	28	Y	1200-1300	290	39.7%	13.8%	1.7%	13.8%	5.2%	1.7%	3.4%	3.4%	1.7%	3.4%	0.0%	0.0%	0.0%	1.7%	1.7%	5.2%	3.4%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	29	Y	1300-1400	280	41.1%	14.3%	1.8%	14.3%	5.4%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	1.8%	1.8%	5.4%	3.6%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	29	Y	1400-1500	265	39.6%	15.1%	1.9%	13.2%	5.7%	1.9%	3.8%	1.9%	1.9%	1.9%	0.0%	0.0%	0.0%	1.9%	1.9%	5.7%	3.8%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	29	Y	1500-1600	280	39.3%	16.1%	1.8%	14.3%	5.4%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	1.8%	1.8%	5.4%	3.6%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	28	Y	1600-1700	285	40.4%	17.5%	1.8%	14.0%	5.3%	1.8%	3.5%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	28	Y	1700-1800	285	40.4%	17.5%	1.8%	14.0%	5.3%	1.8%	3.5%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	29	Y	1800-1900	275	40.0%	16.4%	1.8%	14.5%	5.5%	1.8%	3.6%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	1.8%	1.8%	5.5%	3.6%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	29	Y	1900-2000	210	40.5%	16.7%	2.4%	14.3%	4.8%	2.4%	2.4%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	2.4%	2.4%	4.8%	2.4%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	29	Y	2000-2100	190	39.5%	15.8%	2.6%	13.2%	5.3%	2.6%	2.6%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	30	Y	2100-2200	190	39.5%	15.8%	2.6%	13.2%	5.3%	2.6%	2.6%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	30	Y	2200-2300	155	38.7%	12.9%	3.2%	12.9%	6.5%	3.2%	3.2%	0.0%	3.2%	3.2%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Shunq Shun Street	25	1	50	30	Y	2300-0000	70	42.9%	14.3%	0.0%	14.3%	7.1%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0600-0700	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	26	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	11.5%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	26	1	50	29	Y	0900-1000	125	24.0%	4.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	26	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	11.5%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	26	1	50	29	Y	1100-1200	135	29.6%	3.7%	3.7%	11.1%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1200-1300	140	28.6%	3.6%	3.6%	10.7%	3.6%	3.6%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	26	1	50	29	Y	1300-1400	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1400-1500	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1500-1600	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1600-1700	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1700-1800	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1800-1900	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1900-2000	115	21.7%	4.3%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	26	1	50	29	Y	2000-2100	115	21.7%	4.3%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	26	1	50	29	Y	2100-2200	115	21.7%	4.3%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	26	1	50	29	Y	2200-2300	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	26	1	50	30	Y	2300-0000	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	27	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	27	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	27	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0

Sze Shan Street	30	1	50	27	Y	1200-1300	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1300-1400	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	28	Y	1400-1500	180	30.6%	8.3%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	5.6%	2.8%	2.8%	100.0%
Sze Shan Street	30	1	50	27	Y	1500-1600	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1600-1700	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1700-1800	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1800-1900	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	28	Y	1900-2000	145	31.0%	6.9%	3.4%	10.3%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	30	1	50	29	Y	2000-2100	135	29.6%	7.4%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	30	1	50	29	Y	2100-2200	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	30	1	50	29	Y	2200-2300	120	25.0%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	30	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0800-0900	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	28	Y	0700-0800	170	29.4%	5.9%	2.9%	11.8%	5.9%	2.9%	8.8%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	0800-0900	175	31.4%	5.7%	2.9%	11.4%	5.7%	2.9%	8.6%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	0900-1000	170	29.4%	5.9%	2.9%	11.8%	5.9%	2.9%	8.8%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	1000-1100	175	31.4%	5.7%	2.9%	11.4%	5.7%	2.9%	8.6%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	27	Y	1100-1200	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	7.9%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1200-1300	195	30.8%	7.7%	2.6%	12.8%	5.1%	2.6%	7.7%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.1%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1300-1400	195	30.8%	7.7%	2.6%	12.8%	5.1%	2.6%	7.7%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.1%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1400-1500	185	29.7%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	31	1	50	27	Y	1500-1600	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1600-1700	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1700-1800	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1800-1900	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	28	Y	1900-2000	155	29.0%	6.5%	3.2%	12.9%	3.2%	3.2%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	100.0%
Sze Shan Street	31	1	50	29	Y	2000-2100	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	31	1	50	29	Y	2100-2200	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	31	1	50	29	Y	2200-2300	120	25.0%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	31	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0000-0100	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0200-0300	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0300-0400	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0600-0700	65	46.2%	7.7%	0.0%	23.1%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	27	Y	0700-0800	205	31.7%	7.3%	2.4%	14.6%	7.3%	2.4%	4.9%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.9%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	27	Y	0800-0900	215	32.6%	7.0%	2.3%	16.3%	7.0%	2.3%	4.7%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	4.7%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	0900-1000	205	31.7%	7.3%	2.4%	14.6%	7.3%	2.4%	4.9%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.9%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	27	Y	1000-1100	210	31.0%	7.1%	2.4%	16.7%	7.1%	2.4%	4.8%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.8%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	26	Y	1100-1200	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	26	Y	1200-1300	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	28	Y	1300-1400	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	27	Y	1400-1500	215	30.2%	9.3%	2.3%	14.0%	7.0%	2.3%	4.7%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	7.0%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1500-1600	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1600-1700	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1700-1800	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1800-1900	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	28	Y	1900-2000	175	28.6%	8.6%	2.9%	14.3%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	5.7%	2.9%	2.9%	100.0%
Sze Shan Street	32	1	50	28	Y	2000-2100	160	28.1%	6.3%	3.1%	12.5%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	3.1%	100.0%
Sze Shan Street	32	1	50	28	Y	2100-2200	165	27.3%	6.1%	3.0%	12.1%	6.1%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	6.1%	3.0%	3.0%	100.0%
Sze Shan Street	32	1	50	29	Y	2200-2300	140	25.0%	7.1%	3.6%	10.7%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	32	1	50	30	Y	2300-0000	50	40.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0000-0100	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0300-0400	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0500-0600	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0600-0700	80	50.0%	6.3%	0.0%	18.8%	6.3%	6.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0700-0800	195	41.0%	7.7%	2.6%	15.4%	7.7%	5.1%	7.7%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	2.6%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0800-0900	210	42.9%	7.1%	2.4%	16.7%	7.1%	4.8%	7.1%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0900-1000	205	41.5%	7.3%	2.4%	17.1%	7.3%	4.9%	7.3%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1000-1100	210	42.9%	7.1%	2.4%	16.7%	7.1%	4.8%	7.1%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	26	Y	1100-1200	235	44.7%	6.4%	2.1%	17.0%	6.4%	4.3%	6.4%	0.0%	2.1%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	2.1%	0.0%	100.0%
Sze Shan Street	33	1	50	26	Y	1200-1300	235	44.7%	6.4%	2.1%	17.0%	6.4%	4.3%	6.4%	0.0%	2.1%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	2.1%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1300-1400	220	47.7%	6.8%	2.3%	18.2%	6.8%	2.3%	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.8%	2.3%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1400-1500	195	48.7%	5.1%	2.6%	17.9%	7.7%	2.6%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	2.6%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1500-1600	205	48.8%	4.9%	2.4%	19.5%	7.3%	2.4%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1600-1700	210	50.0%	4.8%	2.4%	19.0%	7.1%	2.4%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1700-1800	210	50.0%	4.8%	2.4%	19.0%	7.1%	2.4%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1800-1900	205	48.8%	4.9%	2.4%	19.5%	7.3%	2.4%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	28	Y	1900-2000	160	46.9%	6.3%	3.1%	18.8%	6.3%	3.1%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	3.1%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2000-2100	135	48.1%	3.7%	3.7%	18.5%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	3.7%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2100-2200	135	48.1%	3.7%	3.7%	18.5%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	3.7%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2200-2300	115	47.8%	4.3%	4.3%	17.4%	8.7%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	2300-0000	60	50.0%	8.3%	0.0%	16.7%	8.3%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0000-0100	25	60.0%	0.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0300-0400	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0500-0600	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0600-0700	85	41.2%	5.9%	0.0%	17.6%	5.9%	5.9%	11.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	5.9%	0.0%	100.0%
Sze Shan Street	34	1	50	27	Y	0700-0800	210	38.1%	7.1%	2.4%	16.7%	7.1%	4.8%	9.5%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	0800-0900	225	40.0%	6.7%	2.2%	17.8%	6.7%	4.4%	8.9%	0.0%	2.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	4.4%	0.0%	100.0%
Sze Shan Street	34	1	50	27	Y	0900-1000	215	39.5%	7.0%	2.3%	16.3%	7.0%	4.7%	9.3%	0.0%	2.3%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	4.7%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1000-1100	225	40.0%	6.7%	2.2%	17.8%	6.7%	4.4%	8.9%	0.0%	2.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	4.4%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1100-1200	250	40.0%	6.0%	2.0%	18.0%	8.0%	4.0%	8.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	4.0%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1200-1300	250	40.0%	6.0%	2.0%	18.0%	8.0%	4.0%	8.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	4.0%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1300-1400	230	41.3%	6.5%	2.2%	19.6%	8.7%	4.3%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	2.2%	0.0%	100.0%
Sze Shan Street	34	1	50	27

Sze Shan Street	37	1	50	30	Y	2300-0000	35	28.6%	14.3%	0.0%	28.6%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0100-0200	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	38	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0600-0700	30	33.3%	16.7%	0.0%	33.3%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	29	Y	0700-0800	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	0800-0900	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	0900-1000	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	1000-1100	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	28	Y	1100-1200	145	20.7%	6.9%	3.4%	17.2%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	38	1	50	28	Y	1200-1300	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	3.3%	100.0%
Sze Shan Street	38	1	50	28	Y	1300-1400	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	3.3%	100.0%
Sze Shan Street	38	1	50	28	Y	1400-1500	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	3.3%	100.0%
Sze Shan Street	38	1	50	28	Y	1500-1600	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1600-1700	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1700-1800	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1800-1900	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1900-2000	130	19.2%	7.7%	3.8%	15.4%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	2000-2100	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	38	1	50	29	Y	2100-2200	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	38	1	50	29	Y	2200-2300	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	38	1	50	30	Y	2300-0000	25	40.0%	20.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	39	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0600-0700	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	29	Y	0700-0800	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	0800-0900	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	0900-1000	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	1000-1100	120	20.8%	4.2%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	39	1	50	29	Y	1100-1200	130	19.2%	7.7%	3.8%	15.4%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	39	1	50	29	Y	1200-1300	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	29	Y	1300-1400	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	29	Y	1400-1500	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	28	Y	1500-1600	145	20.7%	10.3%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	39	1	50	28	Y	1600-1700	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	28	Y	1700-1800	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	28	Y	1800-1900	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	29	Y	1900-2000	125	20.0%	8.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	39	1	50	29	Y	2000-2100	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	2100-2200	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	39	1	50	29	Y	2200-2300	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	39	1	50	30	Y	2300-0000	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0700-0800	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0800-0900	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0900-1000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	1000-1100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	29	Y	1100-1200	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1200-1300	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1300-1400	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1400-1500	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1500-1600	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1600-1700	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1700-1800	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1800-1900	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1900-2000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	40	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Sze Shan Street	40	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0700-0800	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0800-0900	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0900-1000	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	1000-1100	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	29	Y	1100-1200	105	14.3%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	41	1	50	29	Y	1200-1300	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1300-1400	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1400-1500	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1500-1600	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1600-1700	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1700-1800	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1800-1900	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	30	Y	1900-2000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2200-2300	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	100.0%
Sze Shan Street	41	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	42	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	42	1	50	30

Shunq Shan Street	45	1	50	30	Y	1000-1100	80	18.8%	6.3%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shunq Shan Street	45	1	50	30	Y	1100-1200	80	18.8%	6.3%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shunq Shan Street	45	1	50	30	Y	1200-1300	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Shunq Shan Street	45	1	50	30	Y	1300-1400	90	16.7%	0.0%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Shunq Shan Street	45	1	50	30	Y	1400-1500	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shunq Shan Street	45	1	50	30	Y	1500-1600	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shunq Shan Street	45	1	50	30	Y	1600-1700	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shunq Shan Street	45	1	50	30	Y	1700-1800	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shunq Shan Street	45	1	50	30	Y	1800-1900	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shunq Shan Street	45	1	50	30	Y	1900-2000	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shunq Shan Street	45	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shunq Shan Street	45	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shunq Shan Street	45	1	50	30	Y	2200-2300	65	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	100.0%
Shunq Shan Street	45	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0700-0800	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0800-0900	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0900-1000	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1000-1100	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1100-1200	45	33.3%	11.1%	0.0%	11.1%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1200-1300	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1300-1400	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1400-1500	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1500-1600	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1600-1700	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1700-1800	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1800-1900	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1900-2000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2000-2100	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2100-2200	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2200-2300	30	16.7%	16.7%	0.0%	16.7%	16.7%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0700-0800	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0800-0900	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0900-1000	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1000-1100	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1100-1200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1200-1300	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1300-1400	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	47	1	50	30	Y	1400-1500	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1500-1600	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1600-1700	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1700-1800	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1800-1900	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1900-2000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	2000-2100	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2100-2200	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2200-2300	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	0600-0700	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	29	Y	0700-0800	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	0800-0900	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	0900-1000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1000-1100	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1100-1200	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Cho Yuen Street	48	1	50	29	Y	1200-1300	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1300-1400	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1400-1500	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1500-1600	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1600-1700	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1700-1800	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1800-1900	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	30	Y	1900-2000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2200-2300	90	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	100.0%
Cho Yuen Street	48	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	49	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	49	1	50	30	Y	0700-0800	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	0800-0900	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	0900-1000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1000-1100	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1100-1200	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%

Shunq Yiu Street	52	1	50	30	Y	2100-2200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	52	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	52	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0700-0800	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0800-0900	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0900-1000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1000-1100	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1100-1200	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1200-1300	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1300-1400	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1400-1500	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1500-1600	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1600-1700	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1700-1800	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1800-1900	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1900-2000	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2000-2100	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2100-2200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0600-0700	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0700-0800	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0800-0900	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0900-1000	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1000-1100	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1100-1200	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	29	Y	1200-1300	105	19.0%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1300-1400	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1400-1500	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1500-1600	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1600-1700	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1700-1800	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1800-1900	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1900-2000	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2000-2100	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2100-2200	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2200-2300	25	40.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko On Lane	55	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0600-0700	25	40.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0700-0800	95	26.3%	5.3%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0800-0900	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0900-1000	95	26.3%	5.3%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1000-1100	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1100-1200	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1200-1300	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1300-1400	75	40.0%	0.0%	6.7%	26.7%	13.3%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1400-1500	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1500-1600	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1600-1700	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1700-1800	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1800-1900	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1900-2000	50	40.0%	0.0%	10.0%	20.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2000-2100	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2100-2200	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2200-2300	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0000-0100	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0100-0200	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0200-0300	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0400-0500	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0500-0600	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	29	30	Y	0600-0700	125	48.0%	12.0%	0.0%	12.0%	4.0%	4.0%	4.0%	8.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	25	30	Y	0700-0800	300	41.7%	10.0%	1.7%	10.0%	5.0%	3.3%	5.0%	6.7%	1.7%	3.3%	0.0%	0.0%	1.7%	1.7%	1.7%	5.0%	1.7%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	24	30	Y	0800-0900	325	42.1%	10.8%	1.5%	10.8%	4.6%	3.1%	4.6%	6.2%	1.5%	3.1%	0.0%	0.0%	1.5%	1.5%	1.5%	4.6%	1.5%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	24	30	Y	0900-1000	315	41.3%	11.1%	1.6%	11.1%	4.8%	3.2%	4.8%	6.3%	1.6%	3.2%	0.0%	0.0%	1.6%	1.6%	1.6%	4.8%	1.6%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	24	30	Y	1000-1100	325	43.1%	10.8%	1.5%	10.8%	4.6%	3.1%	4.6%	6.2%	1.5%	3.1%	0.0%	0.0%	1.5%	1.5%	1.5%	4.6%	1.5%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	23	30	Y	1100-1200	350	44.3%	11.4%	1.4%	11.4%	4.3%	2.9%	4.3%	5.7%	1.4%	2.9%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	23	30	Y	1200-1300	365	44.8%	12.3%	1.4%	12.3%	4.1%	2.7%	4.1%	5.5%	1.4%	2.7%	0.0%	0.0%	1.4%	1.4%	1.4%	4.1%	1.4%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	23	30	Y	1300-1400	345	44.9%	11.6%	1.4%	11.6%	4.3%	2.9%	4.3%	5.8%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	24	30	Y	1400-1500	335	43.3%	11.9%	1.5%	11.9%	4.5%	3.0%	4.5%	6.0%	1.5%	1.5%	0.0%	0.0%	1.5%	1.5%	1.5%	4.5%	1.5%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	23	30	Y	1500-1600	350	42.9%	12.9%	1.4%	12.9%	4.3%	2.9%	4.3%	5.7%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	23	30	Y	1600-1700	360	44.4%	12.5%	1.4%	12.5%	4.2%	2.8%	4.2%	5.6%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.2%	1.4%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	23	30	Y	1700-1800	355	43.7%	12.7%	1.4%	12.7%	4.2%	2.8%	4.2%	5.6%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.2%	1.4%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	23	30	Y	1800-1900	350	42.9%	12.9%	1.4%	12.9%	4.3%	2.9%	4.3%	5.7%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	25	30	Y	1900-2000	270	42.6%	13.0%	1.9%	13.0%	3.7%	1.9%	3.7%	5.6%	1.9%	1.9%	0.0%	0.0%	1.9%	1.9%	1.9%	3.7%	1.9%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	26	30	Y	2000-2100	245	40.8%	12.2%	2.0%	12.2%	4.1%	2.0%	4.1%	6.1%	2.0%	2.0%	0.0%	0.0%	2.0%	2.0%	2.0%	4.1%	2.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	26	30	Y	2100-2200	245	40.8%	12.2%	2.0%	12.2%	4.1%	2.0%	4.1%	6.1%	2.0%	2.0%	0.0%	0.0%	2.0%	2.0%	2.0%	4.1%	2.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1

Cha Kwo Ling Road	60	1	50	37	Y	0800-0900	465	44.1%	6.5%	1.1%	15.1%	5.4%	4.3%	7.5%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.3%	2.2%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	0900-1000	440	43.2%	6.8%	1.1%	14.8%	5.7%	4.5%	6.8%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.5%	2.3%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	1000-1100	460	43.5%	6.5%	1.1%	15.2%	5.4%	4.3%	7.6%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.3%	2.2%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1100-1200	515	42.7%	7.8%	1.0%	16.5%	5.8%	3.9%	6.8%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.9%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1200-1300	525	42.9%	7.6%	1.0%	16.2%	5.7%	3.8%	6.7%	1.9%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.8%	1.9%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1300-1400	510	42.2%	7.8%	1.0%	16.7%	5.9%	3.9%	6.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1400-1500	475	41.1%	8.4%	1.1%	16.8%	6.3%	3.2%	6.3%	2.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	5.3%	1.1%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1500-1600	495	41.4%	8.1%	1.0%	17.2%	7.1%	3.0%	6.1%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.1%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1600-1700	510	41.2%	8.8%	1.0%	17.6%	6.9%	2.9%	5.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1700-1800	505	40.6%	8.9%	1.0%	17.8%	6.9%	3.0%	5.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.0%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1800-1900	495	40.4%	9.1%	1.0%	17.2%	7.1%	3.0%	6.1%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.1%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	1900-2000	385	40.3%	7.8%	1.3%	16.9%	6.5%	2.6%	6.5%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	5.2%	1.3%	1.3%	100.0%
Cha Kwo Ling Road	60	1	50	38	Y	2000-2100	340	39.7%	8.8%	1.5%	16.2%	5.9%	2.9%	5.9%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	60	1	50	38	Y	2100-2200	340	39.7%	8.8%	1.5%	16.2%	5.9%	2.9%	5.9%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	60	1	50	39	Y	2200-2300	280	39.3%	7.1%	1.8%	16.1%	5.4%	3.6%	5.4%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	3.6%	1.8%	1.8%	100.0%
Cha Kwo Ling Road	60	1	50	40	Y	2300-0000	125	48.0%	8.0%	0.0%	20.0%	8.0%	4.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0000-0100	130	50.0%	3.8%	0.0%	15.4%	7.7%	3.8%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0100-0200	125	48.0%	4.0%	0.0%	16.0%	8.0%	4.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	8.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0200-0300	90	50.0%	5.6%	0.0%	16.7%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0300-0400	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0400-0500	95	47.4%	5.3%	0.0%	15.8%	5.3%	5.3%	10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0500-0600	130	50.0%	3.8%	0.0%	15.4%	7.7%	3.8%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	38	Y	0600-0700	375	46.7%	4.0%	0.0%	16.0%	6.7%	4.0%	8.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	1.3%	4.0%	8.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	32	Y	0700-0800	850	44.1%	4.1%	0.6%	15.9%	5.9%	3.5%	7.6%	0.6%	0.6%	1.2%	0.6%	0.6%	0.6%	0.6%	1.2%	4.1%	7.6%	0.6%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	0800-0900	940	44.1%	4.3%	0.5%	16.0%	5.9%	3.7%	7.4%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.3%	8.0%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	32	Y	0900-1000	870	44.3%	4.6%	0.6%	15.5%	5.7%	3.4%	7.5%	0.6%	0.6%	1.1%	0.6%	0.6%	0.6%	0.6%	1.1%	4.6%	7.5%	0.6%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1000-1100	920	45.1%	4.3%	0.5%	15.8%	6.0%	3.8%	7.1%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.3%	7.1%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1100-1200	1030	45.6%	4.9%	0.5%	15.5%	5.8%	3.9%	7.3%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	4.4%	6.8%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1200-1300	1050	45.7%	4.8%	0.5%	15.7%	5.7%	3.8%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	4.8%	6.7%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1300-1400	1005	46.3%	5.0%	0.5%	15.4%	5.5%	3.5%	7.5%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	0.5%	5.0%	6.5%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1400-1500	940	46.3%	5.3%	0.5%	15.4%	5.9%	3.7%	6.9%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	0.5%	4.8%	5.9%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1500-1600	980	46.9%	5.1%	0.5%	15.3%	5.6%	3.6%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	0.5%	5.1%	5.6%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1600-1700	1010	47.5%	5.4%	0.5%	15.3%	5.4%	3.5%	6.9%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	0.5%	5.0%	5.4%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1700-1800	990	47.5%	5.6%	0.5%	15.2%	5.6%	3.5%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	0.5%	5.1%	5.1%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1800-1900	970	46.9%	5.7%	0.5%	14.9%	5.7%	3.6%	7.2%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	0.5%	5.2%	5.2%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	33	Y	1900-2000	736	46.9%	5.4%	0.7%	15.0%	5.4%	3.4%	6.8%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	4.8%	5.4%	0.7%	100.0%
Cha Kwo Ling Road	61	1	50	34	Y	2000-2100	655	45.8%	5.3%	0.8%	15.3%	5.3%	3.8%	6.9%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	4.6%	5.3%	0.8%	100.0%
Cha Kwo Ling Road	61	1	50	34	Y	2100-2200	660	46.2%	5.3%	0.8%	15.2%	5.3%	3.8%	6.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	4.5%	5.3%	0.8%	100.0%
Cha Kwo Ling Road	61	1	50	36	Y	2200-2300	535	44.9%	4.7%	0.9%	15.0%	5.6%	3.7%	6.5%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	4.7%	5.6%	0.9%	100.0%
Cha Kwo Ling Road	61	1	50	39	Y	2300-0000	270	48.1%	5.6%	0.0%	16.7%	5.6%	3.7%	7.4%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0000-0100	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0100-0200	90	50.0%	5.6%	0.0%	16.7%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0200-0300	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0300-0400	65	46.2%	7.7%	0.0%	15.4%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0400-0500	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0500-0600	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	39	Y	0600-0700	295	47.5%	6.8%	0.0%	13.6%	5.1%	3.4%	6.8%	1.7%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	1.7%	5.1%	6.8%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	0700-0800	675	45.9%	6.7%	0.7%	14.1%	5.2%	3.7%	5.2%	1.5%	0.7%	1.5%	0.7%	0.7%	1.5%	0.0%	0.7%	4.4%	5.9%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	0800-0900	745	46.3%	6.7%	0.7%	14.1%	5.4%	3.4%	5.4%	1.3%	0.7%	1.3%	0.7%	0.7%	1.3%	0.0%	0.7%	4.7%	6.0%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	0900-1000	685	46.0%	6.6%	0.7%	13.9%	5.1%	3.6%	5.8%	1.5%	0.7%	1.5%	0.7%	0.7%	1.5%	0.0%	0.7%	4.4%	5.8%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1000-1100	715	46.2%	6.3%	0.7%	14.0%	4.9%	3.5%	6.3%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.9%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1100-1200	790	46.8%	6.3%	0.6%	13.9%	5.1%	3.8%	6.3%	1.3%	0.6%	1.3%	0.6%	0.6%	1.3%	0.0%	0.6%	4.4%	5.7%	0.6%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1200-1300	790	46.8%	6.3%	0.6%	13.3%	5.1%	3.8%	7.0%	1.3%	0.6%	1.3%	0.6%	0.6%	1.3%	0.0%	0.6%	4.4%	5.7%	0.6%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1300-1400	755	46.4%	6.0%	0.7%	13.2%	5.3%	4.0%	7.3%	1.3%	0.7%	1.3%	0.7%	0.7%	1.3%	0.0%	0.7%	4.6%	6.0%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1400-1500	690	47.1%	5.8%	0.7%	13.0%	5.1%	3.6%	7.2%	1.4%	0.7%	1.4%	0.7%	0.7%	0.7%	0.0%	0.7%	4.3%	5.8%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1500-1600	715	46.9%	5.6%	0.7%	13.3%	4.9%	4.2%	7.7%	1.4%	0.7%	1.4%	0.7%	0.7%	0.7%	0.0%	0.7%	4.2%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1600-1700	730	47.3%	5.5%	0.7%	13.0%	4.8%	4.1%	8.2%	1.4%	0.7%	1.4%	0.7%	0.7%	0.7%	0.0%	0.7%	4.1%	5.5%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1700-1800	715	46.9%	5.6%	0.7%	12.6%	4.9%	4.2%	8.4%	1.4%	0.7%	1.4%	0.7%	0.7%	0.7%	0.0%	0.7%	4.2%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1800-1900	700	46.4%	5.7%	0.7%	12.9%	5.0%	4.3%	7.9%	1.4%	0.7%	1.4%	0.7%	0.7%	0.7%	0.0%	0.7%	4.3%	5.7%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	1900-2000	540	46.3%	5.6%	0.9%	13.0%	4.6%	3.7%	8.3%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.0%	0.9%	4.6%	5.6%	0.9%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	2000-2100	475	46.3%	5.3%	1.1%	12.6%	5.3%	4.2%	7.4%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	0.0%	1.1%	4.2%	5.3%	1.1%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	2100-2200	485	46.4%	6.2%	1.0%	12.4%	5.2%	4.1%	7.2%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	1.0%	4.1%	5.2%	1.0%	100.0%
Cha Kwo Ling Road	62	1	50	37	Y	2200-2300	400	45.0%	6.3%	1.3%	12.5%	5.0%	3.8%	7.5%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	0.0%	1.3%	3.8%	5.0%	1.3%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	2300-0000	200	47.5%	7.5%	0.0%	12.5%	5.0%	5.0%	7.5%	2.5%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0000-0100	40	50.0%	12.5%	0.0%	12.5%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0100-0200	35	57.1%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0200-0300	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0400-0500	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0500-0600	35	57.1%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0600-0700	130	42.3%	11.5%	0.0%	15.4%	7.7%	3.8%	3.8%	3.8%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	3.8%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0700-0800	330	37.9%	10.6%	1.5%	13.6%	6.1%	3.0%	4.5%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	3.0%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0800-0900	355	39.4%	11.3%	1.4%	14.1%	5.6%	2.8%	4.2%	2.8%	1.4%	2.8%	1.4%	1.4%	1.4%	0.0%	1.4%	4.2%	2.8%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0900-1000	335	38.8%	10.4%	1.5%	13.4%	6.0%	3.0%	4.5%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	3.0%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1000-1100	340	39.7%	10.3%	1.5%	13.2%	5.9%	2.9%	4.4%	2.9%	1.5%	2.9%	1.5%	1.5%	1.5%	0.0%	1.5%	4.4%	2.9%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1100-1200	370	40.5%	10.8%	1.4%	13.5%	5.4%	2.7%	5.4%	2.7%	1.4%	2.7%	1.4%	1.4%	1.4%	0.0%	1.4%	4.1%	2.7%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1200-1300	370	40.5%	10.8%	1.4%	13.5%	5.4%	2.7%	5.4%	2.7%	1.4%	2.7%	1.4%	1.4%	1.4%	0.0%	1.4%	4.1%	2.7%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1300-1400	350	40.0%	10.0%	1.4%	14.3%	5.7%	2.9%	5.7%	2.9%	1.4%	2.9%	1.4%	1.4%	1.4%	0.0%	1.4%	4.3%	1.4%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1400-1500	330	39.4%	9.1%	1.5%	13.6%	6.1%	3.0%	6.1%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1500-1600	335	40.3%	9.0%	1.5%	13.4%	6.0%	3.0%	6.0%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1600-1700	340	41.2%	8.8%	1.5%	13.2%	5.9%	2.9%	5.9%	2.9%	1.5%	2.9%	1.5%	1.5%	1.5%	0.0%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1700-1800	335	40.3%	9.0%	1.5%	13.4%	6.0%	3.0%	6.0%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1800-1900	330	39.4%	9.1%	1.5%	13.6%	6.1%	3.0%	6.1%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	1900-2000	255	38.2%	9.8%	2.0%	13.7%	5.9%	2.0%	5.9%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.0%	2.0%	3.9%	2.0%	2.0%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	2000-2100	230	39.1%	8.7%	2.2%	13.0%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	0.0%	2.2%	4.3%	2.2%	2.2%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	2100-2200	235	38.3%	8.5%	2.1%	12.8%	6.4%	2.1%	6.4%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	0.0%	2.1%	4.3%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	2200-2300	195	35.9%	7.7%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	0.0%	2.6%	5.1%	2.6%	2.6%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	2300-0000	95	42.1%	10.5%	0.0%	15.8%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0000-0100	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0100-0200	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0200-0300	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0400-0500	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0500-0600	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0600-0700	105	42.9%	14.3%	0.0%	14.3%	4.8%	0.0%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	0700-0800	280	37.5%	12.5%	1.8%	10.7%	5.4%	1.8%	3.6%	3.6%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	1.8%	5.4%	3.6%	1.8%	100.0%
Cha Kwo Ling Road	64	1	50	38	Y	0800-0900	300	38.3%	13.3%	1.7%	11.7%	5.0%	1.7%	3.3%	3.3%	1.7%	3.3%	1.7%	1.7%	1.7%	0.0%	1.7%	5.0%	3.3%	1.7%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	0900-1000	280	37.5%	12.5%	1.8%	10.7%	5.4%	1.8%	3.6%	3.6%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	1.8%	5.4%	3.6%	1.8%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	1000-1100	290	37.9%	12.1%	1.7%	12.1%	5.2%	1.7%	3.4%	3.4%	1.7%	3.4%	1.7%	1.7%	1.7%	0.0%	1.7%	5.2%	3.4%	1.7%	100.0%
Cha Kwo Ling Road	64	1	50	38	Y	1100-1200	320	39.1%	12.5%	1.6%

Cha Kwo Ling Road	67	1	50	26	Y	1900-2000	255	39.2%	11.8%	2.0%	9.8%	3.9%	2.0%	3.9%	5.9%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.9%	2.0%	2.0%	100.0%
Cha Kwo Ling Road	67	1	50	26	Y	2000-2100	240	37.5%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	4.2%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	67	1	50	26	Y	2100-2200	240	37.5%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	4.2%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	67	1	50	28	Y	2200-2300	175	40.0%	11.4%	2.9%	11.4%	5.7%	2.9%	2.9%	5.7%	2.9%	2.9%	0.0%	0.0%	0.0%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	100.0%
Cha Kwo Ling Road	67	1	50	30	Y	2300-0000	85	47.1%	11.8%	0.0%	11.8%	5.9%	0.0%	5.9%	5.9%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0000-0100	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0100-0200	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0200-0300	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0400-0500	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0500-0600	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0600-0700	45	33.3%	22.2%	0.0%	11.1%	11.1%	0.0%	0.0%	11.1%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0700-0800	115	26.1%	13.0%	4.3%	13.0%	8.7%	4.3%	4.3%	8.7%	4.3%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0800-0900	120	29.2%	12.5%	4.2%	12.5%	8.3%	4.2%	4.2%	8.3%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0900-1000	120	29.2%	12.5%	4.2%	12.5%	8.3%	4.2%	4.2%	8.3%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	1000-1100	120	29.2%	16.7%	4.2%	12.5%	8.3%	4.2%	4.2%	4.2%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1100-1200	140	32.1%	21.4%	3.6%	10.7%	7.1%	3.6%	3.6%	3.6%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1200-1300	145	31.0%	20.7%	3.4%	10.3%	6.9%	3.4%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1300-1400	140	32.1%	25.0%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1400-1500	140	32.1%	25.0%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1500-1600	140	32.1%	28.6%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1600-1700	150	33.3%	30.0%	3.3%	10.0%	3.3%	3.3%	3.3%	3.3%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1700-1800	150	33.3%	30.0%	3.3%	10.0%	3.3%	3.3%	3.3%	3.3%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1800-1900	145	34.5%	27.6%	3.4%	10.3%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	1900-2000	115	30.4%	26.1%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	0.0%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2000-2100	105	28.6%	23.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2100-2200	105	28.6%	23.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2200-2300	90	27.8%	22.2%	5.6%	11.1%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2300-0000	30	50.0%	33.3%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0000-0100	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0100-0200	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0200-0300	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0400-0500	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0500-0600	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0600-0700	35	42.9%	28.6%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0700-0800	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0800-0900	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0900-1000	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1000-1100	110	31.8%	18.2%	4.5%	9.1%	4.5%	4.5%	4.5%	9.1%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1100-1200	135	33.3%	22.2%	3.7%	11.1%	3.7%	3.7%	3.7%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1200-1300	150	33.3%	20.0%	3.3%	10.0%	6.7%	3.3%	3.3%	6.7%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1300-1400	150	33.3%	23.3%	3.3%	10.0%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1400-1500	150	33.3%	23.3%	3.3%	10.0%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1500-1600	160	34.4%	25.0%	3.1%	9.4%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1600-1700	170	35.3%	26.5%	2.9%	8.8%	5.9%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1700-1800	160	35.3%	26.5%	2.9%	8.8%	5.9%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1800-1900	160	34.4%	25.0%	3.1%	9.4%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1900-2000	125	32.0%	24.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2000-2100	115	30.4%	21.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2100-2200	115	30.4%	21.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2200-2300	90	27.8%	22.2%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2300-0000	30	50.0%	33.3%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0000-0100	60	41.7%	8.3%	0.0%	8.3%	8.3%	0.0%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0100-0200	55	45.5%	9.1%	0.0%	9.1%	9.1%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0200-0300	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0300-0400	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0400-0500	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0500-0600	60	41.7%	8.3%	0.0%	16.7%	8.3%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	8.3%	0.0%	100.0%
Yan Wing Street	70	1	50	28	Y	0600-0700	155	45.2%	6.5%	0.0%	12.9%	6.5%	3.2%	3.2%	6.5%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	6.5%	3.2%	3.2%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	0700-0800	370	41.9%	5.4%	1.4%	13.5%	5.4%	2.7%	4.1%	5.4%	1.4%	2.7%	0.0%	0.0%	1.4%	1.4%	5.4%	4.1%	4.1%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	22	Y	0800-0900	400	42.5%	5.0%	1.3%	13.8%	5.0%	2.5%	3.8%	5.3%	1.3%	2.5%	0.0%	0.0%	1.3%	1.3%	6.3%	3.8%	3.8%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	0900-1000	380	40.8%	5.3%	1.3%	13.2%	5.3%	2.6%	3.9%	6.6%	1.3%	2.6%	0.0%	0.0%	1.3%	1.3%	6.6%	3.9%	3.9%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	22	Y	1000-1100	395	41.8%	7.6%	1.3%	12.7%	5.1%	2.5%	3.8%	6.3%	1.3%	2.5%	0.0%	0.0%	1.3%	1.3%	6.3%	3.8%	2.5%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1100-1200	445	42.7%	7.9%	1.1%	13.5%	4.5%	2.2%	4.5%	6.6%	1.1%	2.2%	0.0%	0.0%	1.1%	1.1%	5.6%	4.5%	2.2%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1200-1300	460	41.3%	8.7%	1.1%	12.0%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	4.3%	2.2%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1300-1400	455	40.7%	8.8%	1.1%	12.1%	4.4%	2.2%	4.4%	5.5%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.5%	4.4%	2.2%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1400-1500	440	38.6%	10.2%	1.1%	11.4%	4.5%	2.3%	4.5%	5.7%	1.1%	2.3%	1.1%	1.1%	1.1%	1.1%	5.7%	4.5%	2.3%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1500-1600	455	38.6%	11.0%	1.1%	11.0%	4.4%	2.2%	4.4%	5.5%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.5%	4.4%	2.2%	1.1%	1.1%	100.0%
Yan Wing Street	70	1	50	20	Y	1600-1700	465	39.8%	11.8%	1.1%	10.8%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	5.4%	1.1%	1.1%	1.1%	100.0%
Yan Wing Street	70	1	50	21	Y	1700-1800	460	39.1%	12.0%	1.1%	10.9%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	5.4%	1.1%	1.1%	1.1%	100.0%
Yan Wing Street	70	1	50	21	Y	1800-1900	450	38.9%	11.1%	1.1%	11.1%	4.4%	2.2%	4.4%	5.6%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.6%	5.6%	1.1%	1.1%	1.1%	100.0%
Yan Wing Street	70	1	50	23	Y	1900-2000	355	38.0%	11.3%	1.4%	11.3%	4.2%	1.4%	4.2%	5.6%	1.4%	2.8%	1.4%	1.4%	1.4%	1.4%	5.6%	5.6%	1.4%	1.4%	1.4%	100.0%
Yan Wing Street	70	1	50	25	Y	2000-2100	300	38.3%	10.0%	1.7%	11.7%	5.0%	1.7%	3.3%	5.0%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	5.0%	5.0%	1.7%	1.7%	1.7%	100.0%
Yan Wing Street	70	1	50	24	Y	2100-2200	310	38.7%	9.7%	1.6%	11.3%	4.8%	1.6%	4.8%	4.8%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	4.8%	4.8%	1.6%	1.6%	1.6%	100.0%
Yan Wing Street	70	1	50	26	Y	2200-2300	240	39.6%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	0.0%	0.0%	0.0%	2.1%	2.1%	6.3%	4.2%	2.1%	0.0%	100.0%
Yan Wing Street	70	1	50	29	Y	2300-0000	110	45.5%	9.1%	0.0%	13.6%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0100-0200	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0200-0300	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ka Wing Street	71	1	50	30	Y	0400-0500	5	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0600-0700	30	33.3%	0.0%	0.0%	50.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0700-0800	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0800-0900	110	18.2%	4.5%	4.5%	31.8%	13.6%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0900-1000	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1000-1100	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1100-1200	110	22.7%	4.5%	4.5%	27.3%	13.6%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1200-1300	120	20.8%	8.3%	4.2%	25.0%	12.5%	4.2%	4.2%	0.0%	4.2%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	4.2%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1300-1400	100	25.0%	10.0%	5.0%	25.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1400-1500	95	26.3%	10.5%	5.3%	26.3%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1500-1600	100	30.0%	10.0%	5.0%	25.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1600-1700	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1700-1800	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1800-1900	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1900-2000	70	28.6%	7.1%	7.1%	21.4%	14.3%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30

Road ID	Segment ID	X coordinate of endpoint 1	Y coordinate of endpoint 1	X coordinate of endpoint 2	Y coordinate of endpoint 2	Road height (mAG)	Physical Road width (m)	Road elevation (m)	Barrier 1 width (m)	Barrier 1 height (m)	Barrier 1 DCL (m)	Barrier 2 width (m)	Barrier 2 height (m)	Barrier 2 DCL (m)	Portal ID
1	1	842338.6395	817017.1269	842324.8792	817032.2		6.15								
1	1	842324.8792	817032.2	842256.4247	817102.1056		6.65								
1	1	842256.4247	817102.1056	842255.0634	817106.9792		6.65								
1	1	842255.0634	817106.9792	842245.1532	817116.8487		5.3								
2	2	842245.1532	817116.8487	842233.0699	817129.5574		5.25								
2	2	842233.0699	817129.5574	842227.5931	817131.8132		6.6								
2	2	842227.5931	817131.8132	842197.5755	817162.0575		6.6								
2	2	842197.5755	817162.0575	842182.547	817180.7128		6.65								
2	2	842182.547	817180.7128	842155.3505	817231.7886		6.75								
2	2	842155.3505	817231.7886	842148.0751	817245.4519		5.2								
3	3	842148.0751	817245.4519	842104.335	817328.8975		5.15								
4	4	842107.8904	817330.7423	842151.1011	817246.9265		5.15								
5	5	842151.1011	817246.9265	842158.7877	817233.4507		5.2								
5	5	842158.7877	817233.4507	842163.4835	817228.5632		6.75								
5	5	842163.4835	817228.5632	842186.4125	817184.3788		6.75								
5	5	842186.4125	817184.3788	842202.1373	817164.7896		6.65								
5	5	842202.1373	817164.7896	842235.3571	817131.8529		6.6								
5	5	842235.3571	817131.8529	842246.4743	817120.8303		5.25								
6	6	842246.4743	817120.8303	842258.0671	817109.0605		5.3								
6	6	842258.0671	817109.0605	842328.1914	817037.8654		6.65								
6	6	842328.1914	817037.8654	842329.9653	817034.6344		6.65								
6	6	842329.9653	817034.6344	842343.9811	817021.312		6.15								
7	7	842080.6644	817306.2372	842095.6789	817324.4059		6.7								
7	7	842095.6789	817324.4059	842107.7082	817330.6478		5.35								
8	8	842107.7082	817330.6478	842175.44	817365.6014		5.65								
9	9	842175.44	817365.6014	842185.4045	817371.2276		5.35								
9	9	842185.4045	817371.2276	842257.996	817407.9636		6.65								
9	9	842257.996	817407.9636	842323.7735	817441.7162		6.5								
9	9	842323.7735	817441.7162	842405.2333	817485.807		6.4								
9	9	842405.2333	817485.807	842499.4011	817535.2063		6.55								
9	9	842499.4011	817535.2063	842523.6933	817547.9497		5.15								
10	10	842063.738	817300.3109	842095.7116	817316.9017		6.7								
10	10	842095.7116	817316.9017	842097.7907	817320.3501		6.7								
10	10	842097.7907	817320.3501	842109.6984	817327.4118		5.35								
11	11	842109.6984	817327.4118	842176.7947	817363.0952		5.65								
12	12	842176.7947	817363.0952	842187.7032	817368.5882		5.35								
12	12	842187.7032	817368.5882	842193.0945	817368.3505		6.65								
12	12	842193.0945	817368.3505	842260.8627	817403.0184		6.65								
12	12	842260.8627	817403.0184	842326.4834	817437.1864		6.5								
12	12	842326.4834	817437.1864	842408.5153	817480.4191		6.4								
12	12	842408.5153	817480.4191	842496.8596	817525.5835		6.55								
12	12	842496.8596	817525.5835	842501.1547	817531.7268		6.55								
12	12	842501.1547	817531.7268	842525.7224	817544.7699		5.15								
13	13	842175.44	817365.6014	842205.5703	817369.8613		10.6								
13	13	842205.5703	817309.8613	842193.3857	817267.5318		7.4								
13	13	842193.3857	817267.5318	842148.0751	817245.4519		7.4								
14	14	842342.0505	817519.3823	842381.7228	817559.0373		7.25								
14	14	842381.7228	817559.0373	842405.5975	817557.9298		6.55								
14	14	842405.5975	817557.9298	842469.6634	816991.5486		7.25								
15	15	842342.0505	817519.3823	842302.6652	816982.5402		5.25								
16	16	842338.739	817022.3159	842299.0116	816985.2805		5.25								
17	17	842338.739	817022.3159	842360.7211	817063.8767		7.25								
17	17	842360.7211	817063.8767	842409.9139	817062.54		6.55								
17	17	842409.9139	817062.54	842473.118	816994.8055		7.25								
18	18	842433.2154	816868.9852	842386.6571	816916.8403		3.6								
18	18	842386.6571	816916.8403	842468.1825	816996.7023		6.75								
19	19	842468.1825	816996.7023	842508.9824	817038.8892		6.8								
20	20	842508.9824	817038.8892	842561.8069	817089.5727		6.75								
21	21	842561.8069	817089.5727	842602.4166	817126.2707		6.8								
21	21	842602.4166	817126.2707	842603.9694	817144.3036		7.4								
22	22	842434.6079	816870.5711	842390.8051	816915.4409		3.6								
22	22	842390.8051	816915.4409	842471.4592	816993.2818		6.75								
23	23	842471.4592	816993.2818	842514.1596	817035.0792		6.8								
24	24	842514.1596	817035.0792	842565.3451	817085.4643		6.75								
25	25	842565.3451	817085.4643	842606.8181	817126.6569		6.8								
25	25	842606.8181	817126.6569	842608.2949	817145.9811		7.4								
26	26	842417.067	817132.3983	842464.5996	817062.7455		5.4								
26	26	842464.5996	817062.7455	842512.1323	817033.0947		5.4								
27	27	842398.5138	817152.3086	842417.067	817132.3983		5.35								
28	28	842316.8446	817237.811	842357.6792	817195.0588		5.35								
28	28	842357.6792	817195.0588	842398.5138	817152.3066		5.35								
29	29	842316.8446	817237.811	842305.1698	817254.5895		5.1								
29	29	842305.1698	817254.5895	842307.5984	817275.08		5.5								
29	29	842307.5984	817275.08	842315.4635	817287.2611		5.45								
29	29	842315.4635	817287.2611	842327.3456	817294.2468		5.75								
30	30	842327.3456	817294.2468	842342.2468	817301.8586		5.4								
31	31	842342.2468	817301.8586	842391.5809	817327.0205		10.6								
32	32	842391.5809	817327.0205	842460.908	817363.2747		5.25								
33	33	842460.908	817363.2747	842484.0931	817374.6597		5.35								
33	33	842484.0931	817374.6597	842508.0557	817372.7191		5.3								
34	34	842508.0557	817372.7191	842563.498	817359.9021		5.35								
35	35	842507.7205	817369.867	842562.5464	817356.2053		5.35								
36	36	842462.277	817361.0447	842484.6947	817371.7435		5.35								
36	36	842484.6947	817371.7435	842507.7205	817369.867		5.3								
37	37	842393.4788	817323.3023	842462.277	817361.0447		10.5								
38	38	842344.1389	817298.0762	842393.4788	817323.3023		5.3								
39	39	842329.2435	817290.5287	842344.1389	817298.0762		5.4								
40	40	842329.2435	817290.5287	842317.5307	817283.8753		5.75								
40	40	842317.5307	817283.8753	842310.3864	817273.6866		5.45								
40	40	842310.3864	817273.6866	842308.0345	817254.7587		5.5								
40	40	842308.0345	817254.7587	842316.8185	817239.5752		5.1								
41	41	842316.8185	817239.5752	842359.7026	817197.0648		5.35								
41	41	842359.7026	817197.0648	842400.7867	817154.5543		5.35								
42	42	842400.7867	817154.5543	842419.6471	817135.0988		5.35								
43	43	842419.6471	817135.0988	842467.5344	817085.7102		5.4								
43	43	842467.5344	817085.7102	842515.4217	817036.3215		5.4								
44	44	842452.7089	817163.676	842411.2139	817206.9198		4.4								
44	44	842411.2139	817206.9198	842369.7189	817250.1635		4.4								
44	44	842369.7189	817250.1635	842344.4186	817301.4355		4.6								
45	45	842344.2557	817302.8832	842371.8755	817251.7748		4.6								
45	45	842371.8755	817251.7748	842413.4563	817208.8317		4.4								
45	45	842413.4563	817208.8317	842453.0372	817165.8885		4.4								
46	46	842461.1538	817166.0673	842416.283	817133.2376		5.35								
47	47	842451.1538	817166.0673	842474.1923	817189.2849		5.35								
47	47	842474.1923	817189.2849	842479.0053	817203.2917		5.4								
47	47	842479.0053	817203.2917	842476.8707	817219.0538		5.4								
47	47	842476.8707	817219.0538	842444.1732	817253.6467		5.35								
47	47	842444.1732	817253.6467	842411.4758	817288.2395		5.35								
47	47	842411.4758	817288.2395	842390.1415	817326.2863		5.35								
48	48	842453.238	817164.1664	842477.13	817187.0358		5.35								
48	48	842477.13	817187.0358	842482.0814	817202.6014		5.4								
48	48	842482.0814	817202.6014	842479.0679	817220.8735		5.4								
48	48	842479.0679	817220.8735	842446.5131	817255.5791		5.35								
48	48	842446.5131	817255.5791	842413.9582	817290.2848		5.35								
48	48	842413.9582	817290.2848	842393.5289	817328.0392		5.35								
49	49	842453.238	817164.1664	842417.9537	817131.47		5.35								
50	50	842400.7867	817154.5543	842375.1042	817130.1314		6.1								
50	50	842375.1042	817130.1314	842363.3041	817127.5787		6.1								
50	50	842363.3041	817127.5787	842353.2728	817130.1979		6.1								
50	50	842353.2728	817130.1979	842318.1416	817167.1792		6.3								
50	50	842318.1416	817167.1792	842283.0104	817204.1606		6.3								
51	51	842310.6462	817226.9521	842246.033	817292.6583		7								
51	51	842246.033	817292.6583	842236.6838	817277.6603		7.2								
51	51	842236.6838	817277.6603	842235.1143	817262.0526		6.2								
51	51	842235.1143	817262.0526	842246.8075	817242.2066		6.2								
51	51	842246.8075	817242.2066	842283.0104	817204.1606		6.2								
52	52	842283.0104	817204.1606	842318.6185	817239.5752		6.5								
53	53	842329.2435	817290.5287	842310.6462	817226.9521		8.9								
54	54	842310.6462	817226.9521	842423.9449	817390.0112		7.5								
54	54	842423.9449	817390.0112	842446.5305	817386.6935		7.5								
54	54	842446.5305	817386.6935	842462.277	817361.0447		7.2								
55	55	842573.5411	817470.7109	842504.2349	817432.3433		7.5								
55	55	842504.2349	817432.3433	842507.4222	817369.8913		6.3								
56	56	842575.0384	817202.6069	842603.9694	817144.3036		6.7								
57	57	842575.0384	817202.6069	842548.3477	817258.0018		6.7								
57	57	842548.3477	817258.0018	842543.9827	817288.3013		7.7								
57	57	842543.9827	817288.3013	842558.9351	817358.5898		6.55								
58	58	842558.9351	817358.5898	842572.8933	817412.7962		6.65								
59	59	842572.8933	817412.7962	842575.4519	817440.9477		8.2								
59	59	842575.4519	817440.9477	842569.6379	817468.6201		7.6								
60	60	842569.6379	817468.6201	842513.3692	817542.1259		6.5								
61	61	842513.3692	817542.1259	842433.2196	817672.2303		6.8								
62	62	842525.2687	817545.4726	842498.6251	817587.0714		8.25								
62	62	842498.6251	817587.0714	842458.7469	817649.9288		6.8								
63	63	842573.5411	817470.7109	842525.2687	817545.4726		6.5								
64	64	842580.0642	817411.255	842582.1448	817441.7546		7.6								
64	64	842582.1448	817441.7546	842573.5411	817470.7109		8.2								
65	65	842582.9262	817358.1295	842580.0642	817411.255		6.65								
66	66	842582.9262	817358.1295	842548.9484	817287.3058		6.55								
66	66	842548.9484	817287.3058	842553.2465	817257.8472		7.7								
66	66	842553.2465	817257.8472	842580.4758	817205.2549		6.7								
67	67	842580.4758	817205.2549	842608.2949	817145.9811		6.7								
68	68	842608.2949	817145.9811	842580.2296	817079.9152		2.7								
68	68	842580.2296	817079.9152	842614.0334	817046.2474		5.75								
68	68	842614.0334	817046.2474	842626.2793	817047.9385		4.05								
69	69	842626.2793	817047.9385	842613.8301	817035.2812		3.9								
69	69	842613.8301	817035.2812	842597.6975	817036.6669		4.2								
69	69	842597.6975	817036.6669	842654.17	817082.1417		3.7								
70	70	842648.5439	817238.4031	842611.7912	817220.505		5.1								
70	70	842611.7912	817220.505	842575.0384	817202.6069		5.1								
71	71	842638.0557	817348.9906	842587.6344	817358.2843		7.2								
71	71	842587.6344	817358.2843	842650.1149	817279.3975		10.1								
71	71	842650.1149	817279.3975	842636.3445	817261.8378		8.1								
71	71	842636.3445	817261.8378	842648.5439	817238.4031		7.5								
72	72	842618.5192	817404.5467	842573.2369	817416.5766		6.75								
73	73	842621.7338	817396.855	842571.5422	817407.5493		6.75								
74	74	842196.47	817222.39	842146.38	817217.23		12	4.4							

Confidential

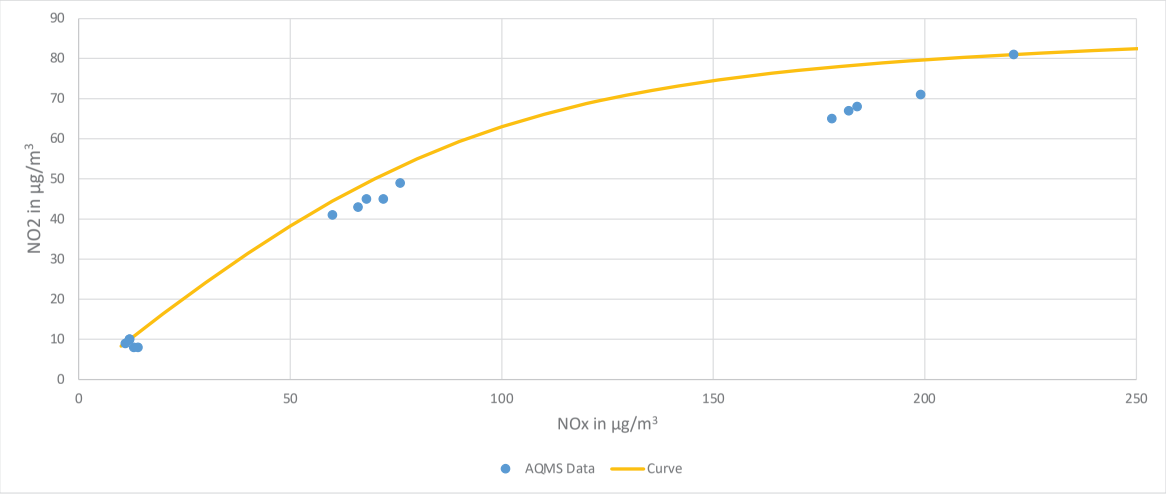
Start Profile	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium Goods Vehicles<=15t	07 - Medium Goods Vehicles15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles>24t	18 - Non-franchised Bus >24t
	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
Y	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Confidential

Appendix 2.12 Details of Jenkin Method extracted from Smart Air Modelling Platform (SAMP v2.1)

AQMS Data of the Past 5 Years				
Year	Station	NO2 (ug/m3)	NOx (ug/m3)	Conversion
2019	KWUN TONG	45	72	51.1
2020	KWUN TONG	43	66	47.9
2021	KWUN TONG	49	76	53.1
2022	KWUN TONG	45	68	49.0
2023	KWUN TONG	41	60	44.4
2019	TAP MUN	10	12	10.0
2020	TAP MUN	9	11	9.2
2021	TAP MUN	10	12	10.0
2022	TAP MUN	8	13	10.8
2023	TAP MUN	8	14	11.6
2019	CAUSEWAY BAY	81	221	81.0
2020	CAUSEWAY BAY	68	184	78.4
2021	CAUSEWAY BAY	71	199	79.6
2022	CAUSEWAY BAY	65	178	77.8
2023	CAUSEWAY BAY	67	182	78.2

OX	90.3
J/K	16.06



Appendix 2.13 Predicted Air Quality Impact Assessment Results

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=50)
	Easting	Northing													
D01_GF	842121	817283	4.4	G	1.5	5.9	97.9	44.3	24.5	50.3	19.6	28.9	11.6	22.8	6.9
D01_L1	842121	817283	4.4	L1	5.50	9.90	90.9	39.5	20.8	50.0	19.5	28.7	11.5	22.8	6.8
D01_L2	842121	817283	4.4	L2	10.00	14.40	89.1	36.6	17.3	49.9	19.8	28.6	11.5	22.8	6.8
D01_1F	842121	817283	4.4	1	18.20	22.60	89.2	36.0	16.6	49.8	19.7	28.6	11.5	22.7	6.8
D01_2F	842121	817283	4.4	2	21.30	25.70	89.2	35.5	16.5	49.7	19.6	28.6	11.5	22.7	6.8
D01_3F	842121	817283	4.4	3	24.40	28.80	89.7	35.7	16.5	49.7	19.8	28.6	11.5	22.7	6.8
D01_4F	842121	817283	4.4	4	27.50	31.90	90.8	35.8	16.5	49.7	19.9	28.6	11.5	22.7	6.8
D01_5F	842121	817283	4.4	5	30.60	35.00	89.9	35.7	16.4	49.7	19.6	28.6	11.5	22.7	6.8
D01_6F	842121	817283	4.4	6	33.70	38.10	89.8	35.9	16.3	49.6	19.4	28.6	11.4	22.7	6.8
D01_7F	842121	817283	4.4	7	36.80	41.20	89.4	36.1	16.2	49.6	19.2	28.5	11.3	22.7	6.8
D01_8F	842121	817283	4.4	8	39.90	44.30	86.9	36.2	16.0	49.5	19.1	28.5	11.3	22.7	6.8
D01_9F	842121	817283	4.4	9	43.00	47.40	86.0	36.0	15.8	49.5	19.0	28.5	11.3	22.7	6.8
D01_10F	842121	817283	4.4	10	46.10	50.50	85.8	35.8	15.6	49.5	18.9	28.5	11.2	22.7	6.8
D01_11F	842121	817283	4.4	11	49.20	53.60	85.8	35.8	15.4	49.5	18.9	28.5	11.2	22.7	6.8
D01_12F	842121	817283	4.4	12	52.30	56.70	86.0	35.6	15.2	49.4	18.8	28.5	11.2	22.7	6.8
D01_13F	842121	817283	4.4	13	55.40	59.80	86.1	35.3	15.0	49.4	18.8	28.5	11.2	22.7	6.8
D01_14F	842121	817283	4.4	14	58.50	62.90	85.8	35.1	14.9	49.4	18.8	28.5	11.2	22.7	6.8
D01_15F	842121	817283	4.4	15	61.60	66.00	85.9	35.0	14.7	49.4	18.7	28.5	11.2	22.7	6.8
D01_17F	842121	817283	4.4	17	67.80	72.20	86.1	35.0	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D01_19F	842121	817283	4.4	19	74.00	78.40	86.3	34.9	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D01_22F	842121	817283	4.4	22	83.40	87.80	86.3	34.8	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D01_25F	842121	817283	4.4	25	92.85	97.25	87.0	34.8	14.0	49.4	18.7	28.5	11.1	22.7	6.8
D02_GF	842128	817270	4.4	G	1.5	5.9	97.4	44.1	24.6	50.4	19.6	28.9	11.6	22.8	6.9
D02_L1	842128	817270	4.4	L1	5.50	9.90	90.4	39.8	20.9	50.1	19.6	28.7	11.5	22.8	6.8
D02_L2	842128	817270	4.4	L2	10.00	14.40	89.2	36.6	17.4	50.0	20.0	28.6	11.6	22.8	6.8
D02_1F	842128	817270	4.4	1	18.20	22.60	89.3	36.2	16.8	49.9	20.0	28.6	11.6	22.8	6.8
D02_2F	842128	817270	4.4	2	21.30	25.70	89.2	36.0	16.8	49.8	19.8	28.6	11.5	22.8	6.8
D02_3F	842128	817270	4.4	3	24.40	28.80	91.3	35.9	16.8	49.8	20.1	28.6	11.6	22.7	6.8
D02_4F	842128	817270	4.4	4	27.50	31.90	91.8	36.6	16.8	49.8	20.3	28.6	11.7	22.7	6.8
D02_5F	842128	817270	4.4	5	30.60	35.00	91.2	36.4	16.7	49.8	20.0	28.6	11.6	22.7	6.8
D02_6F	842128	817270	4.4	6	33.70	38.10	90.9	36.3	16.6	49.7	19.7	28.6	11.5	22.7	6.8
D02_7F	842128	817270	4.4	7	36.80	41.20	89.5	36.1	16.4	49.6	19.4	28.6	11.4	22.7	6.8
D02_8F	842128	817270	4.4	8	39.90	44.30	89.5	35.8	16.2	49.6	19.2	28.5	11.3	22.7	6.8
D02_9F	842128	817270	4.4	9	43.00	47.40	87.0	35.7	16.0	49.5	19.0	28.5	11.3	22.7	6.8
D02_10F	842128	817270	4.4	10	46.10	50.50	86.4	35.7	15.7	49.5	18.9	28.5	11.2	22.7	6.8
D02_11F	842128	817270	4.4	11	49.20	53.60	86.1	35.7	15.5	49.5	18.9	28.5	11.2	22.7	6.8
D02_12F	842128	817270	4.4	12	52.30	56.70	86.1	35.8	15.3	49.4	18.8	28.5	11.2	22.7	6.8
D02_13F	842128	817270	4.4	13	55.40	59.80	86.8	35.9	15.1	49.4	18.8	28.5	11.2	22.7	6.8
D02_14F	842128	817270	4.4	14	58.50	62.90	86.3	36.1	15.0	49.4	18.7	28.5	11.2	22.7	6.8
D02_15F	842128	817270	4.4	15	61.60	66.00	86.4	35.9	14.8	49.4	18.7	28.5	11.2	22.7	6.8
D02_17F	842128	817270	4.4	17	67.80	72.20	86.6	35.0	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D02_19F	842128	817270	4.4	19	74.00	78.40	86.7	34.9	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D02_22F	842128	817270	4.4	22	83.40	87.80	86.8	34.8	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D02_25F	842128	817270	4.4	25	92.85	97.25	87.8	34.7	14.0	49.4	18.6	28.5	11.1	22.7	6.8
D03_GF	842134	817259	4.4	G	1.5	5.9	97.9	44.1	24.8	50.4	19.7	28.9	11.6	22.8	6.9
D03_L1	842134	817259	4.4	L1	5.50	9.90	90.6	39.9	21.1	50.1	19.7	28.8	11.6	22.8	6.8
D03_L2	842134	817259	4.4	L2	10.00	14.40	89.6	36.6	17.6	50.1	20.3	28.7	11.7	22.8	6.8
D03_1F	842134	817259	4.4	1	18.20	22.60	89.4	36.1	17.0	50.0	20.3	28.6	11.7	22.8	6.8
D03_2F	842134	817259	4.4	2	21.30	25.70	89.4	36.7	17.1	49.9	20.0	28.6	11.6	22.8	6.8
D03_3F	842134	817259	4.4	3	24.40	28.80	91.3	37.0	17.1	50.0	20.4	28.6	11.7	22.8	6.8
D03_4F	842134	817259	4.4	4	27.50	31.90	91.6	37.7	17.1	50.0	20.9	28.6	11.8	22.8	6.8
D03_5F	842134	817259	4.4	5	30.60	35.00	91.3	37.8	17.0	49.9	20.5	28.6	11.7	22.8	6.8
D03_6F	842134	817259	4.4	6	33.70	38.10	90.8	37.4	16.8	49.8	20.0	28.6	11.6	22.7	6.8
D03_7F	842134	817259	4.4	7	36.80	41.20	89.6	36.9	16.6	49.7	19.6	28.6	11.5	22.7	6.8
D03_8F	842134	817259	4.4	8	39.90	44.30	89.6	36.4	16.4	49.6	19.3	28.5	11.4	22.7	6.8
D03_9F	842134	817259	4.4	9	43.00	47.40	89.4	36.1	16.1	49.5	19.1	28.5	11.3	22.7	6.8
D03_10F	842134	817259	4.4	10	46.10	50.50	87.0	36.0	15.9	49.5	18.9	28.5	11.2	22.7	6.8
D03_11F	842134	817259	4.4	11	49.20	53.60	87.0	36.0	15.6	49.5	18.9	28.5	11.2	22.7	6.8
D03_12F	842134	817259	4.4	12	52.30	56.70	86.5	36.0	15.4	49.4	18.8	28.5	11.2	22.7	6.8
D03_13F	842134	817259	4.4	13	55.40	59.80	86.6	36.1	15.2	49.4	18.8	28.5	11.2	22.7	6.8
D03_14F	842134	817259	4.4	14	58.50	62.90	86.7	36.2	15.0	49.4	18.7	28.5	11.2	22.7	6.8
D03_15F	842134	817259	4.4	15	61.60	66.00	86.8	36.3	14.9	49.4	18.7	28.5	11.2	22.7	6.8
D03_17F	842134	817259	4.4	17	67.80	72.20	87.0	35.6	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D03_19F	842134	817259	4.4	19	74.00	78.40	87.1	34.9	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D03_22F	842134	817259	4.4	22	83.40	87.80	87.1	34.8	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D03_25F	842134	817259	4.4	25	92.85	97.25	88.3	34.7	14.0	49.4	18.6	28.5	11.1	22.7	6.8
D04_GF	842140	817247	4.4	G	1.5	5.9	98.5	43.3	24.7	50.4	19.7	28.9	11.6	22.8	6.9
D04_L1	842140	817247	4.4	L1	5.50	9.90	91.4	39.3	21.1	50.1	19.8	28.8	11.6	22.8	6.9
D04_L2	842140	817247	4.4	L2	10.00	14.40	91.2	36.4	17.6	51.4	20.7	28.7	11.8	22.8	6.8
D04_1F	842140	817247	4.4	1	18.20	22.60	89.6	36.3	17.3	51.6	21.1	28.7	11.9	22.8	6.8
D04_2F	842140	817247	4.4	2	21.30	25.70	90.2	36.3	17.3	49.9	20.1	28.6	11.6	22.8	6.8
D04_3F	842140	817247	4.4	3	24.40	28.80	91.7	36.5	17.4	50.8	20.7	28.6	11.8	22.8	6.8
D04_4F	842140	817247	4.4	4	27.50	31.90	92.1	36.7	17.3	51.8	22.1	28.9	12.2	22.8	6.8
D04_5F	842140	817247	4.4	5	30.60	35.00	92.1	37.0	17.2	51.7	21.8	28.7	12.1	22.8	6.8
D04_6F	842140	817247	4.4	6	33.70	38.10	91.8	37.4	17.1	51.1	20.6	28.6	11.8	22.8	6.8
D04_7F	842140	817247	4.4	7	36.80	41.20	90.4	37.7	16.8	49.7	19.8	28.6	11.5	22.8	6.8
D04_8F	842140	817247	4.4	8	39.90	44.30	90.2	37.7	16.5	49.6	19.3	28.5	11.4	22.7	6.8
D04_9F	842140	817247	4.4	9	43.00	47.40	89.4	37.4	16.2	49.5	19.1	28.5	11.3	22.7	6.8
D04_10F	842140	817247	4.4	10	46.10	50.50	88.4	37.2	16.0	49.5	18.9	28.5	11.2	22.7	6.8
D04_11F	842140	817247	4.4	11	49.20	53.60	87.1	36.9	15.7	49.4	18.9	28.5	11.2	22.7	6.8
D04_12F	842140	817247	4.4	12	52.30	56.70	87.1	36.5	15.5	49.4	18.8	28.5	11.2	22.7	6.8
D04_13F	842140	817247	4.4	13	55.40	59.80	86.8	36.5	15.3	49.4	18.8	28.5	11.2	22.7	6.8
D04_14F	842140	817247	4.4	14	58.50	62.90	87.0	36.4	15.1	49.4	18.7	28.5	11.2	22.7	6.8
D04_15F	842140	817247	4.4	15	61.60	66.00	87.1	36.1	14.9	49.4	18.7	28.5	11.2	22.7	6.8
D04_17F	842140	817247	4.4	17	67.80	72.20	87.1	35.7	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D04_19F	842140	817247	4.4	19	74.00	78.40	87.1	35.2	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D04_22F	842140	817247	4.4	22	83.40	87.80	87.1	34.9	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D04_25F	842140	817247	4.4	25	92.85	97.25	88.8	34.7	14.1	49.4	18.6	28.5	11.1	22.6	6.8

Confidential

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=50)
	Easting	Northing													
D05_GF	842125	817239	4.4	G	1.5	5.9	90.3	37.4	20.1	50.6	19.7	28.8	11.5	22.8	6.9
D05_L1	842125	817239	4.4	L1	5.50	9.90	90.5	37.3	19.5	50.3	20.0	28.8	11.6	22.8	6.9
D05_L2	842125	817239	4.4	L2	10.00	14.40	91.7	37.0	18.1	51.0	21.1	28.8	11.9	22.8	6.8
D05_1F	842125	817239	4.4	1	18.20	22.60	91.4	37.8	17.8	50.9	22.1	28.7	12.2	22.8	6.8
D05_2F	842125	817239	4.4	2	21.30	25.70	91.9	38.8	18.0	49.8	20.1	28.6	11.7	22.8	6.8
D05_3F	842125	817239	4.4	3	24.40	28.80	92.6	39.1	18.1	50.2	20.6	28.6	11.8	22.8	6.8
D05_4F	842125	817239	4.4	4	27.50	31.90	94.3	39.7	18.1	59.9	26.2	29.9	13.4	22.8	6.8
D05_5F	842125	817239	4.4	5	30.60	35.00	94.2	39.9	18.0	54.9	25.2	29.0	13.1	22.8	6.8
D05_6F	842125	817239	4.4	6	33.70	38.10	92.9	39.7	17.7	50.0	21.4	28.7	12.0	22.8	6.8
D05_7F	842125	817239	4.4	7	36.80	41.20	93.3	39.8	17.4	49.7	19.9	28.6	11.6	22.8	6.8
D05_8F	842125	817239	4.4	8	39.90	44.30	92.6	39.3	17.0	49.6	19.3	28.5	11.4	22.8	6.8
D05_9F	842125	817239	4.4	9	43.00	47.40	91.6	38.5	16.7	49.5	19.1	28.5	11.3	22.8	6.8
D05_10F	842125	817239	4.4	10	46.10	50.50	90.9	37.9	16.3	49.5	18.9	28.5	11.3	22.7	6.8
D05_11F	842125	817239	4.4	11	49.20	53.60	89.4	37.4	16.0	49.5	18.8	28.5	11.2	22.7	6.8
D05_12F	842125	817239	4.4	12	52.30	56.70	87.7	37.0	15.7	49.4	18.8	28.5	11.2	22.7	6.8
D05_13F	842125	817239	4.4	13	55.40	59.80	89.3	36.7	15.4	49.4	18.8	28.5	11.2	22.7	6.8
D05_14F	842125	817239	4.4	14	58.50	62.90	89.1	36.2	15.2	49.4	18.7	28.5	11.2	22.7	6.8
D05_15F	842125	817239	4.4	15	61.60	66.00	89.3	36.2	15.0	49.4	18.7	28.5	11.2	22.7	6.8
D05_17F	842125	817239	4.4	17	67.80	72.20	89.4	35.7	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D05_19F	842125	817239	4.4	19	74.00	78.40	89.3	35.3	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D05_22F	842125	817239	4.4	22	83.40	87.80	88.5	34.9	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D05_25F	842125	817239	4.4	25	92.85	97.25	89.1	34.6	14.1	49.4	18.6	28.5	11.1	22.6	6.8
D06_GF	842111	817232	4.4	G	1.5	5.9	90.6	37.0	18.8	50.7	19.9	28.9	11.6	22.8	6.9
D06_L1	842111	817232	4.4	L1	5.50	9.90	90.5	37.3	18.6	50.8	20.5	28.9	11.7	22.8	6.9
D06_L2	842111	817232	4.4	L2	10.00	14.40	91.5	37.4	18.2	55.1	24.0	29.8	12.8	22.8	6.9
D06_1F	842111	817232	4.4	1	18.20	22.60	93.0	41.0	18.7	54.8	24.3	29.7	12.9	22.8	6.8
D06_2F	842111	817232	4.4	2	21.30	25.70	93.3	42.3	19.0	51.6	20.9	28.9	11.9	22.8	6.8
D06_3F	842111	817232	4.4	3	24.40	28.80	94.0	42.4	19.1	54.6	23.4	29.7	12.7	22.8	6.8
D06_4F	842111	817232	4.4	4	27.50	31.90	95.8	42.2	19.0	**89.2**	**40.7**	**35.7**	**17.7**	22.8	6.8
D06_5F	842111	817232	4.4	5	30.60	35.00	95.5	41.2	18.8	70.1	31.8	32.7	15.1	22.8	6.8
D06_6F	842111	817232	4.4	6	33.70	38.10	95.8	40.8	18.4	52.4	22.6	29.1	12.4	22.8	6.8
D06_7F	842111	817232	4.4	7	36.80	41.20	96.3	40.5	18.0	51.0	20.2	28.8	11.7	22.8	6.8
D06_8F	842111	817232	4.4	8	39.90	44.30	94.4	39.9	17.5	49.7	19.4	28.6	11.4	22.8	6.8
D06_9F	842111	817232	4.4	9	43.00	47.40	94.1	39.7	17.1	49.6	19.1	28.6	11.3	22.8	6.8
D06_10F	842111	817232	4.4	10	46.10	50.50	94.0	39.5	16.6	49.5	18.9	28.5	11.3	22.8	6.8
D06_11F	842111	817232	4.4	11	49.20	53.60	94.0	38.6	16.3	49.5	18.8	28.5	11.2	22.7	6.8
D06_12F	842111	817232	4.4	12	52.30	56.70	94.1	37.9	15.9	49.5	18.8	28.5	11.2	22.7	6.8
D06_13F	842111	817232	4.4	13	55.40	59.80	93.4	37.1	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D06_14F	842111	817232	4.4	14	58.50	62.90	92.1	36.6	15.4	49.5	18.7	28.5	11.2	22.7	6.8
D06_15F	842111	817232	4.4	15	61.60	66.00	90.4	36.3	15.2	49.5	18.7	28.5	11.2	22.7	6.8
D06_17F	842111	817232	4.4	17	67.80	72.20	90.1	35.9	14.8	49.4	18.7	28.5	11.1	22.7	6.8
D06_19F	842111	817232	4.4	19	74.00	78.40	90.0	35.7	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D06_22F	842111	817232	4.4	22	83.40	87.80	89.3	35.4	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D06_25F	842111	817232	4.4	25	92.85	97.25	89.3	34.7	14.1	49.4	18.6	28.5	11.1	22.6	6.8
D07_GF	842097	817225	4.4	G	1.5	5.9	90.7	37.0	18.3	51.3	20.4	29.0	11.7	22.9	6.9
D07_L1	842097	817225	4.4	L1	5.50	9.90	90.8	37.3	18.3	51.9	21.5	29.4	12.0	22.8	6.9
D07_L2	842097	817225	4.4	L2	10.00	14.40	91.8	38.4	18.5	59.1	25.8	31.1	13.3	22.8	6.9
D07_1F	842097	817225	4.4	1	18.20	22.60	95.4	46.1	20.5	58.6	24.4	29.4	13.0	22.8	6.9
D07_2F	842097	817225	4.4	2	21.30	25.70	97.2	47.6	21.0	55.3	22.4	29.2	12.4	22.8	6.9
D07_3F	842097	817225	4.4	3	24.40	28.80	101.8	47.6	20.9	60.1	24.8	30.5	13.1	22.8	6.9
D07_4F	842097	817225	4.4	4	27.50	31.90	102.9	47.6	20.4	68.1	28.5	32.9	14.2	22.8	6.9
D07_5F	842097	817225	4.4	5	30.60	35.00	104.4	46.0	19.8	62.7	26.5	31.1	13.6	22.8	6.8
D07_6F	842097	817225	4.4	6	33.70	38.10	102.4	42.5	19.1	56.2	23.0	29.2	12.5	22.8	6.8
D07_7F	842097	817225	4.4	7	36.80	41.20	101.5	40.5	18.5	52.2	20.6	29.0	11.8	22.8	6.8
D07_8F	842097	817225	4.4	8	39.90	44.30	102.3	40.6	17.9	50.2	19.6	28.7	11.5	22.8	6.8
D07_9F	842097	817225	4.4	9	43.00	47.40	101.1	40.5	17.4	49.8	19.2	28.6	11.4	22.8	6.8
D07_10F	842097	817225	4.4	10	46.10	50.50	98.1	39.9	16.9	49.6	19.0	28.6	11.3	22.7	6.8
D07_11F	842097	817225	4.4	11	49.20	53.60	99.3	38.9	16.5	49.6	18.9	28.6	11.2	22.7	6.8
D07_12F	842097	817225	4.4	12	52.30	56.70	97.2	37.8	16.1	49.5	18.8	28.5	11.2	22.7	6.8
D07_13F	842097	817225	4.4	13	55.40	59.80	96.4	37.1	15.8	49.5	18.8	28.5	11.2	22.7	6.8
D07_14F	842097	817225	4.4	14	58.50	62.90	92.3	36.7	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D07_15F	842097	817225	4.4	15	61.60	66.00	92.3	36.4	15.3	49.5	18.7	28.5	11.2	22.7	6.8
D07_17F	842097	817225	4.4	17	67.80	72.20	90.8	35.9	15.0	49.5	18.7	28.5	11.2	22.7	6.8
D07_19F	842097	817225	4.4	19	74.00	78.40	89.9	35.8	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D07_22F	842097	817225	4.4	22	83.40	87.80	89.2	35.3	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D07_25F	842097	817225	4.4	25	92.85	97.25	89.2	34.5	14.1	49.4	18.6	28.5	11.1	22.6	6.8
D08_GF	842083	817218	4.4	G	1.5	5.9	90.4	38.2	18.1	52.5	21.5	29.1	12.0	22.9	6.9
D08_L1	842083	817218	4.4	L1	5.50	9.90	90.6	38.1	18.2	54.3	22.8	29.8	12.4	22.8	6.9
D08_L2	842083	817218	4.4	L2	10.00	14.40	92.7	40.8	19.4	57.1	24.6	30.3	13.0	22.8	6.9
D08_1F	842083	817218	4.4	1	18.20	22.60	136.1	56.6	**25.6**	55.8	22.8	29.2	12.6	22.9	6.9
D08_2F	842083	817218	4.4	2	21.30	25.70	**145.2**	**58.1**	25.5	55.9	22.5	29.2	12.5	**23.0**	**6.9**
D08_3F	842083	817218	4.4	3	24.40	28.80	143.9	55.0	24.2	57.4	22.9	29.6	12.6	22.9	6.9
D08_4F	842083	817218	4.4	4	27.50	31.90	129.2	51.1	22.5	58.1	23.2	29.8	12.6	22.9	6.9
D08_5F	842083	817218	4.4	5	30.60	35.00	120.5	48.3	21.0	56.4	22.6	29.6	12.4	22.9	6.8
D08_6F	842083	817218	4.4	6	33.70	38.10	115.2	46.1	19.8	54.2	21.5	28.9	12.1	22.8	6.8
D08_7F	842083	817218	4.4	7	36.80	41.20	108.4	44.8	18.9	51.8	20.5	28.8	11.8	22.8	6.8
D08_8F	842083	817218	4.4	8	39.90	44.30	106.4	42.2	18.2	50.6	19.7	28.8	11.5	22.8	6.8
D08_9F	842083	817218	4.4	9	43.00	47.40	104.3	40.4	17.7	50.0	19.3	28.7	11.4	22.7	6.8
D08_10F	842083	817218	4.4	10	46.10	50.50	104.0	39.7	17.2	49.8	19.1	28.6	11.3	22.7	6.8
D08_11F	842083	817218	4.4	11	49.20	53.60	103.5	38.7	16.8	49.6	18.9	28.6	11.3	22.7	6.8
D08_12F	842083	817218	4.4	12	52.30	56.70	104.2	38.1	16.5	49.6	18.9	28.6	11.2	22.7	6.8
D08_13F	842083	817218	4.4	13	55.40	59.80	104.1	37.7	16.2	49.6	18.8	28.5	11.2	22.7	6.8
D08_14F	842083	817218	4.4	14	58.50	62.90	103.8	36.8	15.9	49.5	18.8	28.5	11.2	22.7	6.8
D08_15F	842083	817218	4.4	15	61.60	66.00	99.0	36.3	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D08_17F	842083	817218	4.4	17	67.80	72.20	95.1	35.7	15.2	49.5	18.7	28.5	11.2	22.7	6.8
D08_19F	842083	817218	4.4	19	74.00	78.40	91.4	35.3	14.8	49.4	18.7	28.5	11.2	22.7	6.8
D08_22F	842083	817218	4.4	22	83.40	87.80	89.5	34.6	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D08_25F	842083	817218	4.4	25	92.85	97.25	89.4	34.4	14.1	49.4	18.7	28.5	11.1	22.6	6.8

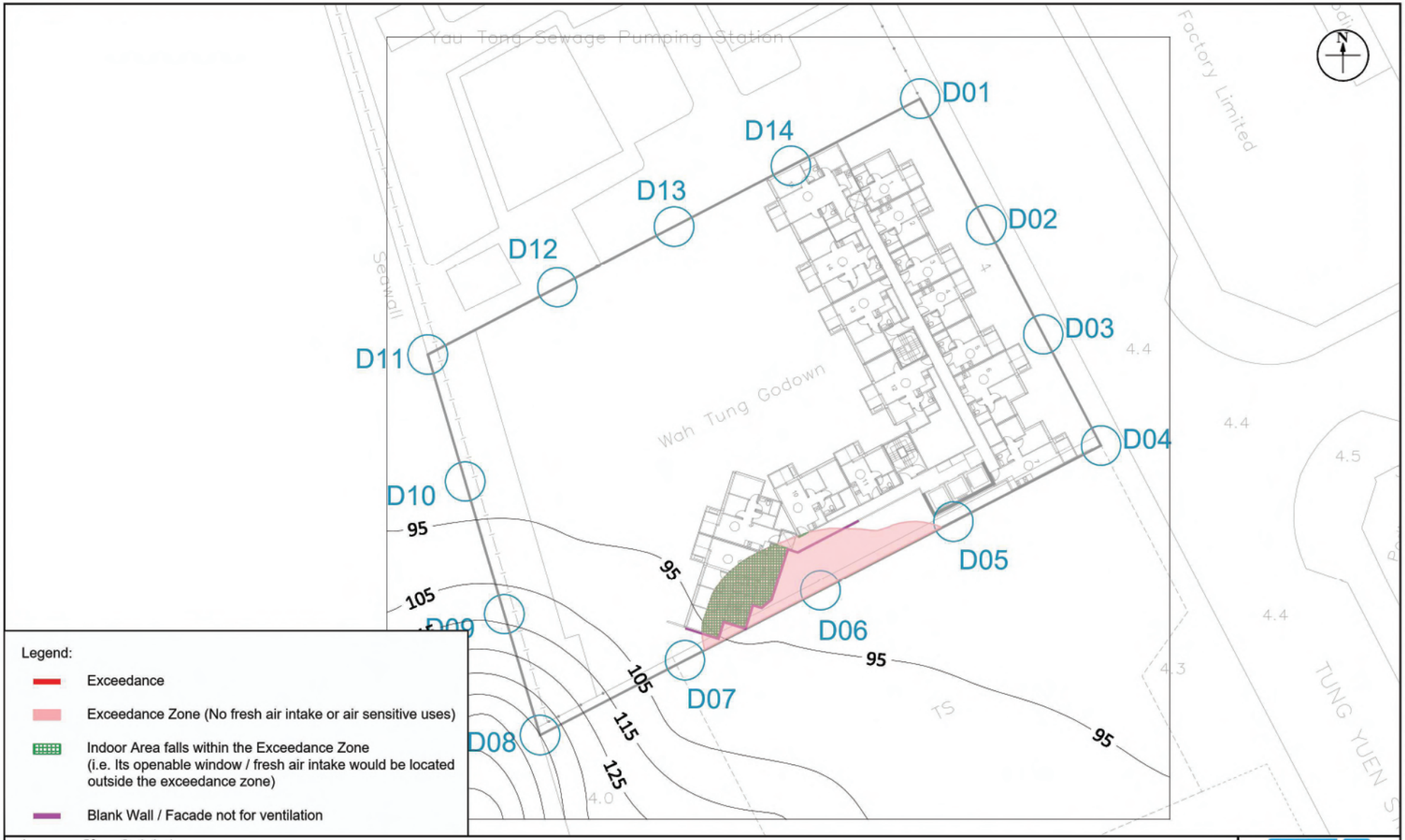
ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=50)
	Easting	Northing													
D09_GF	842079	817230	4.4	G	1.5	5.9	89.4	37.2	18.0	51.9	21.0	29.1	11.9	22.8	6.9
D09_L1	842079	817230	4.4	L1	5.50	9.90	89.6	37.0	18.0	52.9	21.7	29.5	12.1	22.8	6.9
D09_L2	842079	817230	4.4	L2	10.00	14.40	91.2	38.0	18.3	55.3	23.1	29.9	12.5	22.8	6.9
D09_1F	842079	817230	4.4	1	18.20	22.60	100.8	47.2	20.7	55.5	22.9	29.1	12.5	22.8	6.9
D09_2F	842079	817230	4.4	2	21.30	25.70	111.8	47.9	21.2	55.3	22.7	29.0	12.5	22.9	6.9
D09_3F	842079	817230	4.4	3	24.40	28.80	108.1	48.3	21.2	56.0	23.2	29.2	12.6	22.9	6.9
D09_4F	842079	817230	4.4	4	27.50	31.90	110.1	45.6	20.6	56.7	23.4	29.4	12.7	22.8	6.8
D09_5F	842079	817230	4.4	5	30.60	35.00	104.8	43.2	19.9	56.2	22.7	29.0	12.4	22.8	6.8
D09_6F	842079	817230	4.4	6	33.70	38.10	102.2	41.5	19.1	54.2	21.6	29.0	12.1	22.8	6.8
D09_7F	842079	817230	4.4	7	36.80	41.20	102.2	40.3	18.4	52.1	20.6	28.9	11.8	22.8	6.8
D09_8F	842079	817230	4.4	8	39.90	44.30	102.2	39.6	17.8	50.7	19.9	28.8	11.6	22.8	6.8
D09_9F	842079	817230	4.4	9	43.00	47.40	101.2	38.6	17.3	50.0	19.4	28.7	11.4	22.7	6.8
D09_10F	842079	817230	4.4	10	46.10	50.50	102.2	38.0	16.9	49.8	19.1	28.6	11.3	22.7	6.8
D09_11F	842079	817230	4.4	11	49.20	53.60	99.9	38.1	16.5	49.7	19.0	28.6	11.3	22.7	6.8
D09_12F	842079	817230	4.4	12	52.30	56.70	99.8	37.7	16.2	49.6	18.9	28.6	11.2	22.7	6.8
D09_13F	842079	817230	4.4	13	55.40	59.80	98.9	37.3	15.9	49.6	18.8	28.6	11.2	22.7	6.8
D09_14F	842079	817230	4.4	14	58.50	62.90	95.4	36.8	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D09_15F	842079	817230	4.4	15	61.60	66.00	95.5	35.9	15.4	49.5	18.8	28.5	11.2	22.7	6.8
D09_17F	842079	817230	4.4	17	67.80	72.20	92.3	35.7	15.0	49.5	18.7	28.5	11.2	22.7	6.8
D09_19F	842079	817230	4.4	19	74.00	78.40	90.1	34.9	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D09_22F	842079	817230	4.4	22	83.40	87.80	89.4	34.5	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D09_25F	842079	817230	4.4	25	92.85	97.25	89.4	34.4	14.1	49.4	18.7	28.5	11.1	22.7	6.8
D10_GF	842075	817244	4.4	G	1.5	5.9	89.4	36.5	17.9	51.4	20.7	29.1	11.8	22.8	6.9
D10_L1	842075	817244	4.4	L1	5.50	9.90	89.4	36.4	17.8	51.9	21.0	29.3	11.9	22.8	6.9
D10_L2	842075	817244	4.4	L2	10.00	14.40	90.8	36.9	17.8	53.1	21.8	29.6	12.1	22.8	6.8
D10_1F	842075	817244	4.4	1	18.20	22.60	91.2	39.7	18.5	53.6	22.0	29.3	12.2	22.8	6.8
D10_2F	842075	817244	4.4	2	21.30	25.70	91.6	41.4	18.9	53.7	21.9	29.2	12.2	22.8	6.8
D10_3F	842075	817244	4.4	3	24.40	28.80	95.6	42.8	19.0	54.0	22.2	29.2	12.3	22.8	6.8
D10_4F	842075	817244	4.4	4	27.50	31.90	98.6	42.2	19.0	53.9	22.2	29.2	12.3	22.8	6.8
D10_5F	842075	817244	4.4	5	30.60	35.00	99.9	40.0	18.7	53.2	21.6	29.2	12.1	22.8	6.8
D10_6F	842075	817244	4.4	6	33.70	38.10	100.1	39.4	18.3	52.2	20.9	29.1	11.9	22.8	6.8
D10_7F	842075	817244	4.4	7	36.80	41.20	98.1	38.3	17.9	51.4	20.3	29.0	11.7	22.8	6.8
D10_8F	842075	817244	4.4	8	39.90	44.30	96.7	37.6	17.4	50.7	19.8	28.9	11.5	22.8	6.8
D10_9F	842075	817244	4.4	9	43.00	47.40	96.6	37.3	17.0	50.3	19.4	28.8	11.4	22.7	6.8
D10_10F	842075	817244	4.4	10	46.10	50.50	96.8	36.8	16.6	49.9	19.1	28.7	11.3	22.7	6.8
D10_11F	842075	817244	4.4	11	49.20	53.60	97.1	36.5	16.3	49.7	19.0	28.6	11.3	22.7	6.8
D10_12F	842075	817244	4.4	12	52.30	56.70	96.5	36.3	16.0	49.7	18.9	28.6	11.2	22.7	6.8
D10_13F	842075	817244	4.4	13	55.40	59.80	96.5	36.1	15.7	49.6	18.8	28.6	11.2	22.7	6.8
D10_14F	842075	817244	4.4	14	58.50	62.90	95.2	36.0	15.4	49.5	18.8	28.5	11.2	22.7	6.8
D10_15F	842075	817244	4.4	15	61.60	66.00	96.4	35.8	15.2	49.5	18.8	28.5	11.2	22.7	6.8
D10_17F	842075	817244	4.4	17	67.80	72.20	92.3	35.5	14.9	49.5	18.7	28.5	11.2	22.7	6.8
D10_19F	842075	817244	4.4	19	74.00	78.40	89.7	34.9	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D10_22F	842075	817244	4.4	22	83.40	87.80	89.4	34.6	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D10_25F	842075	817244	4.4	25	92.85	97.25	89.4	34.5	14.1	49.4	18.7	28.5	11.1	22.7	6.8
D11_GF	842071	817257	4.4	G	1.5	5.9	89.0	36.2	17.9	51.0	20.4	29.0	11.7	22.8	6.9
D11_L1	842071	817257	4.4	L1	5.50	9.90	89.4	36.3	17.8	51.2	20.5	29.0	11.7	22.8	6.8
D11_L2	842071	817257	4.4	L2	10.00	14.40	89.4	36.5	17.6	51.3	20.9	29.0	11.9	22.8	6.8
D11_1F	842071	817257	4.4	1	18.20	22.60	90.6	37.8	17.6	51.8	21.1	29.0	11.9	22.8	6.8
D11_2F	842071	817257	4.4	2	21.30	25.70	90.8	38.2	17.7	51.9	21.1	29.0	11.9	22.8	6.8
D11_3F	842071	817257	4.4	3	24.40	28.80	91.0	38.4	17.8	52.2	21.2	29.0	12.0	22.8	6.8
D11_4F	842071	817257	4.4	4	27.50	31.90	93.3	38.8	17.9	52.2	21.1	29.0	11.9	22.8	6.8
D11_5F	842071	817257	4.4	5	30.60	35.00	93.9	38.7	17.8	51.4	20.8	28.9	11.8	22.8	6.8
D11_6F	842071	817257	4.4	6	33.70	38.10	94.5	38.4	17.6	50.7	20.3	28.8	11.7	22.8	6.8
D11_7F	842071	817257	4.4	7	36.80	41.20	95.2	37.5	17.4	50.5	19.9	28.8	11.6	22.8	6.8
D11_8F	842071	817257	4.4	8	39.90	44.30	95.0	36.6	17.1	50.0	19.6	28.7	11.5	22.7	6.8
D11_9F	842071	817257	4.4	9	43.00	47.40	95.3	36.3	16.7	49.9	19.3	28.6	11.4	22.7	6.8
D11_10F	842071	817257	4.4	10	46.10	50.50	95.0	36.0	16.4	49.8	19.1	28.6	11.3	22.7	6.8
D11_11F	842071	817257	4.4	11	49.20	53.60	96.5	35.7	16.1	49.7	19.0	28.6	11.3	22.7	6.8
D11_12F	842071	817257	4.4	12	52.30	56.70	96.5	35.5	15.8	49.7	18.9	28.6	11.2	22.7	6.8
D11_13F	842071	817257	4.4	13	55.40	59.80	94.2	35.2	15.6	49.7	18.8	28.5	11.2	22.7	6.8
D11_14F	842071	817257	4.4	14	58.50	62.90	92.5	35.3	15.3	49.6	18.8	28.5	11.2	22.7	6.8
D11_15F	842071	817257	4.4	15	61.60	66.00	91.3	35.4	15.1	49.5	18.8	28.5	11.2	22.7	6.8
D11_17F	842071	817257	4.4	17	67.80	72.20	90.7	35.7	14.8	49.5	18.7	28.5	11.2	22.7	6.8
D11_19F	842071	817257	4.4	19	74.00	78.40	89.4	34.7	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D11_22F	842071	817257	4.4	22	83.40	87.80	89.1	34.6	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D11_25F	842071	817257	4.4	25	92.85	97.25	89.1	34.5	14.1	49.4	18.7	28.5	11.1	22.7	6.8
D12_GF	842084	817263	4.4	G	1.5	5.9	89.0	36.5	18.3	50.4	20.0	28.8	11.6	22.8	6.9
D12_L1	842084	817263	4.4	L1	5.50	9.90	89.4	36.5	18.1	51.0	20.2	28.7	11.6	22.8	6.8
D12_L2	842084	817263	4.4	L2	10.00	14.40	89.6	36.8	17.7	51.1	20.7	28.7	11.8	22.8	6.8
D12_1F	842084	817263	4.4	1	18.20	22.60	89.8	36.4	17.2	51.0	20.6	28.7	11.8	22.8	6.8
D12_2F	842084	817263	4.4	2	21.30	25.70	89.9	37.0	17.3	50.9	20.6	28.7	11.8	22.8	6.8
D12_3F	842084	817263	4.4	3	24.40	28.80	90.8	37.1	17.3	50.9	20.8	28.7	11.8	22.8	6.8
D12_4F	842084	817263	4.4	4	27.50	31.90	91.5	37.1	17.4	50.8	20.8	28.6	11.8	22.8	6.8
D12_5F	842084	817263	4.4	5	30.60	35.00	92.2	37.1	17.3	50.8	20.5	28.6	11.7	22.8	6.8
D12_6F	842084	817263	4.4	6	33.70	38.10	92.7	37.0	17.2	50.5	20.0	28.6	11.6	22.7	6.8
D12_7F	842084	817263	4.4	7	36.80	41.20	93.9	36.7	17.0	49.9	19.7	28.6	11.5	22.7	6.8
D12_8F	842084	817263	4.4	8	39.90	44.30	93.8	36.4	16.8	49.8	19.4	28.6	11.4	22.7	6.8
D12_9F	842084	817263	4.4	9	43.00	47.40	94.5	36.1	16.5	49.8	19.2	28.5	11.3	22.7	6.8
D12_10F	842084	817263	4.4	10	46.10	50.50	94.3	35.8	16.2	49.7	19.0	28.5	11.3	22.7	6.8
D12_11F	842084	817263	4.4	11	49.20	53.60	94.3	35.6	15.9	49.7	18.9	28.5	11.2	22.7	6.8
D12_12F	842084	817263	4.4	12	52.30	56.70	94.3	35.4	15.6	49.6	18.9	28.5	11.2	22.7	6.8
D12_13F	842084	817263	4.4	13	55.40	59.80	92.3	35.3	15.4	49.6	18.8	28.5	11.2	22.7	6.8
D12_14F	842084	817263	4.4	14	58.50	62.90	91.7	35.5	15.2	49.5	18.8	28.5	11.2	22.7	6.8
D12_15F	842084	817263	4.4	15	61.60	66.00	91.0	35.6	15.0	49.5	18.7	28.5	11.2	22.7	6.8
D12_17F	842084	817263	4.4	17	67.80	72.20	90.5	35.8	14.7	49.5	18.7	28.5	11.2	22.7	6.8
D12_19F	842084	817263	4.4	19	74.00	78.40	89.2	34.7	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D12_22F	842084	817263	4.4	22	83.40	87.80	88.1	34.6	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D12_25F	842084	817263	4.4	25	92.85	97.25	88.4	34.6	14.1	49.4	18.7	28.5	11.1	22.7	6.8

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=50)
	Easting	Northing													
D13_GF	842096	817270	4.4	G	1.5	5.9	90.5	36.9	19.0	50.3	19.7	28.7	11.5	22.8	6.9
D13_L1	842096	817270	4.4	L1	5.50	9.90	90.7	36.7	18.6	50.1	19.8	28.7	11.6	22.8	6.8
D13_L2	842096	817270	4.4	L2	10.00	14.40	90.4	36.8	17.7	50.9	20.2	28.8	11.7	22.8	6.8
D13_1F	842096	817270	4.4	1	18.20	22.60	89.7	36.2	17.0	50.8	20.1	28.9	11.6	22.8	6.8
D13_2F	842096	817270	4.4	2	21.30	25.70	89.6	37.2	17.0	50.8	20.1	28.7	11.6	22.8	6.8
D13_3F	842096	817270	4.4	3	24.40	28.80	89.5	37.1	17.0	50.9	20.3	28.8	11.7	22.8	6.8
D13_4F	842096	817270	4.4	4	27.50	31.90	89.5	36.8	17.0	50.9	20.3	28.8	11.7	22.7	6.8
D13_5F	842096	817270	4.4	5	30.60	35.00	90.8	36.8	17.0	50.7	20.0	28.7	11.6	22.7	6.8
D13_6F	842096	817270	4.4	6	33.70	38.10	90.7	36.5	16.9	49.8	19.7	28.6	11.5	22.7	6.8
D13_7F	842096	817270	4.4	7	36.80	41.20	92.1	36.2	16.8	49.8	19.4	28.6	11.4	22.7	6.8
D13_8F	842096	817270	4.4	8	39.90	44.30	93.2	36.0	16.5	49.8	19.2	28.5	11.4	22.7	6.8
D13_9F	842096	817270	4.4	9	43.00	47.40	92.3	35.7	16.3	49.7	19.1	28.5	11.3	22.7	6.8
D13_10F	842096	817270	4.4	10	46.10	50.50	91.6	35.5	16.0	49.6	19.0	28.5	11.3	22.7	6.8
D13_11F	842096	817270	4.4	11	49.20	53.60	91.7	35.3	15.7	49.6	18.9	28.5	11.2	22.7	6.8
D13_12F	842096	817270	4.4	12	52.30	56.70	91.6	35.4	15.5	49.5	18.8	28.5	11.2	22.7	6.8
D13_13F	842096	817270	4.4	13	55.40	59.80	90.5	35.5	15.3	49.5	18.8	28.5	11.2	22.7	6.8
D13_14F	842096	817270	4.4	14	58.50	62.90	89.6	35.7	15.1	49.5	18.8	28.5	11.2	22.7	6.8
D13_15F	842096	817270	4.4	15	61.60	66.00	89.9	35.8	14.9	49.5	18.7	28.5	11.2	22.7	6.8
D13_17F	842096	817270	4.4	17	67.80	72.20	89.5	34.8	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D13_19F	842096	817270	4.4	19	74.00	78.40	88.0	34.8	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D13_22F	842096	817270	4.4	22	83.40	87.80	87.8	34.7	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D13_25F	842096	817270	4.4	25	92.85	97.25	89.0	34.6	14.0	49.4	18.7	28.5	11.1	22.7	6.8
D14_GF	842108	817276	4.4	G	1.5	5.9	90.6	37.8	20.4	50.3	19.6	28.8	11.5	22.8	6.9
D14_L1	842108	817276	4.4	L1	5.50	9.90	90.3	37.2	19.5	50.1	19.6	28.7	11.5	22.8	6.8
D14_L2	842108	817276	4.4	L2	10.00	14.40	89.4	37.0	17.6	50.0	20.0	28.6	11.6	22.8	6.8
D14_1F	842108	817276	4.4	1	18.20	22.60	89.6	36.2	16.8	49.9	19.9	28.6	11.5	22.8	6.8
D14_2F	842108	817276	4.4	2	21.30	25.70	89.4	36.0	16.7	49.9	19.8	28.6	11.5	22.7	6.8
D14_3F	842108	817276	4.4	3	24.40	28.80	89.4	36.0	16.7	49.9	20.0	28.8	11.6	22.7	6.8
D14_4F	842108	817276	4.4	4	27.50	31.90	89.6	36.3	16.7	49.9	20.1	28.8	11.6	22.7	6.8
D14_5F	842108	817276	4.4	5	30.60	35.00	89.6	36.1	16.7	49.8	19.8	28.6	11.5	22.7	6.8
D14_6F	842108	817276	4.4	6	33.70	38.10	91.1	36.1	16.6	49.7	19.5	28.6	11.4	22.7	6.8
D14_7F	842108	817276	4.4	7	36.80	41.20	90.8	36.1	16.5	49.6	19.3	28.5	11.4	22.7	6.8
D14_8F	842108	817276	4.4	8	39.90	44.30	90.2	35.9	16.3	49.6	19.2	28.5	11.3	22.7	6.8
D14_9F	842108	817276	4.4	9	43.00	47.40	90.4	35.6	16.0	49.5	19.0	28.5	11.3	22.7	6.8
D14_10F	842108	817276	4.4	10	46.10	50.50	89.4	35.5	15.8	49.5	18.9	28.5	11.2	22.7	6.8
D14_11F	842108	817276	4.4	11	49.20	53.60	88.3	35.5	15.6	49.5	18.9	28.5	11.2	22.7	6.8
D14_12F	842108	817276	4.4	12	52.30	56.70	86.8	35.6	15.3	49.5	18.8	28.5	11.2	22.7	6.8
D14_13F	842108	817276	4.4	13	55.40	59.80	86.6	35.2	15.1	49.5	18.8	28.5	11.2	22.7	6.8
D14_14F	842108	817276	4.4	14	58.50	62.90	87.1	35.0	15.0	49.4	18.8	28.5	11.2	22.7	6.8
D14_15F	842108	817276	4.4	15	61.60	66.00	87.0	35.0	14.8	49.4	18.7	28.5	11.2	22.7	6.8
D14_17F	842108	817276	4.4	17	67.80	72.20	87.1	34.9	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D14_19F	842108	817276	4.4	19	74.00	78.40	87.3	34.8	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D14_22F	842108	817276	4.4	22	83.40	87.80	87.1	34.7	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D14_25F	842108	817276	4.4	25	92.85	97.25	88.3	34.7	14.0	49.4	18.7	28.5	11.1	22.7	6.8
						Max.	145.2	58.1	25.6	89.2	40.7	35.7	17.7	23.0	6.9
						New AQO	**200**	**120**	**40**	**75**	**30**	**37.5**	**15**	**500**	**50**

Note:

1. Shaded cell in orange denotes the predicted air quality exceeds the relevant AQOs.
2. Bolded cell denotes the largest value.

Appendix 2.14 Contour Map for SO_2, NO_2, RSP and FSP



Appendix: 2.14-1

Title: Contour Map of 19th Highest Hourly Average Concentration of NO_2 at 25.7mPD (2/F) (AQO Standard: 200ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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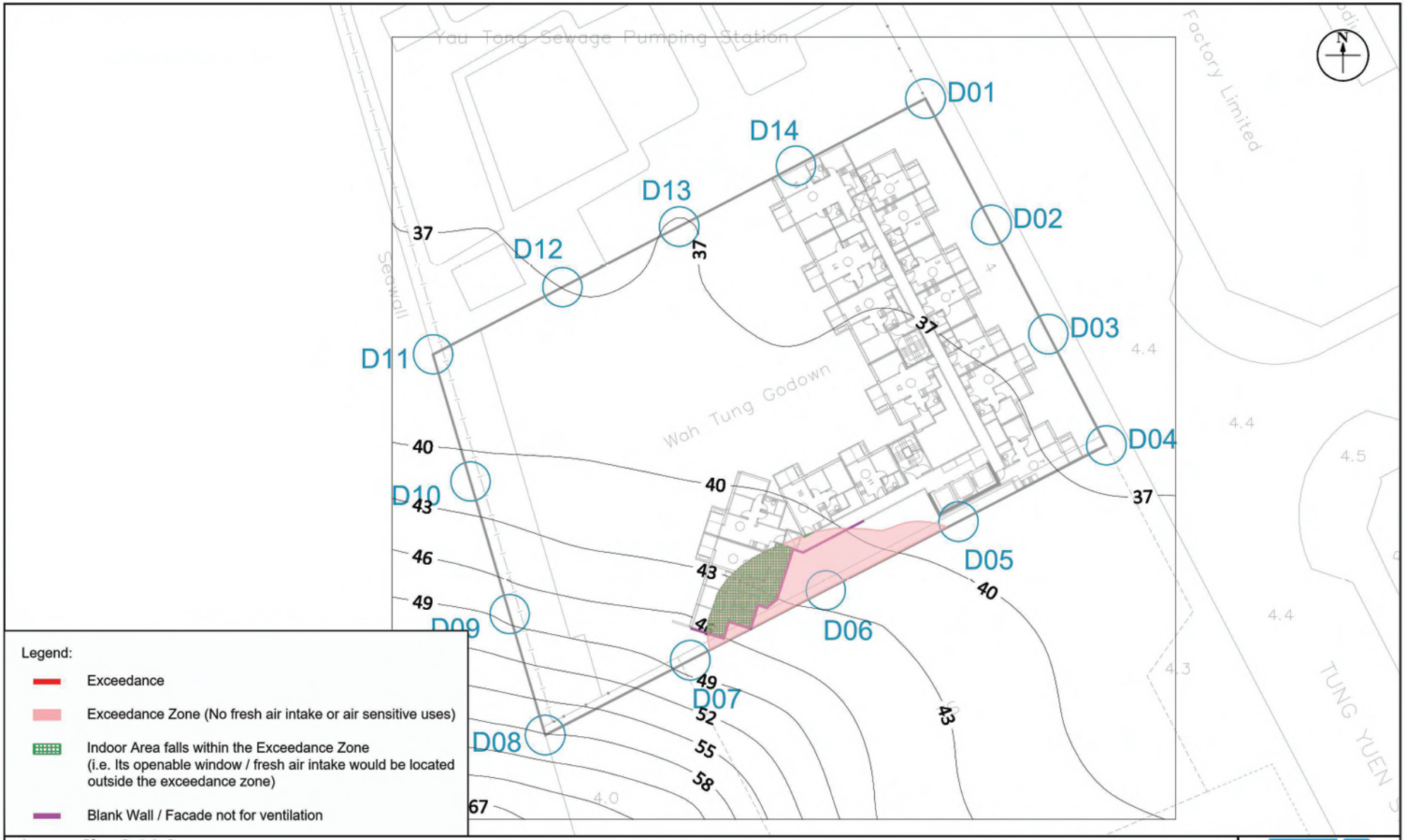

Appendix: 2.14-2

Title: Contour Map of 10th Highest Daily Average Concentration of NO_2 at 25.7mPD (2/F) (AQO Standard: 120ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

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Checked by:	TC
Rev.:	1.0
Date:	Apr 2025

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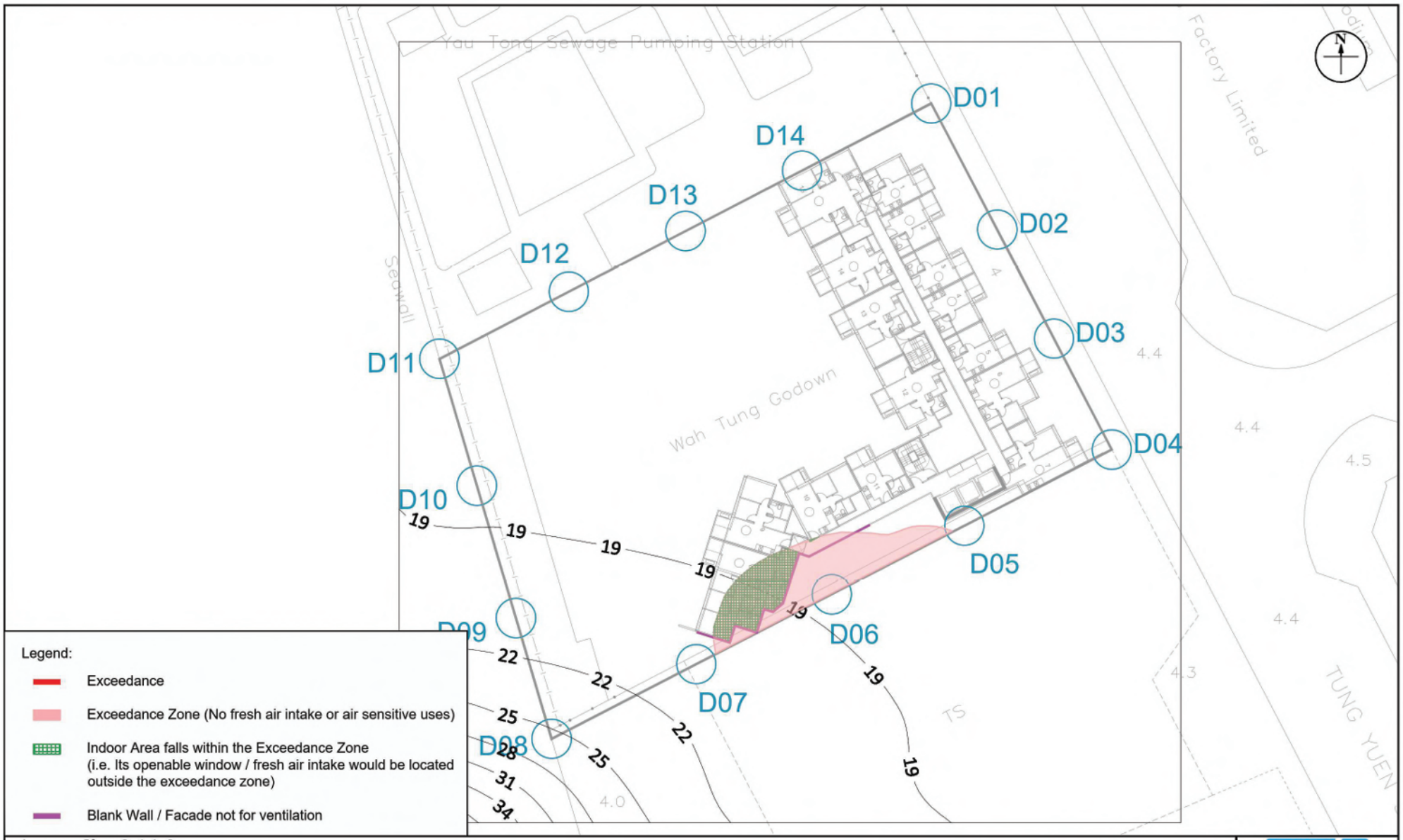

Appendix: 2.14-3

Title: Contour Map of Annual Average Concentration of NO_2 at 22.6mPD (1/F) (AQO Standard: 40ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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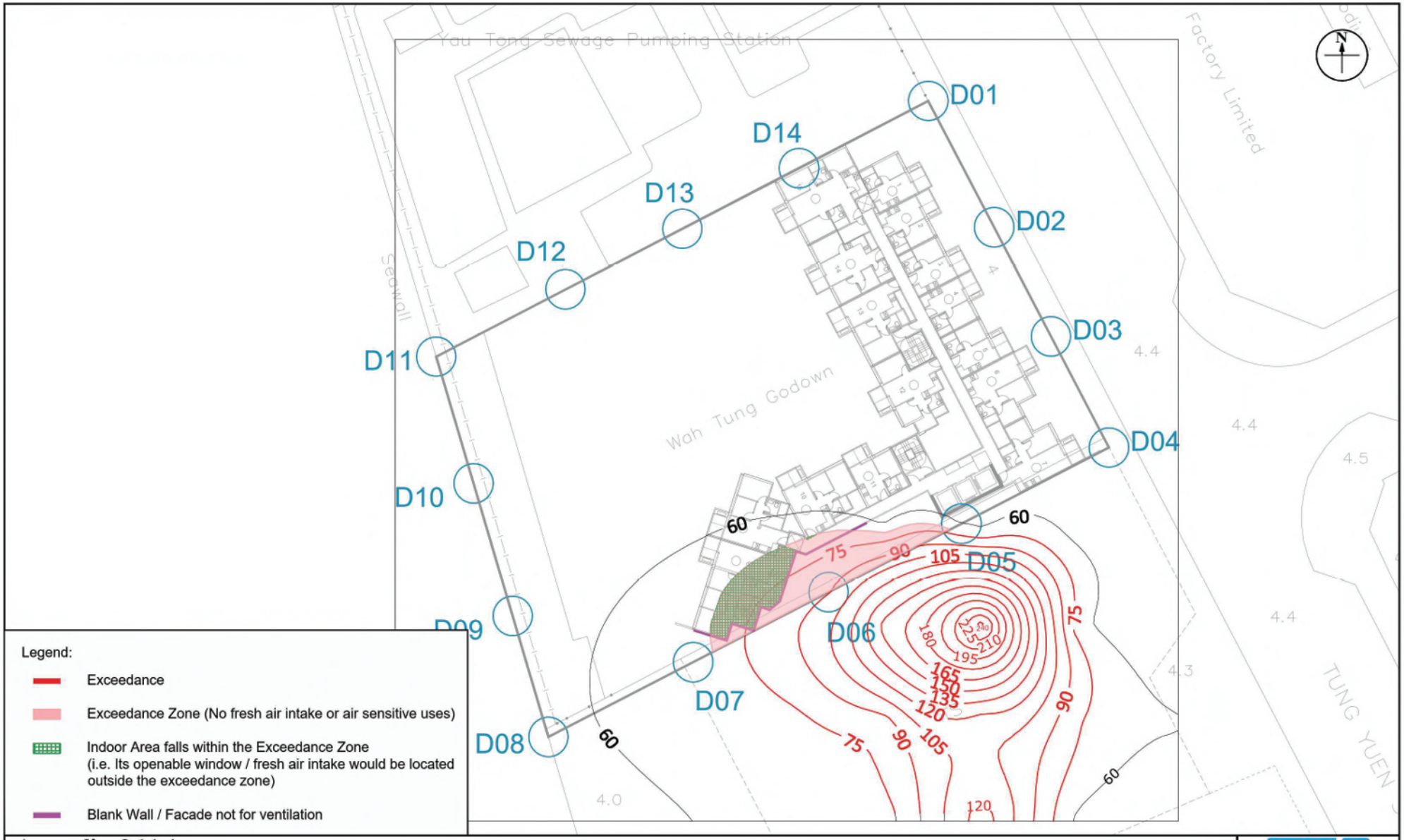

Legend:

- Exceedance
- Exceedance Zone (No fresh air intake or air sensitive uses)
- Indoor Area falls within the Exceedance Zone (i.e. Its openable window / fresh air intake would be located outside the exceedance zone)
- Blank Wall / Facade not for ventilation

Appendix: 2.14-4

Title: Contour Map of 10th Highest 24-hour Average Concentration of RSP at 31.9mPD (4/F) (AQO Standard: 75ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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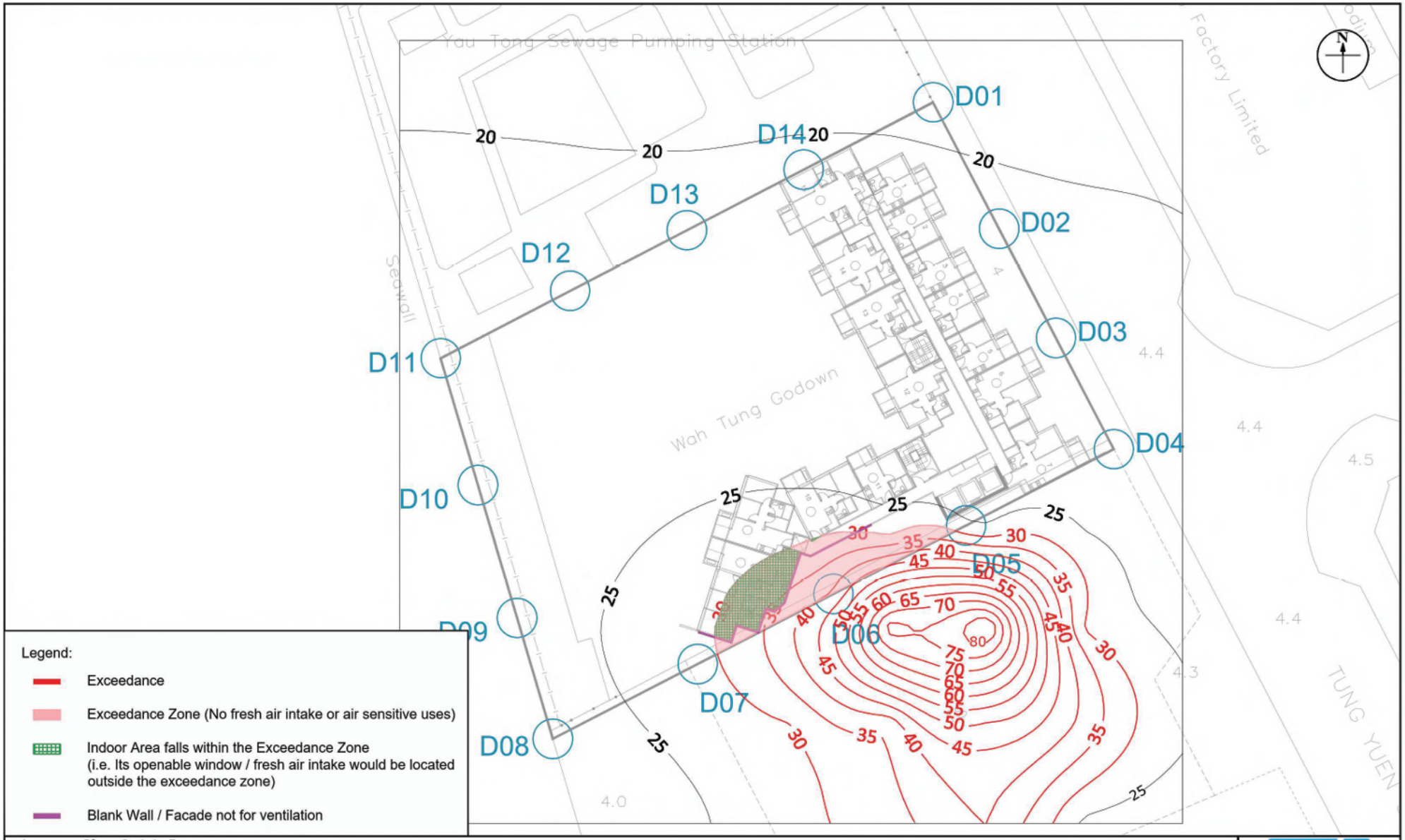

Appendix: 2.14-5a

Title: Contour Map of Annual Average Concentration of RSP at 31.9mPD (4/F) (AQO Standard: 30ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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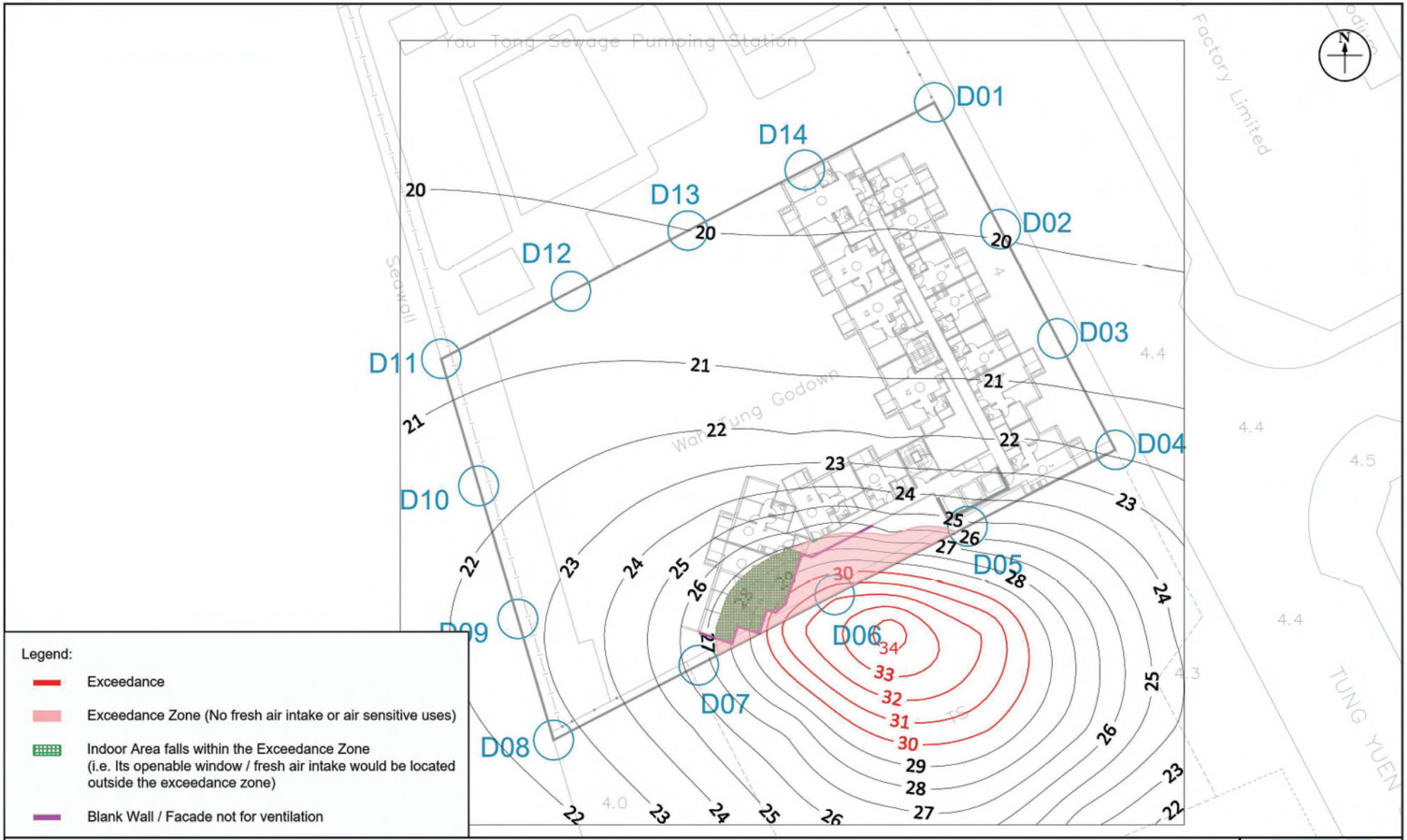

Appendix: 2.14-5b

Title: Contour Map of Annual Average Concentration of RSP at 35.0mPD (5/F) (AQO Standard: 30ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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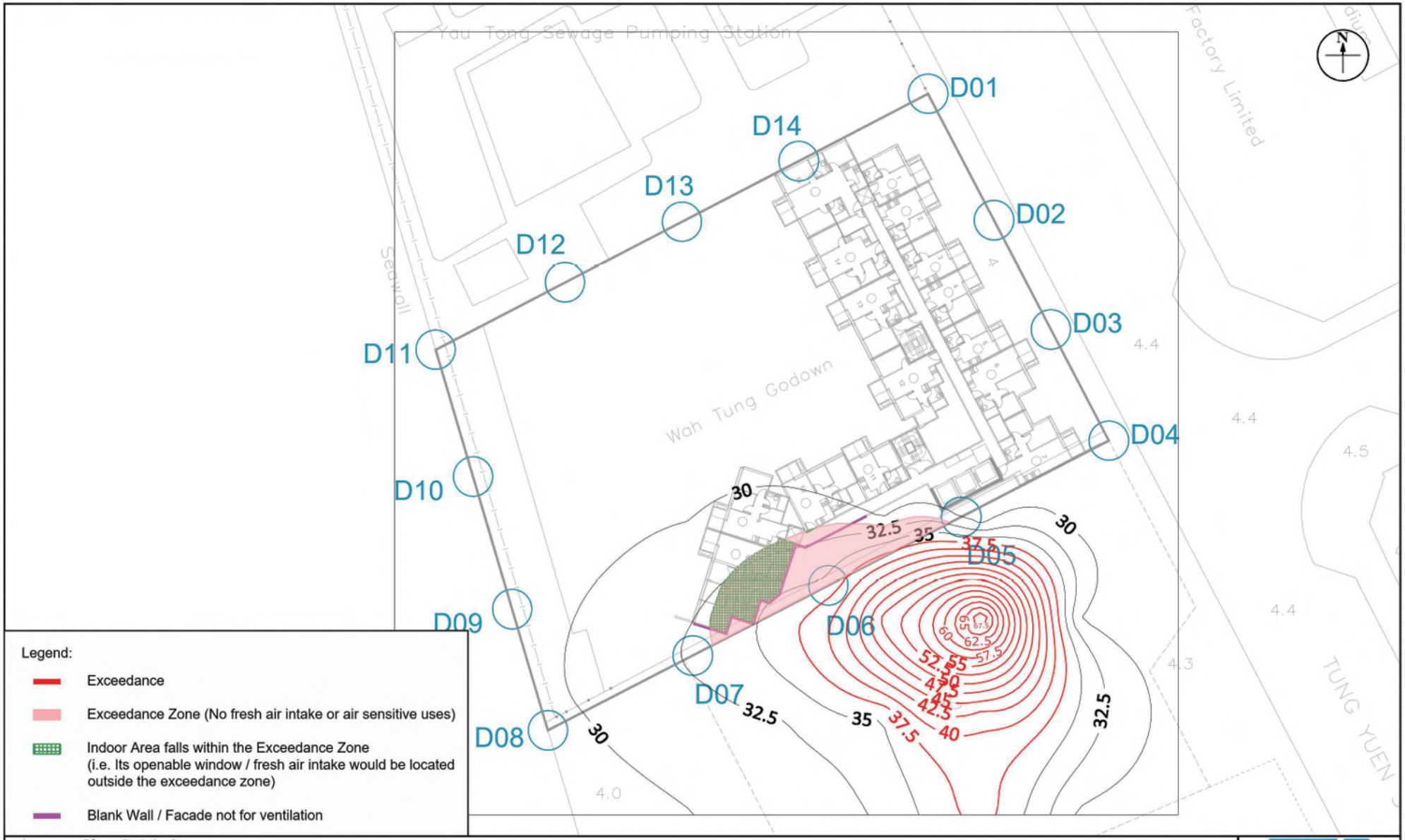

Appendix: 2.14-6

Title: Contour Map of 19th Highest 24-hour Average Concentration of FSP at 31.9mPD (4/F) (AQO Standard: 37.5ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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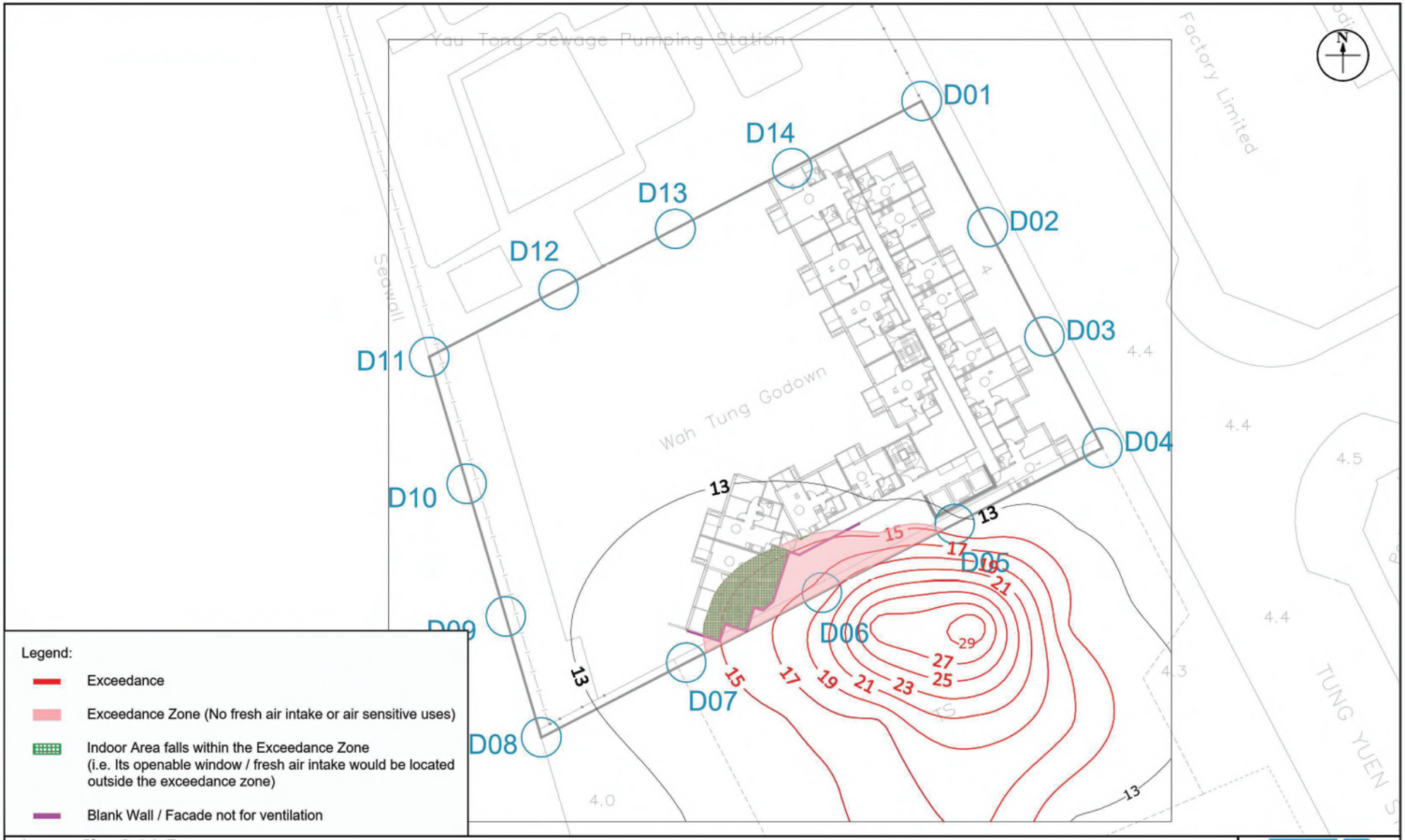

Appendix: 2.14-7a

Title: Contour Map of Annual Average Concentration of FSP at 31.9mPD (4/F) (AQO Standard: 15ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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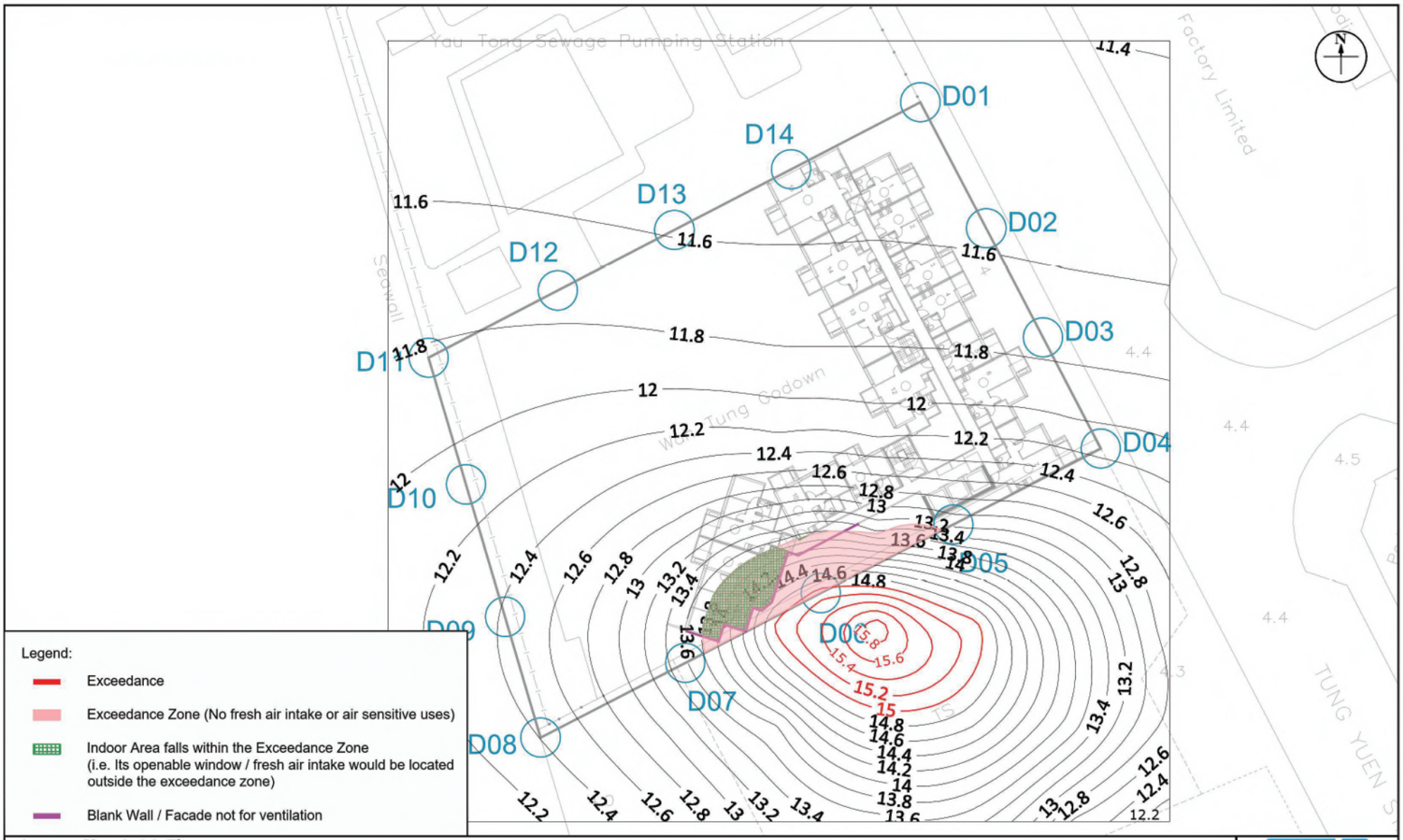

Appendix: 2.14-7b

Title: Contour Map of Annual Average Concentration of FSP at 35.0mPD (5/F) (AQO Standard: 15ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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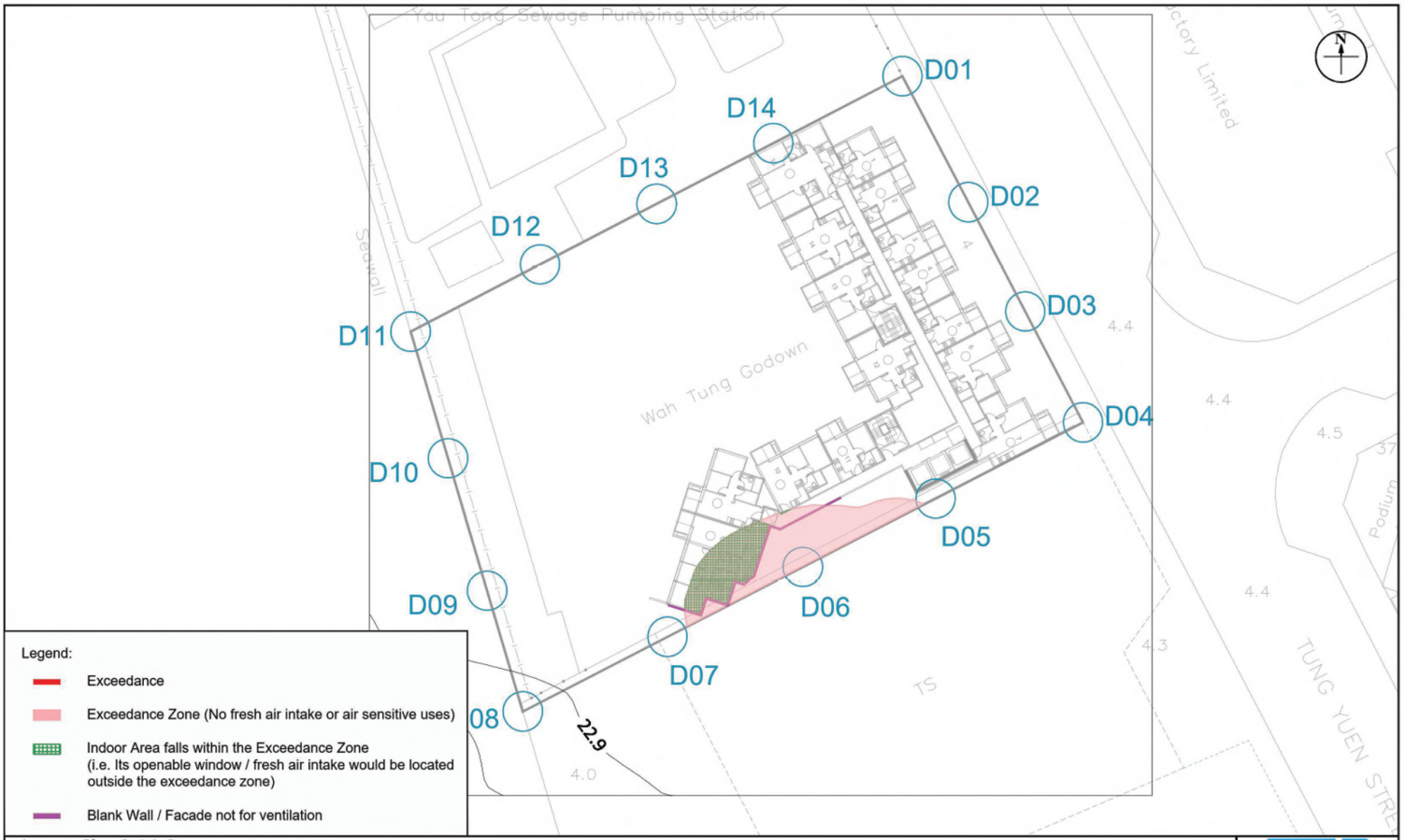

Appendix: 2.14-8

Title: Contour Map of 4th Highest 10-min Average Concentration of SO_2 at 25.7mPD (2/F) (AQO Standard: 500ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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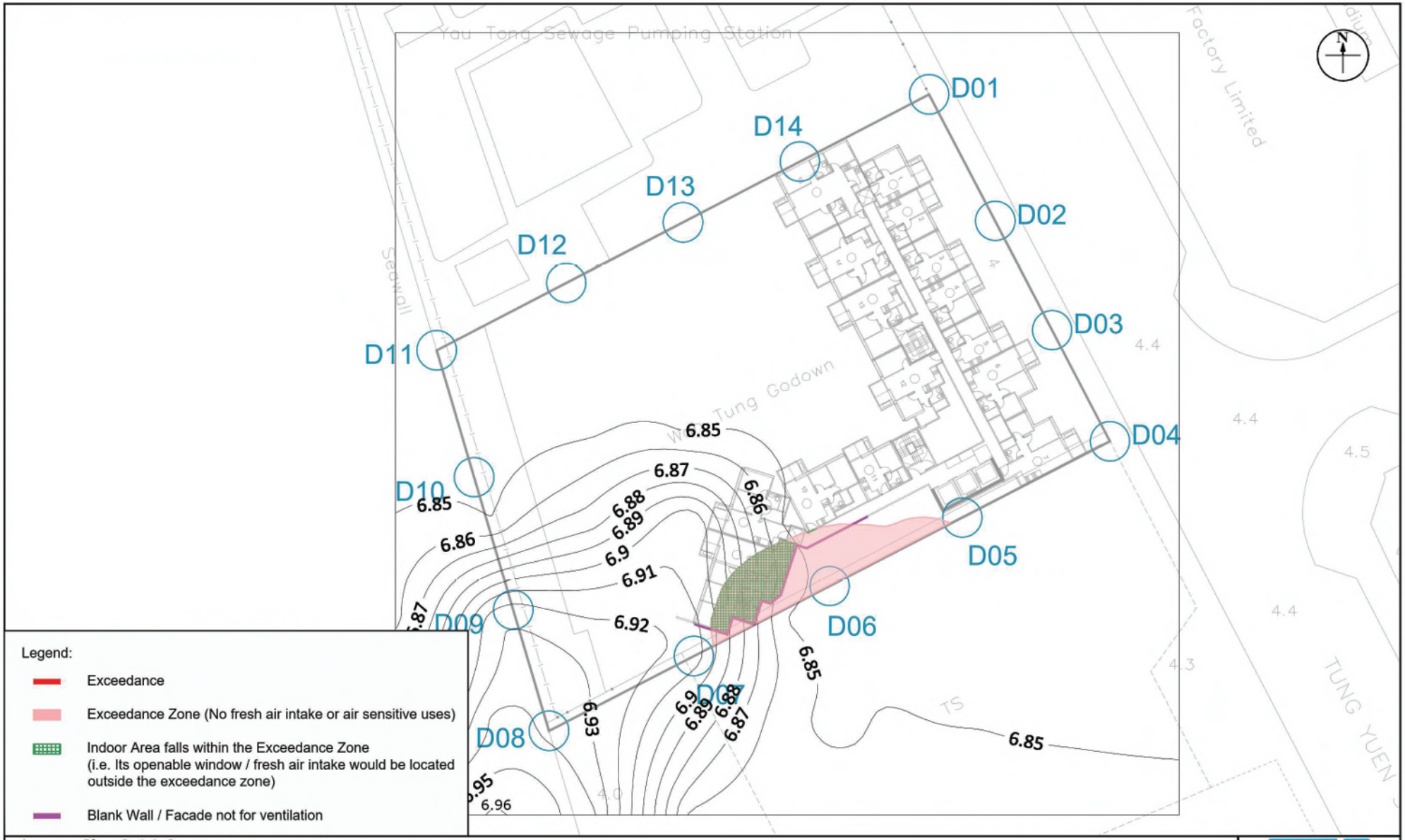

Appendix: 2.14-9

Title: Contour Map of 4th Highest Daily Average Concentration of SO_2 at 25.7mPD (2/F) (AQO Standard: 50ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

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Appendix 2.15 Extracts from Approved Planning Application A/K15/126 – Input Parameters of Odour Sources in AERMOD

Odour Strength inside Kwun Tong Wholesale Fish Market

Sampling flowrate = 5.42E-05 m^3/s
Covered surface area = 0.13 m^2

Odour sources

Label	X1	Y1	X2	Y2	Z	Distance (m)	Width (m)	Angle (deg. Clockwise from N)	Release Height m	Area m^2	Sampling Concentration OU/m^3	Emission Rate (OU/s-m^2)	Plume Height m
PB01	842149	817159	842158	817167	4.4	11.8	7.54	45.6	3.0	89.1	14	**5.83E-03**	0.0
PB02	842162	817172	842165	817174	4.4	3.7	9.54	45.8	3.0	35.3	14	**5.83E-03**	0.0
PB03	842164	817144	842159	817149	4.4	7.5	10.88	-44.4	3.0	82.1	14	**5.83E-03**	0.0
PB04	842189	817104	842187	817106	4.4	2.5	39.74	-46.0	3.0	99.2	14	**5.83E-03**	0.0
FT01	842177	817119	842159	817138	4.4	26.5	26	-43.9	3.0	688.3	59	**2.46E-02**	0.0
FT02	842187	817115	842180	817122	4.4	9.7	21.1	-43.4	3.0	204.7	59	**2.46E-02**	0.0
WF01	842152	817132	842137	817147	4.4	21.5	17.17	-44.6	3.0	369.4	180	**7.50E-02**	0.0
WF02	842159	817149	842155	817154	4.4	6.3	17.9	-44.2	3.0	113.3	180	**7.50E-02**	0.0
WF03	842207	817126	842169	817165	4.4	54.3	11.5	-43.8	3.0	624.3	180	**7.50E-02**	0.0
WF04	842171	817113	842152	817132	4.4	26.5	9	-44.2	3.0	238.5	180	**7.50E-02**	0.0
WF05	842177	817106	842171	817113	4.4	9.5	13.6	-43.8	3.0	129.2	180	**7.50E-02**	0.0
WF06	842182	817101	842178	817106	4.4	6.5	34.6	-43.7	3.0	224.5	180	**7.50E-02**	0.0
WF07	842184	817099	842182	817101	4.4	2.8	6.46	-43.8	3.0	17.8	180	**7.50E-02**	0.0

Note:

Due to the erected concrete block wall at the northeast side of KTFM, release height is set at 3m, which is the worst-case scenario for the proposed residential development comprising residential units starting from 9m above ground.

Appendix 2.16 Predicted Odour Impact Assessment Results

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D01_GF	842121	817283	4.4	G	1.5	5.9	0.3
D01_L1	842121	817283	4.4	L1	5.50	9.90	0.3
D01_L2	842121	817283	4.4	L2	10.00	14.40	0.2
D01_1F	842121	817283	4.4	1	18.20	22.60	0.2
D01_2F	842121	817283	4.4	2	21.30	25.70	0.1
D01_3F	842121	817283	4.4	3	24.40	28.80	0.1
D01_4F	842121	817283	4.4	4	27.50	31.90	0.1
D01_5F	842121	817283	4.4	5	30.60	35.00	0.1
D01_6F	842121	817283	4.4	6	33.70	38.10	0.1
D01_7F	842121	817283	4.4	7	36.80	41.20	0.1
D01_8F	842121	817283	4.4	8	39.90	44.30	0.1
D01_9F	842121	817283	4.4	9	43.00	47.40	0.1
D01_10F	842121	817283	4.4	10	46.10	50.50	0.0
D01_11F	842121	817283	4.4	11	49.20	53.60	0.0
D01_12F	842121	817283	4.4	12	52.30	56.70	0.0
D01_13F	842121	817283	4.4	13	55.40	59.80	0.0
D01_14F	842121	817283	4.4	14	58.50	62.90	0.0
D01_15F	842121	817283	4.4	15	61.60	66.00	0.0
D01_17F	842121	817283	4.4	17	67.80	72.20	0.0
D01_19F	842121	817283	4.4	19	74.00	78.40	0.0
D01_22F	842121	817283	4.4	22	83.40	87.80	0.0
D01_25F	842121	817283	4.4	25	92.85	97.25	0.0
D02_GF	842128	817270	4.4	G	1.5	5.9	0.3
D02_L1	842128	817270	4.4	L1	5.50	9.90	0.3
D02_L2	842128	817270	4.4	L2	10.00	14.40	0.3
D02_1F	842128	817270	4.4	1	18.20	22.60	0.2
D02_2F	842128	817270	4.4	2	21.30	25.70	0.1
D02_3F	842128	817270	4.4	3	24.40	28.80	0.1
D02_4F	842128	817270	4.4	4	27.50	31.90	0.1
D02_5F	842128	817270	4.4	5	30.60	35.00	0.1
D02_6F	842128	817270	4.4	6	33.70	38.10	0.1
D02_7F	842128	817270	4.4	7	36.80	41.20	0.1
D02_8F	842128	817270	4.4	8	39.90	44.30	0.1
D02_9F	842128	817270	4.4	9	43.00	47.40	0.1
D02_10F	842128	817270	4.4	10	46.10	50.50	0.1
D02_11F	842128	817270	4.4	11	49.20	53.60	0.1
D02_12F	842128	817270	4.4	12	52.30	56.70	0.0
D02_13F	842128	817270	4.4	13	55.40	59.80	0.0
D02_14F	842128	817270	4.4	14	58.50	62.90	0.0
D02_15F	842128	817270	4.4	15	61.60	66.00	0.0
D02_17F	842128	817270	4.4	17	67.80	72.20	0.0
D02_19F	842128	817270	4.4	19	74.00	78.40	0.0
D02_22F	842128	817270	4.4	22	83.40	87.80	0.0
D02_25F	842128	817270	4.4	25	92.85	97.25	0.0
D03_GF	842134	817259	4.4	G	1.5	5.9	0.4
D03_L1	842134	817259	4.4	L1	5.50	9.90	0.3

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D03_L2	842134	817259	4.4	L2	10.00	14.40	0.3
D03_1F	842134	817259	4.4	1	18.20	22.60	0.2
D03_2F	842134	817259	4.4	2	21.30	25.70	0.1
D03_3F	842134	817259	4.4	3	24.40	28.80	0.1
D03_4F	842134	817259	4.4	4	27.50	31.90	0.1
D03_5F	842134	817259	4.4	5	30.60	35.00	0.1
D03_6F	842134	817259	4.4	6	33.70	38.10	0.1
D03_7F	842134	817259	4.4	7	36.80	41.20	0.1
D03_8F	842134	817259	4.4	8	39.90	44.30	0.1
D03_9F	842134	817259	4.4	9	43.00	47.40	0.1
D03_10F	842134	817259	4.4	10	46.10	50.50	0.1
D03_11F	842134	817259	4.4	11	49.20	53.60	0.1
D03_12F	842134	817259	4.4	12	52.30	56.70	0.0
D03_13F	842134	817259	4.4	13	55.40	59.80	0.0
D03_14F	842134	817259	4.4	14	58.50	62.90	0.0
D03_15F	842134	817259	4.4	15	61.60	66.00	0.0
D03_17F	842134	817259	4.4	17	67.80	72.20	0.0
D03_19F	842134	817259	4.4	19	74.00	78.40	0.0
D03_22F	842134	817259	4.4	22	83.40	87.80	0.0
D03_25F	842134	817259	4.4	25	92.85	97.25	0.0
D04_GF	842140	817247	4.4	G	1.5	5.9	0.4
D04_L1	842140	817247	4.4	L1	5.50	9.90	0.4
D04_L2	842140	817247	4.4	L2	10.00	14.40	0.3
D04_1F	842140	817247	4.4	1	18.20	22.60	0.2
D04_2F	842140	817247	4.4	2	21.30	25.70	0.1
D04_3F	842140	817247	4.4	3	24.40	28.80	0.1
D04_4F	842140	817247	4.4	4	27.50	31.90	0.1
D04_5F	842140	817247	4.4	5	30.60	35.00	0.1
D04_6F	842140	817247	4.4	6	33.70	38.10	0.1
D04_7F	842140	817247	4.4	7	36.80	41.20	0.1
D04_8F	842140	817247	4.4	8	39.90	44.30	0.1
D04_9F	842140	817247	4.4	9	43.00	47.40	0.1
D04_10F	842140	817247	4.4	10	46.10	50.50	0.1
D04_11F	842140	817247	4.4	11	49.20	53.60	0.1
D04_12F	842140	817247	4.4	12	52.30	56.70	0.0
D04_13F	842140	817247	4.4	13	55.40	59.80	0.0
D04_14F	842140	817247	4.4	14	58.50	62.90	0.0
D04_15F	842140	817247	4.4	15	61.60	66.00	0.0
D04_17F	842140	817247	4.4	17	67.80	72.20	0.0
D04_19F	842140	817247	4.4	19	74.00	78.40	0.0
D04_22F	842140	817247	4.4	22	83.40	87.80	0.0
D04_25F	842140	817247	4.4	25	92.85	97.25	0.0
D05_GF	842125	817239	4.4	G	1.5	5.9	**0.4**
D05_L1	842125	817239	4.4	L1	5.50	9.90	0.4
D05_L2	842125	817239	4.4	L2	10.00	14.40	0.3

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D05_1F	842125	817239	4.4	1	18.20	22.60	0.2
D05_2F	842125	817239	4.4	2	21.30	25.70	0.1
D05_3F	842125	817239	4.4	3	24.40	28.80	0.1
D05_4F	842125	817239	4.4	4	27.50	31.90	0.1
D05_5F	842125	817239	4.4	5	30.60	35.00	0.1
D05_6F	842125	817239	4.4	6	33.70	38.10	0.1
D05_7F	842125	817239	4.4	7	36.80	41.20	0.1
D05_8F	842125	817239	4.4	8	39.90	44.30	0.1
D05_9F	842125	817239	4.4	9	43.00	47.40	0.1
D05_10F	842125	817239	4.4	10	46.10	50.50	0.0
D05_11F	842125	817239	4.4	11	49.20	53.60	0.0
D05_12F	842125	817239	4.4	12	52.30	56.70	0.0
D05_13F	842125	817239	4.4	13	55.40	59.80	0.0
D05_14F	842125	817239	4.4	14	58.50	62.90	0.0
D05_15F	842125	817239	4.4	15	61.60	66.00	0.0
D05_17F	842125	817239	4.4	17	67.80	72.20	0.0
D05_19F	842125	817239	4.4	19	74.00	78.40	0.0
D05_22F	842125	817239	4.4	22	83.40	87.80	0.0
D05_25F	842125	817239	4.4	25	92.85	97.25	0.0
D06_GF	842111	817232	4.4	G	1.5	5.9	0.4
D06_L1	842111	817232	4.4	L1	5.50	9.90	0.4
D06_L2	842111	817232	4.4	L2	10.00	14.40	0.3
D06_1F	842111	817232	4.4	1	18.20	22.60	0.1
D06_2F	842111	817232	4.4	2	21.30	25.70	0.1
D06_3F	842111	817232	4.4	3	24.40	28.80	0.1
D06_4F	842111	817232	4.4	4	27.50	31.90	0.1
D06_5F	842111	817232	4.4	5	30.60	35.00	0.1
D06_6F	842111	817232	4.4	6	33.70	38.10	0.1
D06_7F	842111	817232	4.4	7	36.80	41.20	0.0
D06_8F	842111	817232	4.4	8	39.90	44.30	0.0
D06_9F	842111	817232	4.4	9	43.00	47.40	0.0
D06_10F	842111	817232	4.4	10	46.10	50.50	0.0
D06_11F	842111	817232	4.4	11	49.20	53.60	0.0
D06_12F	842111	817232	4.4	12	52.30	56.70	0.0
D06_13F	842111	817232	4.4	13	55.40	59.80	0.0
D06_14F	842111	817232	4.4	14	58.50	62.90	0.0
D06_15F	842111	817232	4.4	15	61.60	66.00	0.0
D06_17F	842111	817232	4.4	17	67.80	72.20	0.0
D06_19F	842111	817232	4.4	19	74.00	78.40	0.0
D06_22F	842111	817232	4.4	22	83.40	87.80	0.0
D06_25F	842111	817232	4.4	25	92.85	97.25	0.0
D07_GF	842097	817225	4.4	G	1.5	5.9	0.3
D07_L1	842097	817225	4.4	L1	5.50	9.90	0.3
D07_L2	842097	817225	4.4	L2	10.00	14.40	0.3
D07_1F	842097	817225	4.4	1	18.20	22.60	0.2

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D07_2F	842097	817225	4.4	2	21.30	25.70	0.1
D07_3F	842097	817225	4.4	3	24.40	28.80	0.1
D07_4F	842097	817225	4.4	4	27.50	31.90	0.1
D07_5F	842097	817225	4.4	5	30.60	35.00	0.0
D07_6F	842097	817225	4.4	6	33.70	38.10	0.0
D07_7F	842097	817225	4.4	7	36.80	41.20	0.0
D07_8F	842097	817225	4.4	8	39.90	44.30	0.0
D07_9F	842097	817225	4.4	9	43.00	47.40	0.0
D07_10F	842097	817225	4.4	10	46.10	50.50	0.0
D07_11F	842097	817225	4.4	11	49.20	53.60	0.0
D07_12F	842097	817225	4.4	12	52.30	56.70	0.0
D07_13F	842097	817225	4.4	13	55.40	59.80	0.0
D07_14F	842097	817225	4.4	14	58.50	62.90	0.0
D07_15F	842097	817225	4.4	15	61.60	66.00	0.0
D07_17F	842097	817225	4.4	17	67.80	72.20	0.0
D07_19F	842097	817225	4.4	19	74.00	78.40	0.0
D07_22F	842097	817225	4.4	22	83.40	87.80	0.0
D07_25F	842097	817225	4.4	25	92.85	97.25	0.0
D08_GF	842083	817218	4.4	G	1.5	5.9	0.3
D08_L1	842083	817218	4.4	L1	5.50	9.90	0.3
D08_L2	842083	817218	4.4	L2	10.00	14.40	0.2
D08_1F	842083	817218	4.4	1	18.20	22.60	0.2
D08_2F	842083	817218	4.4	2	21.30	25.70	0.1
D08_3F	842083	817218	4.4	3	24.40	28.80	0.1
D08_4F	842083	817218	4.4	4	27.50	31.90	0.1
D08_5F	842083	817218	4.4	5	30.60	35.00	0.0
D08_6F	842083	817218	4.4	6	33.70	38.10	0.0
D08_7F	842083	817218	4.4	7	36.80	41.20	0.0
D08_8F	842083	817218	4.4	8	39.90	44.30	0.0
D08_9F	842083	817218	4.4	9	43.00	47.40	0.0
D08_10F	842083	817218	4.4	10	46.10	50.50	0.0
D08_11F	842083	817218	4.4	11	49.20	53.60	0.0
D08_12F	842083	817218	4.4	12	52.30	56.70	0.0
D08_13F	842083	817218	4.4	13	55.40	59.80	0.0
D08_14F	842083	817218	4.4	14	58.50	62.90	0.0
D08_15F	842083	817218	4.4	15	61.60	66.00	0.0
D08_17F	842083	817218	4.4	17	67.80	72.20	0.0
D08_19F	842083	817218	4.4	19	74.00	78.40	0.0
D08_22F	842083	817218	4.4	22	83.40	87.80	0.0
D08_25F	842083	817218	4.4	25	92.85	97.25	0.0
D09_GF	842079	817230	4.4	G	1.5	5.9	0.2
D09_L1	842079	817230	4.4	L1	5.50	9.90	0.2
D09_L2	842079	817230	4.4	L2	10.00	14.40	0.2
D09_1F	842079	817230	4.4	1	18.20	22.60	0.2
D09_2F	842079	817230	4.4	2	21.30	25.70	0.1

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D09_3F	842079	817230	4.4	3	24.40	28.80	0.1
D09_4F	842079	817230	4.4	4	27.50	31.90	0.0
D09_5F	842079	817230	4.4	5	30.60	35.00	0.0
D09_6F	842079	817230	4.4	6	33.70	38.10	0.0
D09_7F	842079	817230	4.4	7	36.80	41.20	0.0
D09_8F	842079	817230	4.4	8	39.90	44.30	0.0
D09_9F	842079	817230	4.4	9	43.00	47.40	0.0
D09_10F	842079	817230	4.4	10	46.10	50.50	0.0
D09_11F	842079	817230	4.4	11	49.20	53.60	0.0
D09_12F	842079	817230	4.4	12	52.30	56.70	0.0
D09_13F	842079	817230	4.4	13	55.40	59.80	0.0
D09_14F	842079	817230	4.4	14	58.50	62.90	0.0
D09_15F	842079	817230	4.4	15	61.60	66.00	0.0
D09_17F	842079	817230	4.4	17	67.80	72.20	0.0
D09_19F	842079	817230	4.4	19	74.00	78.40	0.0
D09_22F	842079	817230	4.4	22	83.40	87.80	0.0
D09_25F	842079	817230	4.4	25	92.85	97.25	0.0
D10_GF	842075	817244	4.4	G	1.5	5.9	0.2
D10_L1	842075	817244	4.4	L1	5.50	9.90	0.2
D10_L2	842075	817244	4.4	L2	10.00	14.40	0.2
D10_1F	842075	817244	4.4	1	18.20	22.60	0.1
D10_2F	842075	817244	4.4	2	21.30	25.70	0.1
D10_3F	842075	817244	4.4	3	24.40	28.80	0.1
D10_4F	842075	817244	4.4	4	27.50	31.90	0.1
D10_5F	842075	817244	4.4	5	30.60	35.00	0.0
D10_6F	842075	817244	4.4	6	33.70	38.10	0.0
D10_7F	842075	817244	4.4	7	36.80	41.20	0.0
D10_8F	842075	817244	4.4	8	39.90	44.30	0.0
D10_9F	842075	817244	4.4	9	43.00	47.40	0.0
D10_10F	842075	817244	4.4	10	46.10	50.50	0.0
D10_11F	842075	817244	4.4	11	49.20	53.60	0.0
D10_12F	842075	817244	4.4	12	52.30	56.70	0.0
D10_13F	842075	817244	4.4	13	55.40	59.80	0.0
D10_14F	842075	817244	4.4	14	58.50	62.90	0.0
D10_15F	842075	817244	4.4	15	61.60	66.00	0.0
D10_17F	842075	817244	4.4	17	67.80	72.20	0.0
D10_19F	842075	817244	4.4	19	74.00	78.40	0.0
D10_22F	842075	817244	4.4	22	83.40	87.80	0.0
D10_25F	842075	817244	4.4	25	92.85	97.25	0.0
D11_GF	842071	817257	4.4	G	1.5	5.9	0.2
D11_L1	842071	817257	4.4	L1	5.50	9.90	0.2
D11_L2	842071	817257	4.4	L2	10.00	14.40	0.2
D11_1F	842071	817257	4.4	1	18.20	22.60	0.1
D11_2F	842071	817257	4.4	2	21.30	25.70	0.1
D11_3F	842071	817257	4.4	3	24.40	28.80	0.1

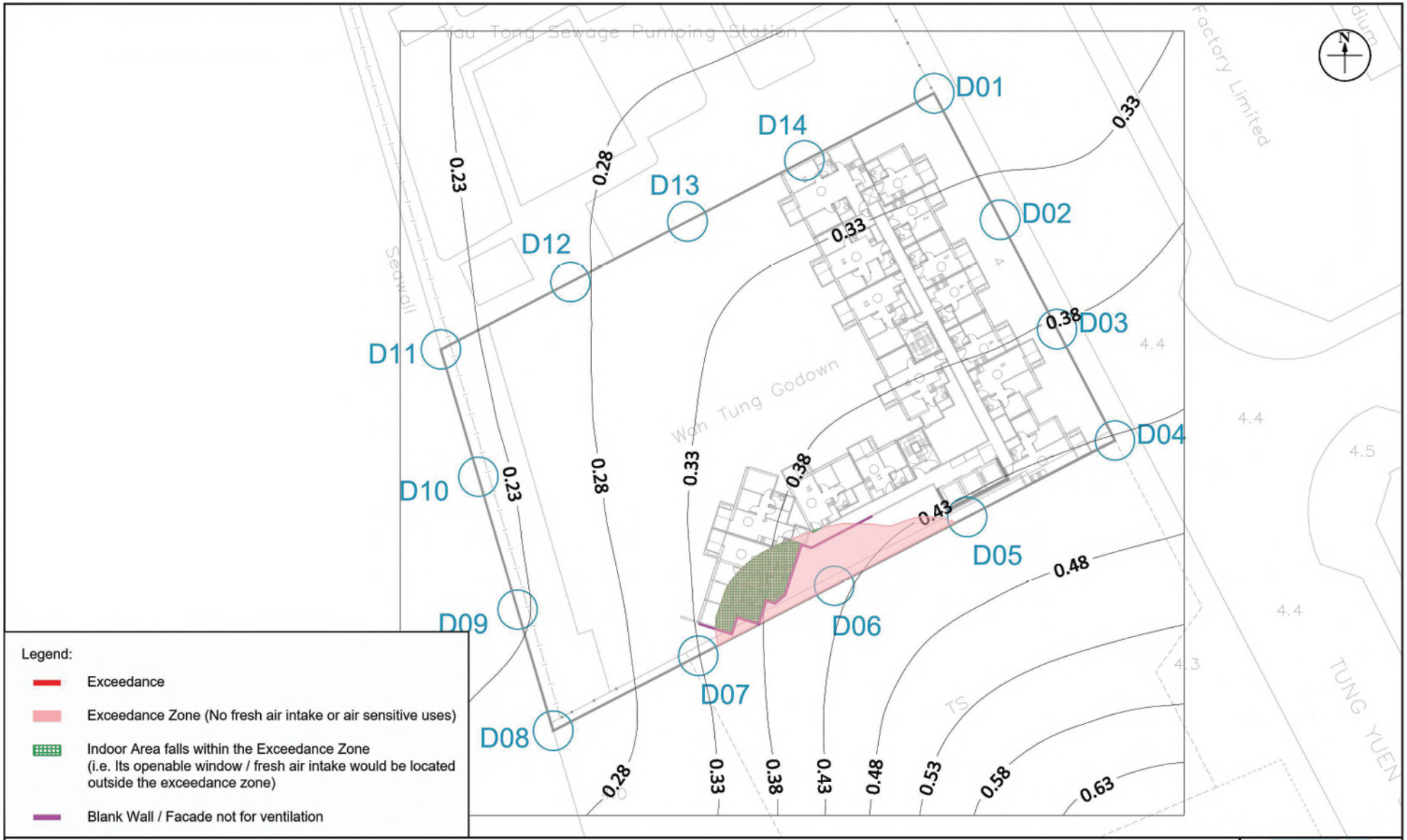
ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D11_4F	842071	817257	4.4	4	27.50	31.90	0.1
D11_5F	842071	817257	4.4	5	30.60	35.00	0.0
D11_6F	842071	817257	4.4	6	33.70	38.10	0.0
D11_7F	842071	817257	4.4	7	36.80	41.20	0.0
D11_8F	842071	817257	4.4	8	39.90	44.30	0.0
D11_9F	842071	817257	4.4	9	43.00	47.40	0.0
D11_10F	842071	817257	4.4	10	46.10	50.50	0.0
D11_11F	842071	817257	4.4	11	49.20	53.60	0.0
D11_12F	842071	817257	4.4	12	52.30	56.70	0.0
D11_13F	842071	817257	4.4	13	55.40	59.80	0.0
D11_14F	842071	817257	4.4	14	58.50	62.90	0.0
D11_15F	842071	817257	4.4	15	61.60	66.00	0.0
D11_17F	842071	817257	4.4	17	67.80	72.20	0.0
D11_19F	842071	817257	4.4	19	74.00	78.40	0.0
D11_22F	842071	817257	4.4	22	83.40	87.80	0.0
D11_25F	842071	817257	4.4	25	92.85	97.25	0.0
D12_GF	842084	817263	4.4	G	1.5	5.9	0.3
D12_L1	842084	817263	4.4	L1	5.50	9.90	0.3
D12_L2	842084	817263	4.4	L2	10.00	14.40	0.2
D12_1F	842084	817263	4.4	1	18.20	22.60	0.1
D12_2F	842084	817263	4.4	2	21.30	25.70	0.1
D12_3F	842084	817263	4.4	3	24.40	28.80	0.1
D12_4F	842084	817263	4.4	4	27.50	31.90	0.0
D12_5F	842084	817263	4.4	5	30.60	35.00	0.0
D12_6F	842084	817263	4.4	6	33.70	38.10	0.0
D12_7F	842084	817263	4.4	7	36.80	41.20	0.0
D12_8F	842084	817263	4.4	8	39.90	44.30	0.0
D12_9F	842084	817263	4.4	9	43.00	47.40	0.0
D12_10F	842084	817263	4.4	10	46.10	50.50	0.0
D12_11F	842084	817263	4.4	11	49.20	53.60	0.0
D12_12F	842084	817263	4.4	12	52.30	56.70	0.0
D12_13F	842084	817263	4.4	13	55.40	59.80	0.0
D12_14F	842084	817263	4.4	14	58.50	62.90	0.0
D12_15F	842084	817263	4.4	15	61.60	66.00	0.0
D12_17F	842084	817263	4.4	17	67.80	72.20	0.0
D12_19F	842084	817263	4.4	19	74.00	78.40	0.0
D12_22F	842084	817263	4.4	22	83.40	87.80	0.0
D12_25F	842084	817263	4.4	25	92.85	97.25	0.0
D13_GF	842096	817270	4.4	G	1.5	5.9	0.3
D13_L1	842096	817270	4.4	L1	5.50	9.90	0.3
D13_L2	842096	817270	4.4	L2	10.00	14.40	0.2
D13_1F	842096	817270	4.4	1	18.20	22.60	0.1
D13_2F	842096	817270	4.4	2	21.30	25.70	0.1
D13_3F	842096	817270	4.4	3	24.40	28.80	0.1
D13_4F	842096	817270	4.4	4	27.50	31.90	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average
	Easting	Northing					
D13_5F	842096	817270	4.4	5	30.60	35.00	0.0
D13_6F	842096	817270	4.4	6	33.70	38.10	0.0
D13_7F	842096	817270	4.4	7	36.80	41.20	0.0
D13_8F	842096	817270	4.4	8	39.90	44.30	0.0
D13_9F	842096	817270	4.4	9	43.00	47.40	0.0
D13_10F	842096	817270	4.4	10	46.10	50.50	0.0
D13_11F	842096	817270	4.4	11	49.20	53.60	0.0
D13_12F	842096	817270	4.4	12	52.30	56.70	0.0
D13_13F	842096	817270	4.4	13	55.40	59.80	0.0
D13_14F	842096	817270	4.4	14	58.50	62.90	0.0
D13_15F	842096	817270	4.4	15	61.60	66.00	0.0
D13_17F	842096	817270	4.4	17	67.80	72.20	0.0
D13_19F	842096	817270	4.4	19	74.00	78.40	0.0
D13_22F	842096	817270	4.4	22	83.40	87.80	0.0
D13_25F	842096	817270	4.4	25	92.85	97.25	0.0
D14_GF	842108	817276	4.4	G	1.5	5.9	0.3
D14_L1	842108	817276	4.4	L1	5.50	9.90	0.3
D14_L2	842108	817276	4.4	L2	10.00	14.40	0.2
D14_1F	842108	817276	4.4	1	18.20	22.60	0.1
D14_2F	842108	817276	4.4	2	21.30	25.70	0.1
D14_3F	842108	817276	4.4	3	24.40	28.80	0.1
D14_4F	842108	817276	4.4	4	27.50	31.90	0.1
D14_5F	842108	817276	4.4	5	30.60	35.00	0.1
D14_6F	842108	817276	4.4	6	33.70	38.10	0.1
D14_7F	842108	817276	4.4	7	36.80	41.20	0.1
D14_8F	842108	817276	4.4	8	39.90	44.30	0.0
D14_9F	842108	817276	4.4	9	43.00	47.40	0.0
D14_10F	842108	817276	4.4	10	46.10	50.50	0.0
D14_11F	842108	817276	4.4	11	49.20	53.60	0.0
D14_12F	842108	817276	4.4	12	52.30	56.70	0.0
D14_13F	842108	817276	4.4	13	55.40	59.80	0.0
D14_14F	842108	817276	4.4	14	58.50	62.90	0.0
D14_15F	842108	817276	4.4	15	61.60	66.00	0.0
D14_17F	842108	817276	4.4	17	67.80	72.20	0.0
D14_19F	842108	817276	4.4	19	74.00	78.40	0.0
D14_22F	842108	817276	4.4	22	83.40	87.80	0.0
D14_25F	842108	817276	4.4	25	92.85	97.25	0.0
						Max.	0.4
						AQO	**5**

Note:

1. Shaded cell in orange denotes the predicted air quality exceeds the relevant HKAQOs.
2. Bolded cell denotes the largest value.

Appendix 2.17 Contour Map for Odour



Appendix: 2.17

Title: Contour Map of Highest 5-s Average Concentration of Odour at 5.9mPD (G/F) (AQO Standard: 5OU)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Apr 2025

Q:\Projects\CRC_4TYSLI00\05 Assessments\01 Air\02 ASR & Emission Inventory\Contour\Contour_250417.dwg

Appendix 2.18 Reply of Odour Complaint Record

Outlook

Re: No.4 Tung Yuen Street, Yau Tong - Enquiry for the Odour Complaints related to Potential Odour Emission Source/Area

From Herrick YW HO/EPD [redacted]
Date Wed 4/9/2025 13:39
To Tony Ling [redacted]
Cc Tommy TC TANG/EPD [redacted]; FC CHAN/EPD [redacted] Wendy Tin [redacted]

1 attachment (170 KB)
Tung Yuen Street_Potential Odour Issue.pdf;

Some people who received this message don't often get email from herrickho@epd.gov.hk. Learn why this is important

Dear Tony,

According to our record, there is **no odour complaint** in the concerned area.

Thanks & Regards,
Herrick HO / EPD
[redacted]

From: Tony Ling [redacted]
Sent: Wednesday, April 9, 2025 11:47 AM
To: Tommy TC TANG/EPD [redacted]
Cc: FC CHAN/EPD [redacted]; Wendy Tin [redacted]
Subject: No.4 Tung Yuen Street, Yau Tong - Enquiry for the Odour Complaints related to Potential Odour Emission Source/Area

Dear Tommy,

As per our conversation, we have received comments (odour issue) from EPD and PlanD on Proposed Development located at No.4 Tung Yuen Street, Yau Tong **(See the attachment)**, they requested us to check with the Regional Office whether there are any odour complaints in past five years.

Therefore, we would be grateful if you could provide the odour complaints about the potential odour emission source/Area (e.g. Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market) within 200m assessment area from the Development Site, if any.

Should you have any queries, please do not hesitate to contact me at [redacted]. Thank you for your attention.

Best Regards,

Tony Ling

Environmental Consultant

[redacted]

Ramboll Hong Kong Limited

Classification: Confidential

Appendix 2.19 Reply of Estimated % of VKT for Local and Rural Roads with Possible Starting Emission

Outlook

[redacted]

From Steven TM LEE/EPD [redacted]
Date Fri 3/28/2025 17:00
To Billy Fan [redacted]
Cc [redacted]

Dear Billy,

Thank you for your email dated 26 Mar 25 below concerning the captioned.

We agree with your suggested approach to handle the % Roads with Start Emission in SAMP v2.1. Please proceed with the remaining work to complete the report.

File: EP24/DYAT/2

S.Lee PTPO(ASM)81
Tel : [redacted] / 28 March 2025

From: Billy Fan [redacted]
Sent: Wednesday, March 26, 2025 7:29 PM
To: Josephine SW WONG/EPD [redacted]; KY NG/EPD [redacted]
Cc: [redacted]
Subject: [redacted]

Dear Josephine and Jacky,

For your update, we have received an updated reply from TD's officer directly (the email is attached for your reference). With the suggested road grouping and following the methodology stated in the Traffic Census 2023, the figures in the table of Section 3.4 of Traffic Census 2023 can be obtained.

With the calculated vehicle kilometre of Local Distributor (LD) and Rural Road (RR) in Hong Kong can be obtained. By using these data, the % of LD and RR can be obtained, which is 21.7988%. Generally, LD and RR should be the roads considered with start emission. Therefore, I would propose using this % as the entry of % Roads with Start Emission on SAMP V2.1.

You are much appreciated if you can advise your view on this issue. Many thanks.

Kind regards

Billy Fan

Principal Consultant

[redacted]

[redacted]

bfan@ramboll.com

Ramboll Hong Kong Limited



Appendix H

Replacement Pages of Updated Traffic Impact Assessment

23/04/2025

Reference number CHK50748310

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON



TRAFFIC IMPACT ASSESSMENT REPORT

SYSTRA MVA

IDENTIFICATION TABLE	
Client/Project owner	China Resources Land (Overseas) Limited
Project	Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon
Type of document	Traffic Impact Assessment Report
Date	23/04/2025
File name	No. 4 Tung Yuen Street Development Traffic Impact Assessment Report .docx
Reference number	CHK50748310

MVA Hong Kong Limited
22/F Genesis • 33-35 Wong Chuk Hang Road • Hong Kong
T. +852 2529 7037 • F. +852 2527 8490 • E. info@mvaasia.com • www.mvaasia.com

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1. INTRODUCTION

1.1 Background

1.1.1 The application site is located at No. 4 Tung Yuen Street, as indicated in **Drawing 1.1**. It is currently zoned "Residential (Group E)" ("R(E)") under the latest approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) no. S/K15/27.

1.1.2 The application site is currently occupied by an industrial building, and is planned to be re-developed into a residential-based development with shop & services, and eating place as No. 4 Tung Yuen Street Redevelopment.

1.2 Study Objective

1.2.1 The main objective of this study is to investigate the anticipated traffic impact of proposed No. 4 Tung Yuen Street Redevelopment to the adjacent local road network, by performing the following tasks:

- review the current traffic condition in the vicinity;
- study the traffic related matters of the proposed MLP;
- produce traffic forecasts on the adjacent local road network;
- assess the traffic impact of this development scheme to the adjacent local road network and suggest mitigation measures, if applicable.

1.3 Report Structure

1.3.1 Following this introductory chapter, there are six further chapters.

- Chapter 2 – Traffic Context, review the current traffic condition in the vicinity;
- Chapter 3 – The Redevelopment, introduces the proposed No. 4 Tung Yuen Street Redevelopment scheme, planning parameters, internal transport facilities and etc.;
- Chapter 4 – Traffic Forecasts, describes the traffic forecasting methodology and presents the results;
- Chapter 5 – Traffic Impact Assessment, presents the assessment findings and suggests mitigation measures, if applicable;
- Chapter 6 – Public Transport, review the current public transport service in the vicinity, and analyse the public transport demand in the future; and,
- Chapter 7 – Summary and Conclusion, summarises the study findings and presents the conclusion accordingly.

2. TRAFFIC CONTEXT

2.1 Existing Road Network

2.1.1 The application site is located at No. 4 Tung Yuen Street. The application site situates at the northwestern fringe of YTIA and is accessible from Tung Yuen Street. The site location is indicated in **Drawing 1.1**. The vehicular access routes of the application site are through Tung Yuen Street, Ko Fai Road, Cha Kwo Ling Road, Yau Tong Road, and Ko Chiu Road.

2.1.2 Cha Kwo Ling Road, a single 4-lane district distributor, is the main transport corridors of Yau Tong area to provide external linkage to Eastern Harbour Crossing (EHC), Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), Kwun Tong Bypass and Kwun Tong Road.

2.1.3 Yau Tong Road and Ko Chiu Road are both local distributors, linking up Lei Yue Mun Road and Cha Kwo Ling Road on the North and South respectively.

2.1.4 Tung Yuen Street and Ko Fai Road are both single 2-lane local distributors, connecting the application site to Yan Yue Wai and Cha Kwo Ling Road.

2.2 Public Transport Services

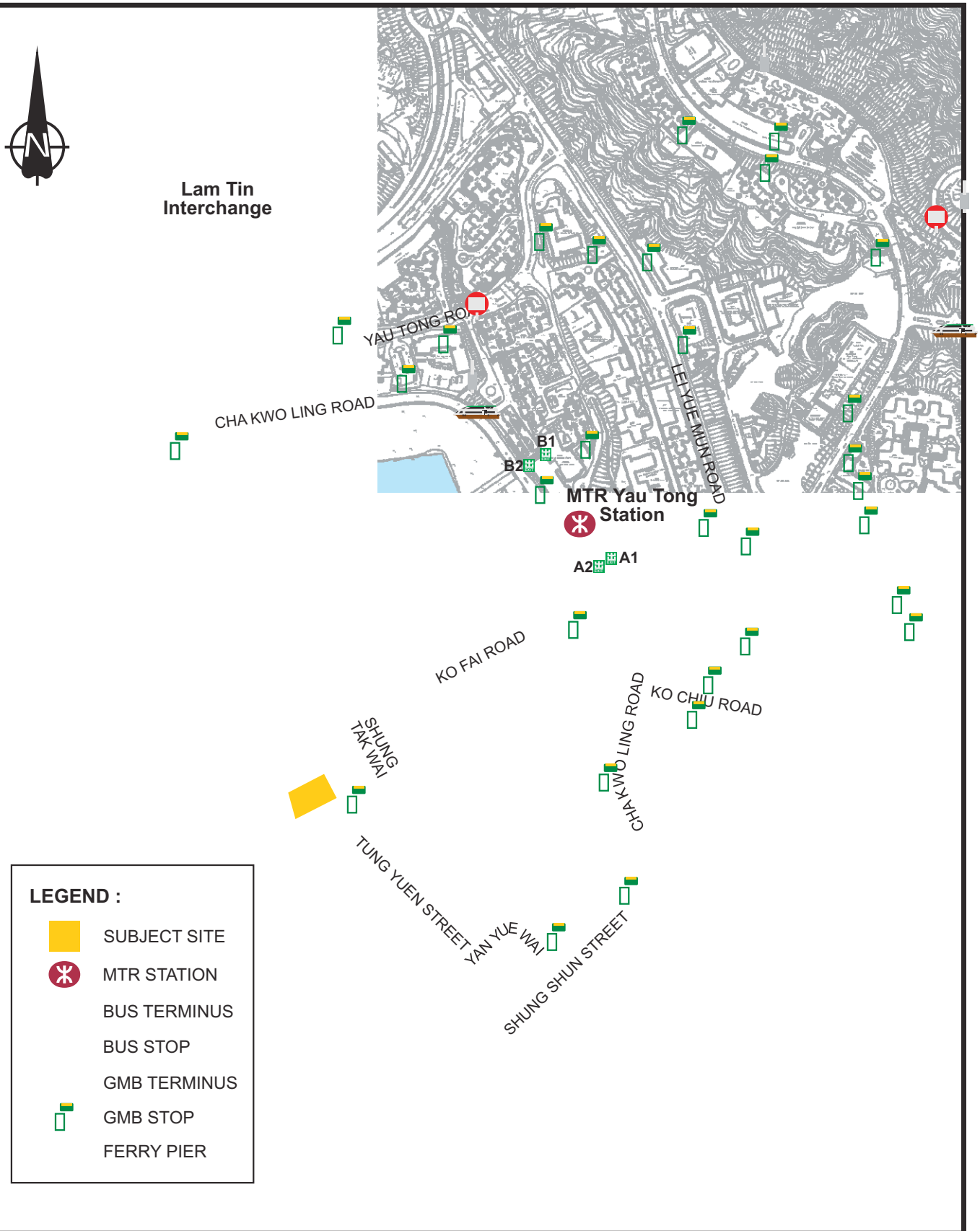
2.2.1 MTR Yau Tong Station is the nearest MTR station to the application site. It is located on the north-east of the application site across Cha Kwo Ling Road, and can be reached within 10 minutes of walk. Yau Tong MTR Station is the interchange station of Kwun Tong Line and Tseung Kwan O Line leading to Island Line.

2.2.2 There are two public transport interchanges (PTI) located at The Domain Mall and Yau Tong Estate Phase 3, near Ko Chiu Road, in the vicinity of the application site. There is one franchised bus route - 14X and one Green Minibus (GMB) route - 24, operating along Tung Yuen Street.

2.2.3 The nearby public transport services are indicated in **Drawing 2.1**, whilst their service details are summarised in **Appendix A**.

2.3 Junction Operational Performance

2.3.1 A total of thirteen key local junctions have been identified for assessment purpose in this study. The identified key local junctions, as listed in **Table 2.1**, are indicated in **Drawing 2.2**.



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A	TD'S COMMENTS INCORPORATED	JPP	23APR25	-	-	-	-

Project Title

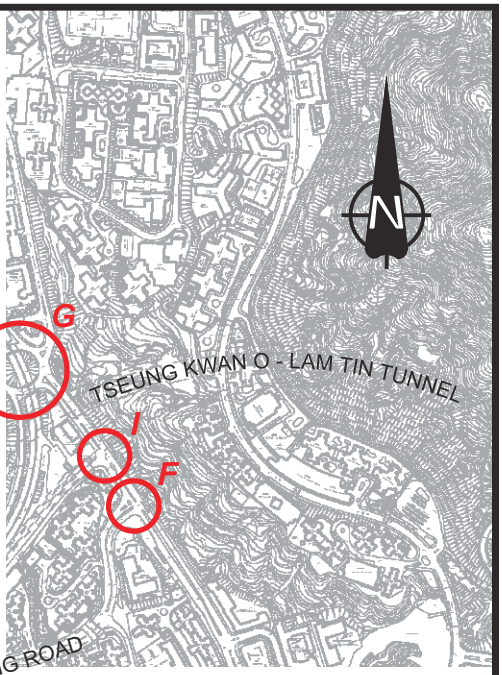
PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING PUBLIC TRANSPORT SERVICES

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	2.1	A

SYSTRA MVA



LEGEND :

SUBJECT SITE

C EXISTING KEY JUNCTIONS

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A	TD'S COMMENTS INCORPORATED	JPP	23APR25	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

IDENTIFIED KEY LOCAL JUNCTIONS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	2.2	A

SYSTRA MVA

CHK50748310/TIA/F22-A.CDR/LLH/23APR25

Original Size : A4

Table 2.1 Identified Key Local Junctions

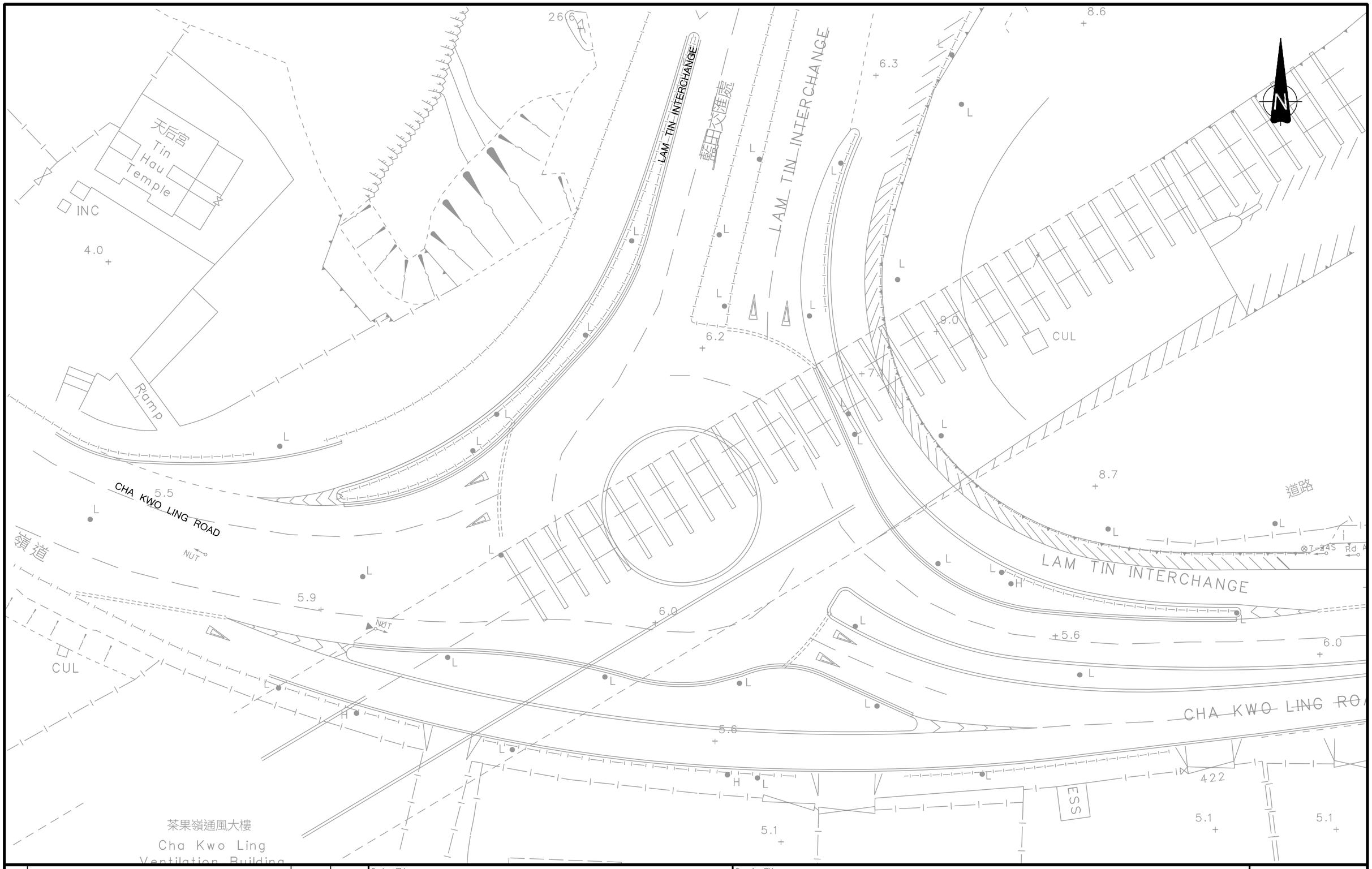
Ref. (1)	Junction	Control Method	Drawing No.
A	Cha Kwo Ling Road / Lam Tin Interchange	Roundabout	2.3
B	Cha Kwo Ling Road / Yau Tong Road	Signal	2.4
C	Cha Kwo Ling Road / Ko Fai Road	Priority	2.5
D	Cha Kwo Ling Road / Ko Chiu Road	Signal	2.6
E	Lei Yue Mun Road / Ko Chiu Road	Roundabout	2.7
F	Lei Yue Mun Road / Yau Tong Road	Signal	2.8
G	Kai Tin Road / Lei Yue Mun Road	Roundabout	2.9
H	Wai Yip Street / Wai Fat Road	Signal	2.10
I	Lei Yue Mun Road / Slip Road to EHC	Signal	2.11
J	Cha Kwo Ling Road / Shung Shun Road	Priority	2.12
K	Shung Shun Road / Yan Yue Wai	Priority	2.13
L	Tung Yuen Street / Yan Yue Wai	Priority	2.14
M	Tung Yuen Street / Ko Fai Road	Priority	2.15

Remarks:
(1) Refer to **Drawing 2.2**.

2.3.2 In order to establish the current peak hour traffic condition in the area, traffic surveys in the form of manual classified count were conducted at the identified key local junctions during the morning and evening peak hours of a typical weekday.

2.3.3 The traffic surveys were arranged and conducted during morning peak hours between 07:30 – 09:30 and the evening peak hours between 17:00 – 19:00 on 9th and 10th of September 2024. The survey results reveal that the weekday morning and evening peak hour occur during 08:15 – 09:15 and 17:00 – 18:00 respectively. The observed peak hour traffic flows are summarised in **Drawing 2.16**.

2.3.4 Junction capacity assessments have been conducted to evaluate the current operational performance of the identified key local junctions. The assessments would be validated with the site observations, such as queue length, by applying appropriate site factors and adjustments accordingly in order to reflect the actual site conditions. The assessment results are summarised in **Table 2.2**. The junction calculation sheets are attached in **Appendix B**.



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / LAM TIN INTERCHANGE (A)

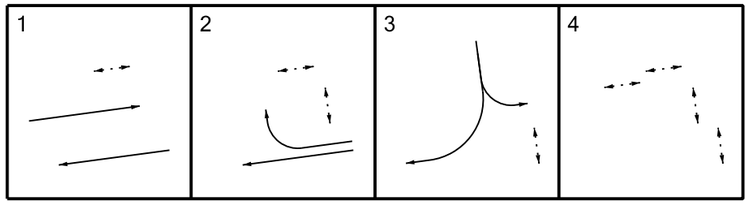
Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.3**	-

SYSTRA MVA

CHK50748310/TIA/F23.DGN/KCM/08OCT24

Original Size : A3

METHOD OF CONTROL



Ventilation Building

YAU TONG ROAD

CHA KWO LING ROAD

茶果嶺道

Tunnel Bus Stop
隧道巴士站
K-TS441

Tunnel Bus Stop
隧道巴士站
K-TS439

中華基督教會基法小學(油塘)
C.C.C. Kei Faat Primary School (Yau Tong)
籃球場
Basketball Court

Hong Kong (E)
香港(東)

K/KT/ChaKL-09

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A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

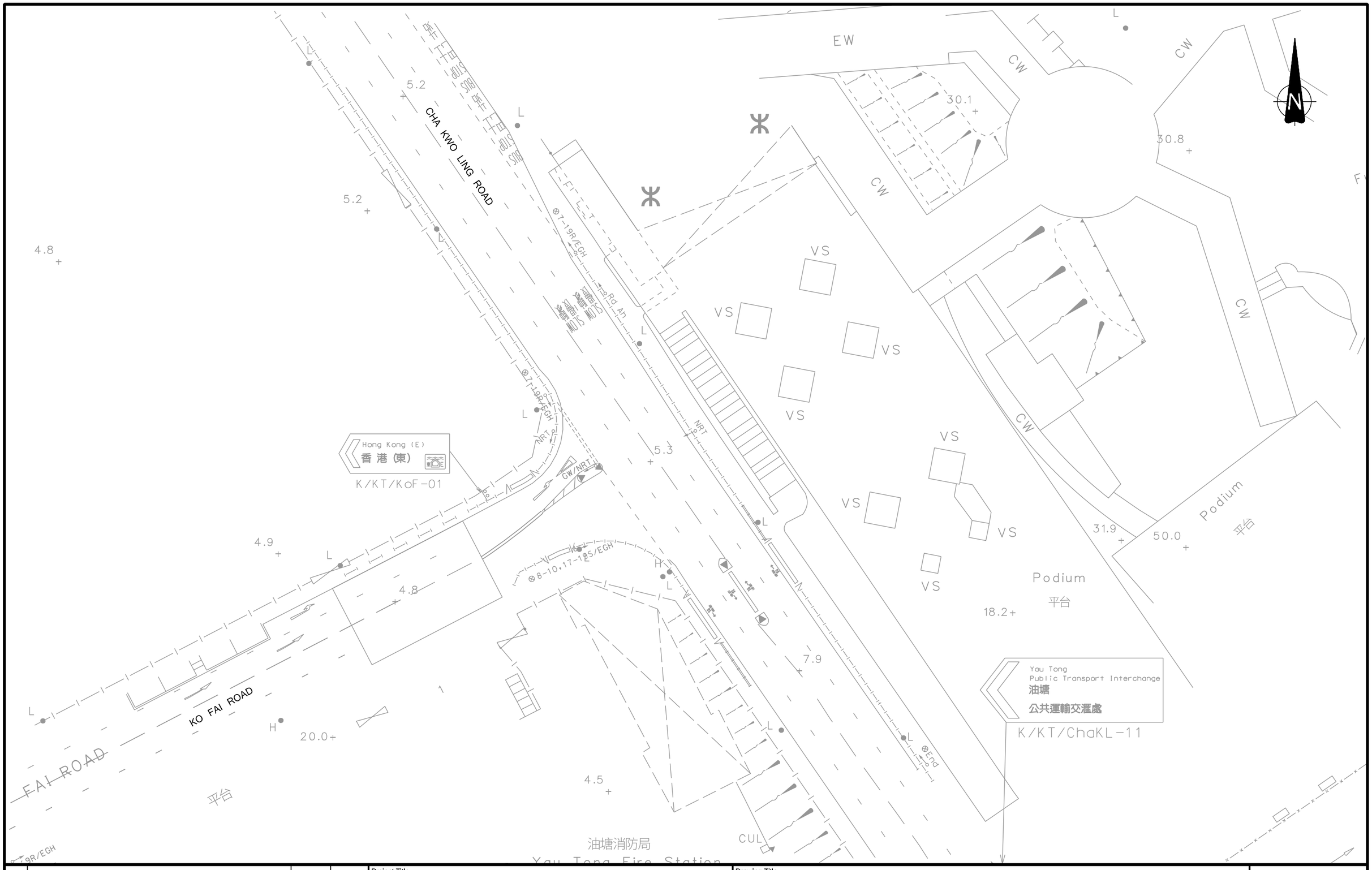
EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / YAU TONG ROAD (B)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.4**	A

SYSTRA MVA

CHK50748310/TIA/F24-A.DGN/KCM/19FEB25

Original Size : A3



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A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / KO FAI ROAD (C)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.5**	A

SYSTRA MVA

CHK50748310/TIA/F25-A.DGN/KCM/19FEB25

Original Size : A3

METHOD OF CONTROL

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			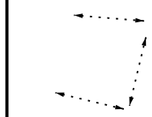

CHA KWO LING ROAD

KO CHIU ROAD

KO ON LA-

Domain
(Bus Terminus under)
(下層巴士總站)

生利工業中心
Sunray
Industrial Centre

油塘工業大廈第三座
Yau Tong Industrial
Building Block 3

Fai
Building

Podium

平台

Lei Yue Mun
鯉魚門

第一座
Tower 1
K/KT/KOC-07

第二座
Tower 2
K/KT/KOC-08

Yau Tong
Public Transport Interchange
油塘
公共運輸交滙處

Except goods vehicles loading/unloading
貨車上落貨除外

嘉榮街

嘉華商場

高超道

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A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19FEB25
Rev.	Description	Checked	Date

Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

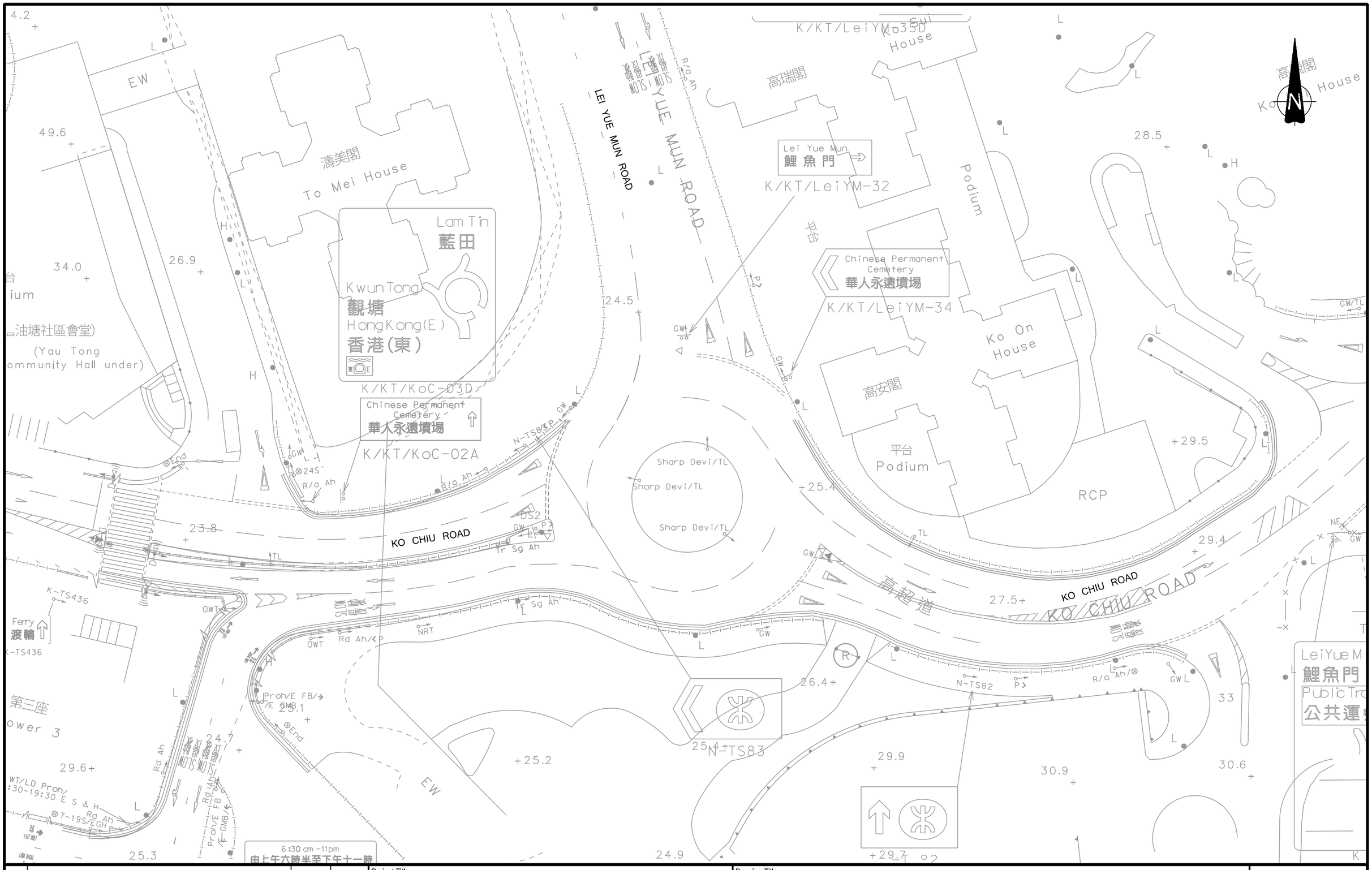
EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / KO CHIU ROAD (D)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	2.6	A

SYSTRA MVA

CHK50748310/TIA/F26-A.DGN/KCM/19FEB25

Original Size : A3



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-	-	-	-
-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / KO CHIU ROAD (E)

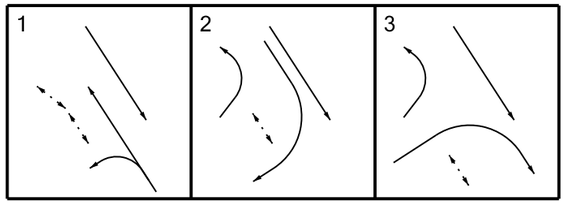
Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.7**	-

SYSTRA MVA

CHK50748310/TIA/F27.DGN/KCM/08OCT24

Original Size : A3

METHOD OF CONTROL



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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

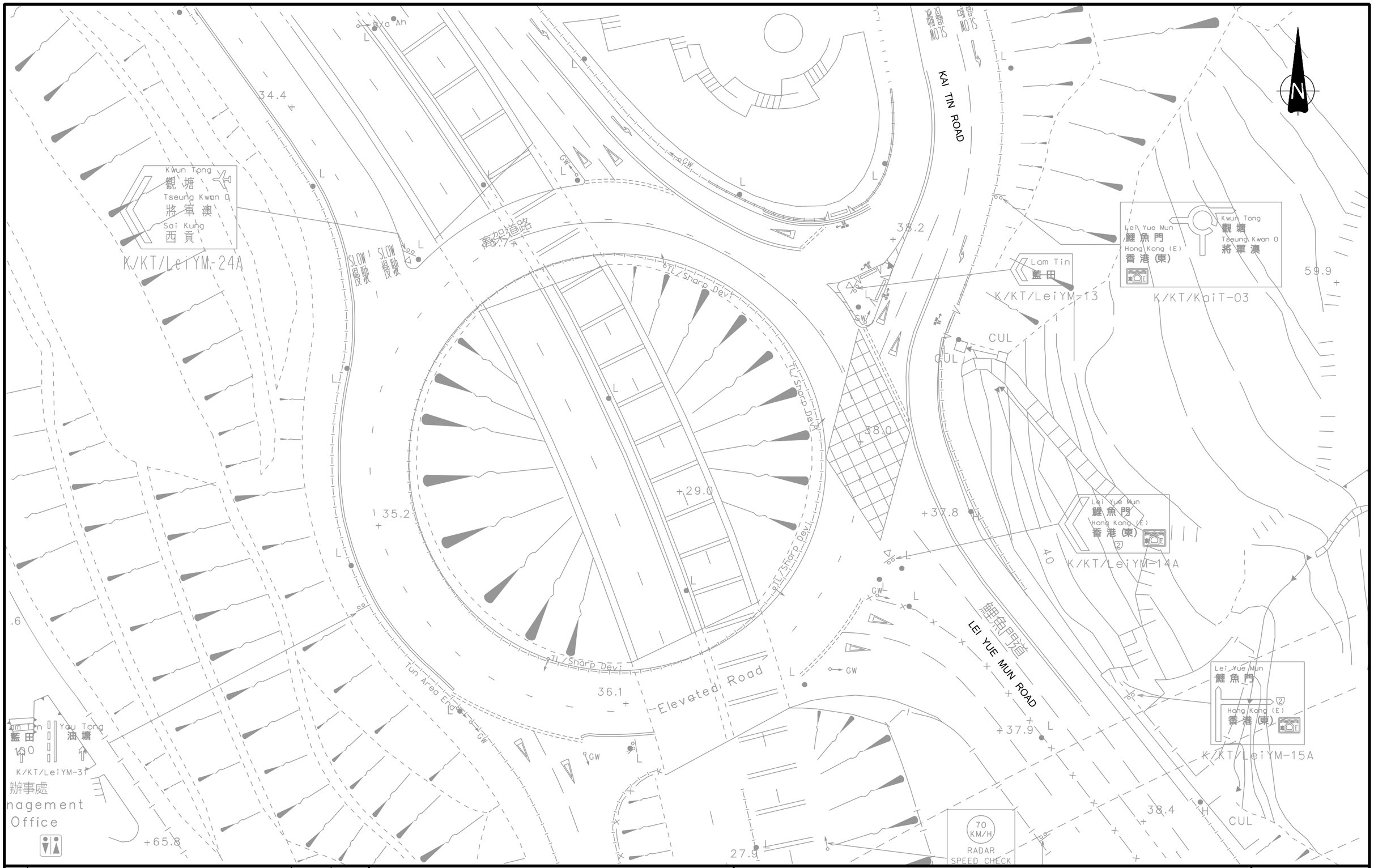
Drawing Title

EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / YAU TONG ROAD (F)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.8**	-

CHK50748310/TIA/F28.DGN/KCM/08OCT24

Original Size : A3



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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF KAI TIN ROAD / LEI YUE MUN ROAD (G)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.9**	-

SYSTRA MVA

CHK50748310/TIA/F29.DGN/KCM/08OCT24

Original Size : A3

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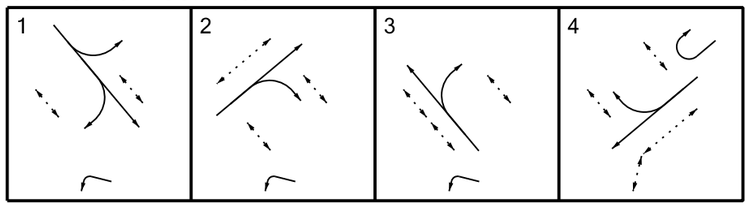

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Rev.	Description	Checked	Date

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

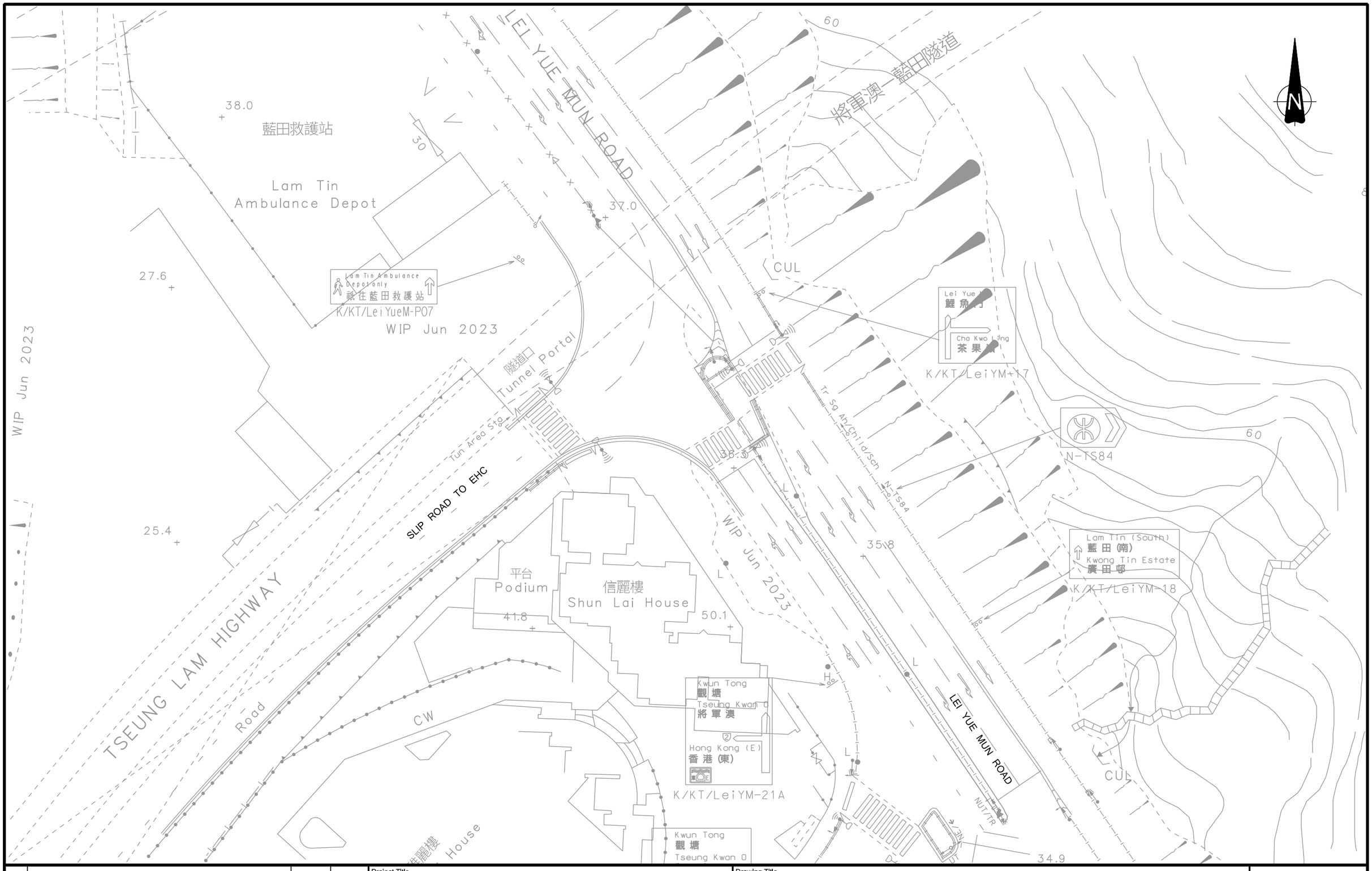
EXISTING JUNCTION LAYOUT OF WAI YIP STREET / WAI FAT ROAD (H)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.10**	-

SYSTRA MVA

CHK50748310/TIA/F210.DGN/KCM/10APR24

Original Size : A3



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A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

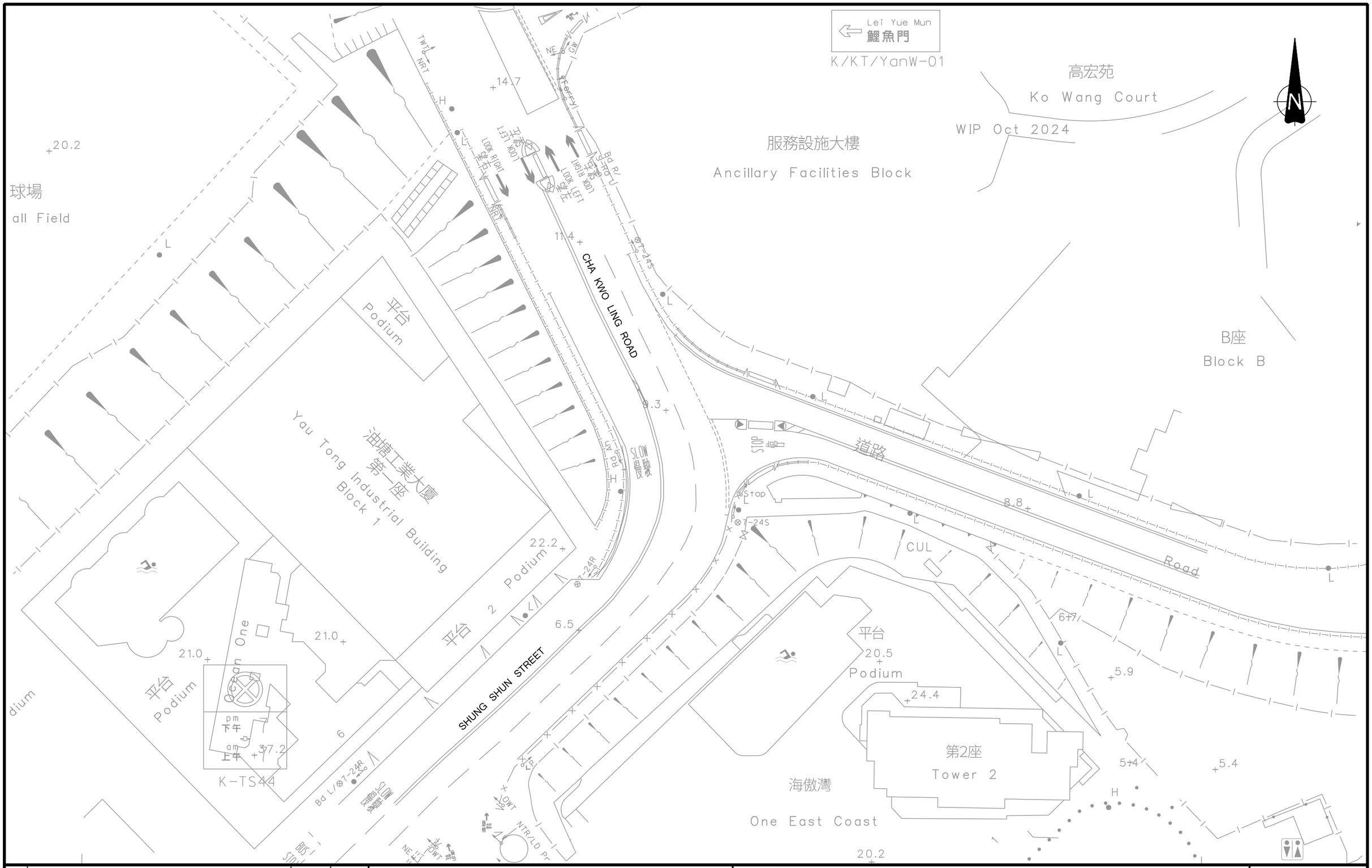
EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / SLIP ROAD TO EASTERN HARBOUR CROSSING (I)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	2.11	A

SYSTRA MVA

CHK50748310/TIA/F211.DGN/KCM/19FEB25

Original Size : A3



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

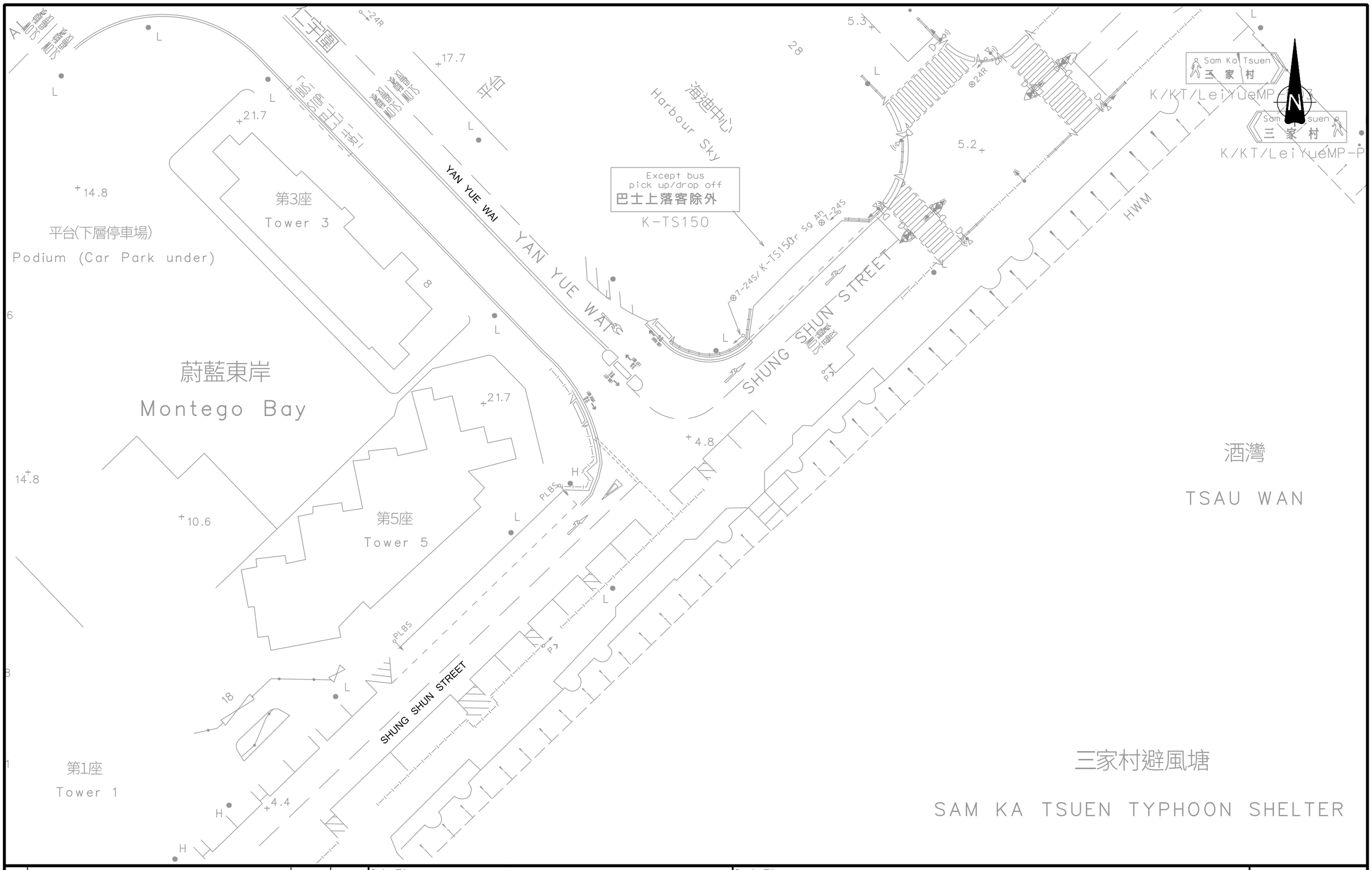
EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / SHUNG SHUN ROAD (J)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	2.12	-

SYSTRA MVA

CHK50748310/TIA/F212.DGN/KCM/19FEB25

Original Size : A3



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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

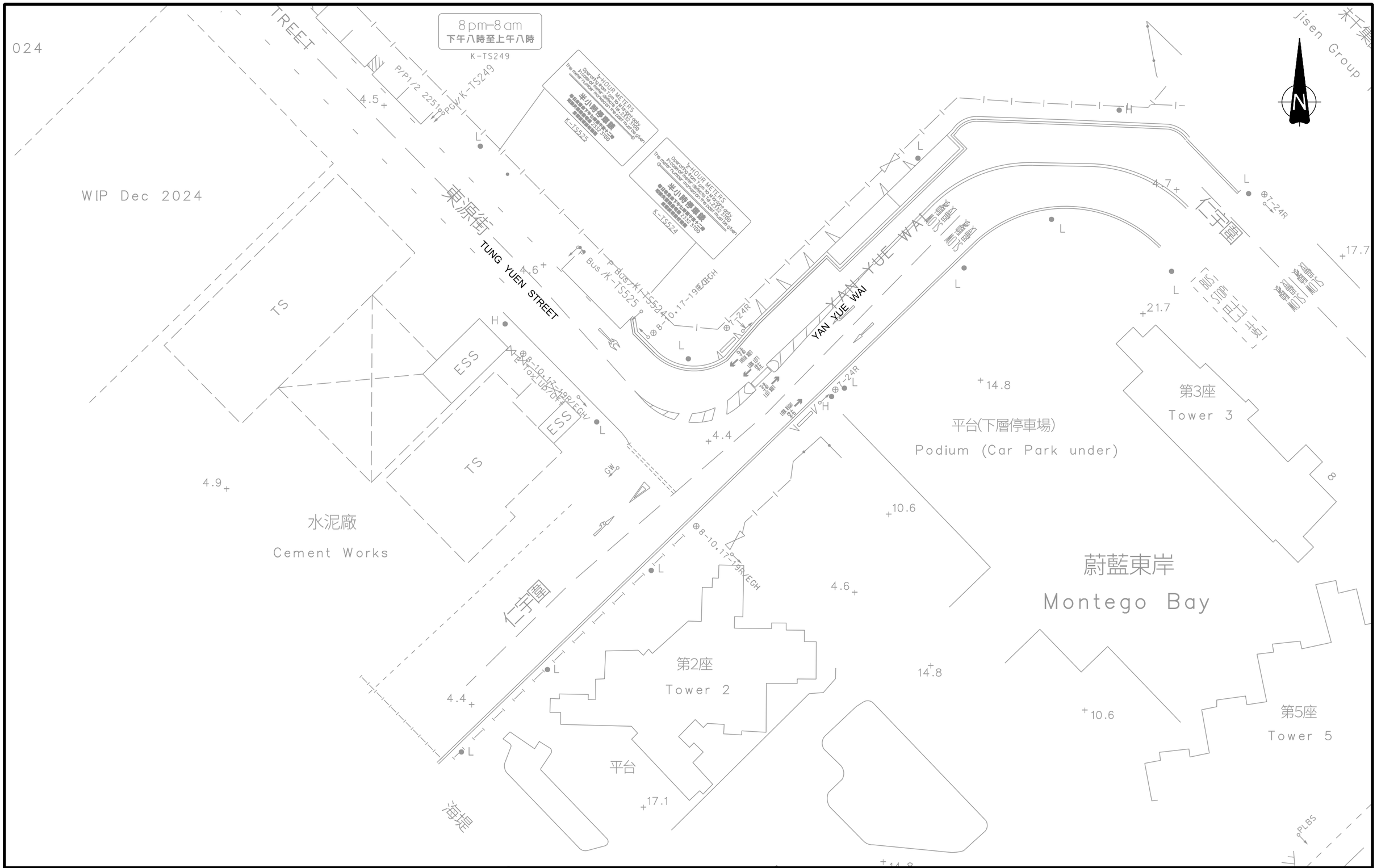
EXISTING JUNCTION LAYOUT OF SHUNG SHUN ROAD / YAN YUE WAI (K)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.13**	-

SYSTRA MVA

CHK50748310/TIA/F213.DGN/KCM/19FEB25

Original Size : A3



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

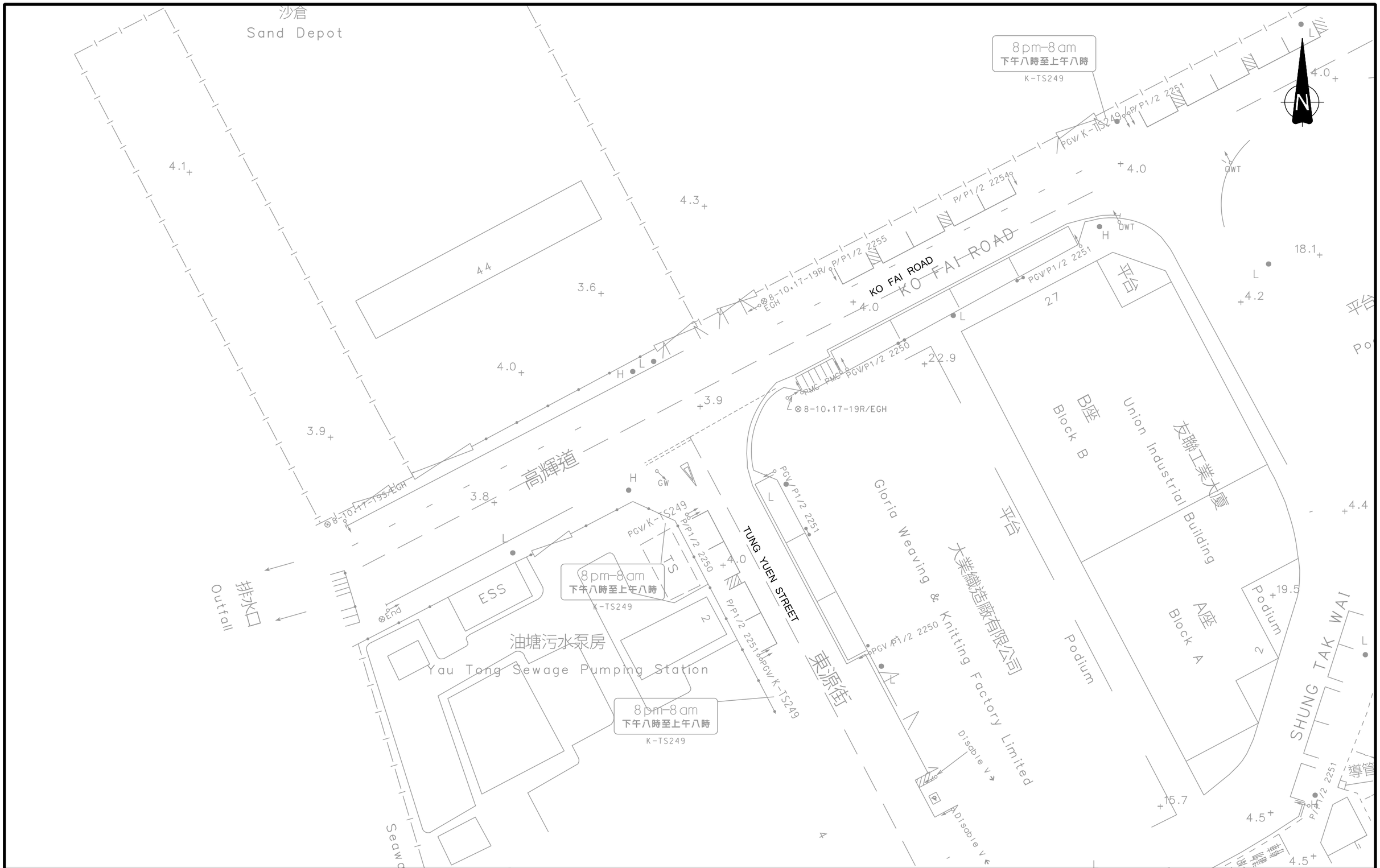
Drawing Title

EXISTING JUNCTION LAYOUT OF TUNG YUEN STREET / YAN YUE WAI (L)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.14**	-

CHK50748310/TIA/F214.DGN/KCM/19FEB25

Original Size : A3



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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

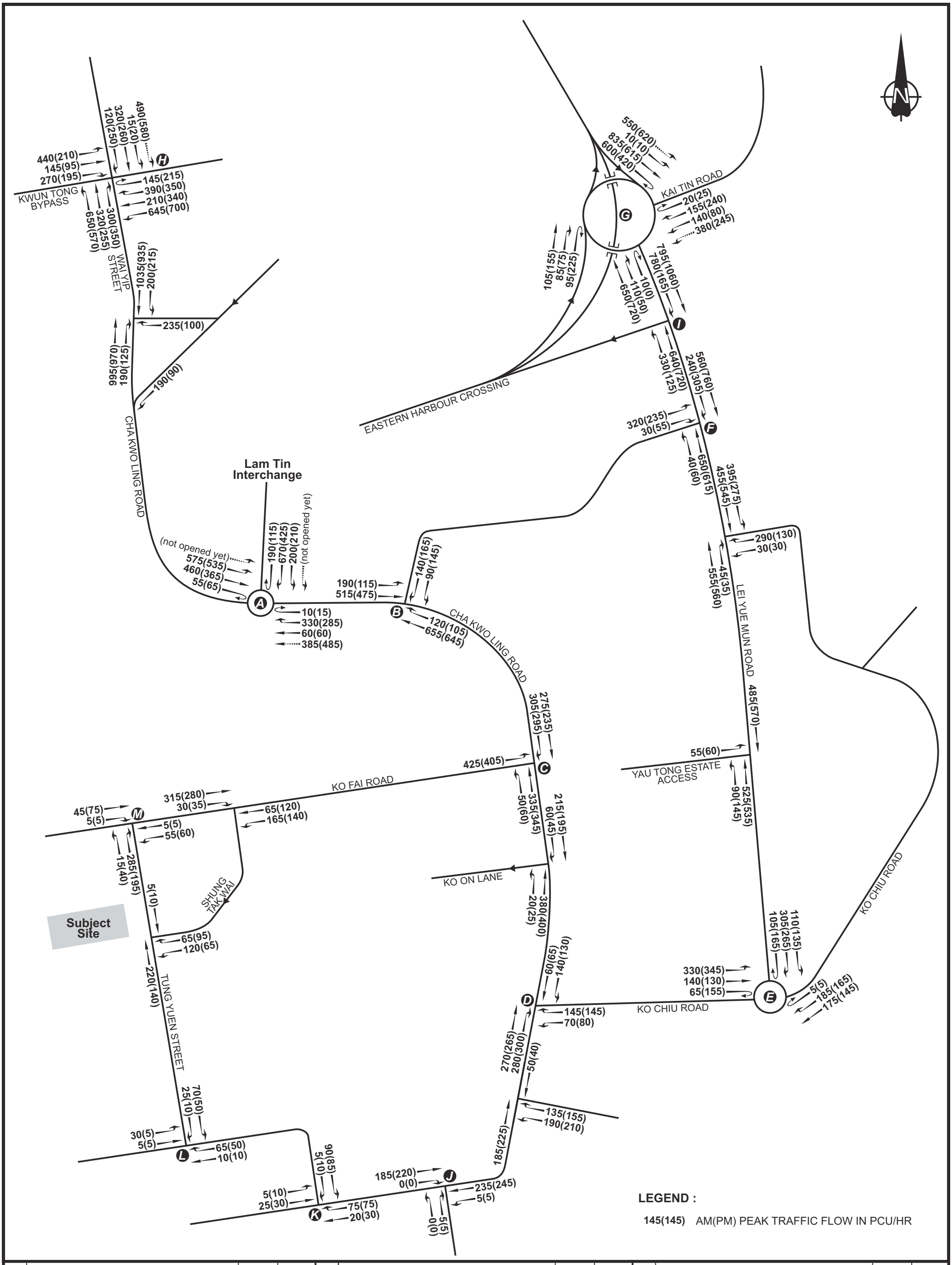
EXISTING JUNCTION LAYOUT OF TUNG YUEN STREET / KO FAI ROAD (M)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.15**	-

SYSTRA MVA

CHK50748310/TIA/F215.DGN/KCM/19FEB25

Original Size : A3



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Rev.	Description	Checked	Date
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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

YEAR 2024 OBSERVED TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	APR 2025	2.16	-

SYSTRA MVA

CHK50748310/TIA/F216.CDR/LLH/23APR25

Original Size : A3

Table 2.2 Current Junction Operational Performance

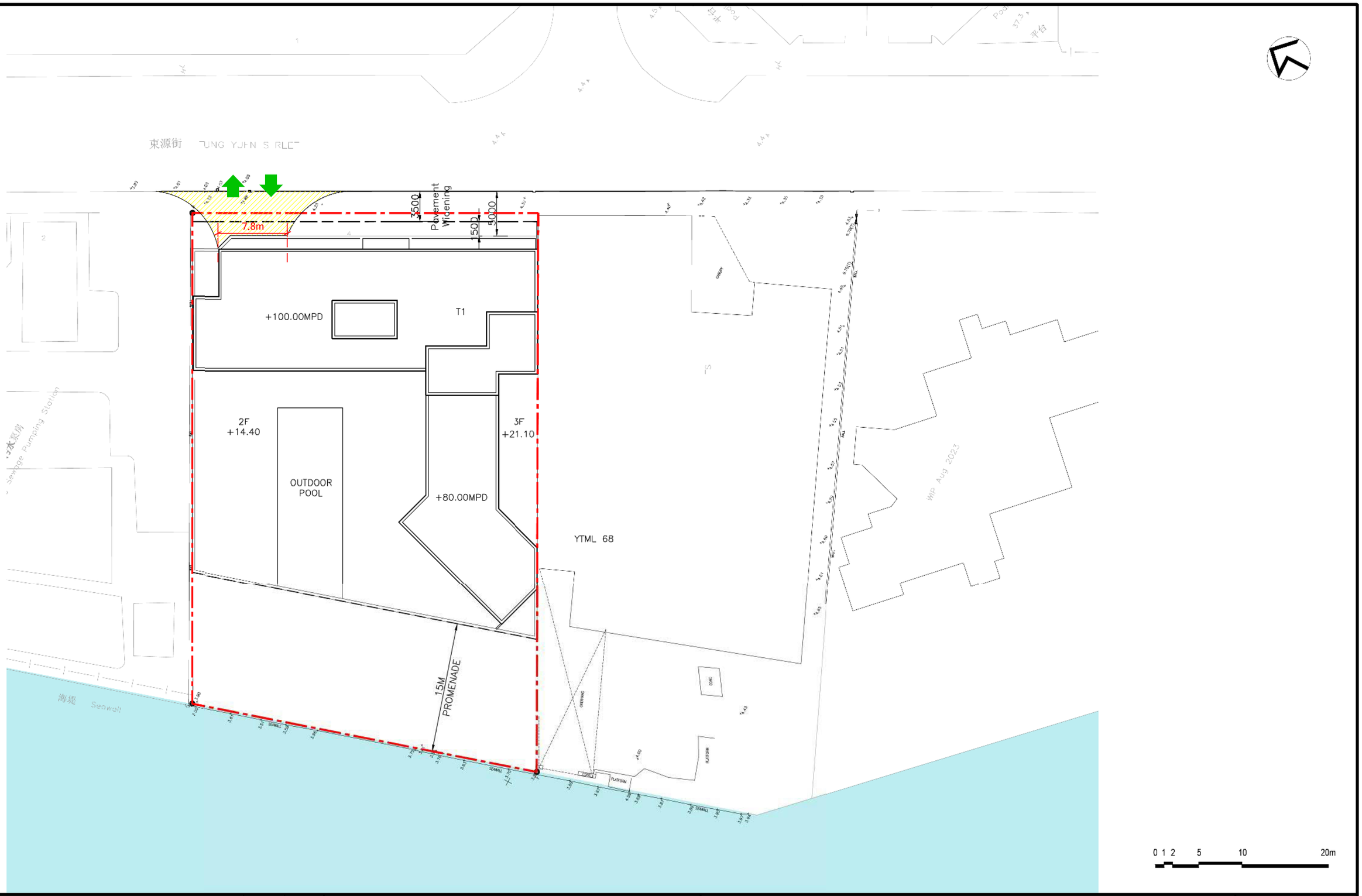
Ref. (1)	Junction	RC/RFC (2)	
		AM Peak	PM Peak
A	Cha Kwo Ling Road / Lam Tin Interchange	0.43	0.33
B	Cha Kwo Ling Road / Yau Tong Road	54%	39%
C	Cha Kwo Ling Road / Ko Fai Road	0.67	0.64
D	Cha Kwo Ling Road / Ko Chiu Road	106%	100%
E	Lei Yue Mun Road / Ko Chiu Road	0.23	0.28
F	Lei Yue Mun Road / Yau Tong Road	>100%	>100%
G	Kai Tin Road / Lei Yue Mun Road	0.72	0.53
H	Wai Yip Street / Wai Fat Road	64%	56%
I	Lei Yue Mun Road / Slip Road to EHC	51%	>100%
J	Cha Kwo Ling Road / Shung Shun Road	0.10	0.12
K	Shung Shun Road / Yan Yue Wai	0.05	0.05
L	Tung Yuen Street / Yan Yue Wai	0.04	0.01
M	Tung Yuen Street / Ko Fai Road	0.65	0.50

Remarks:

(1) Refer to **Drawing 2.2**.

(2) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%, The operational performance of a priority/roundabout is represented in Ratio to Flow Capacity (RFC), which is defined as overloaded if RFC over 1.00.

2.3.5 The assessment results indicate that all the identified key local junctions are operating within capacity during the weekday peak hour periods.



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A	MLP UPDATED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

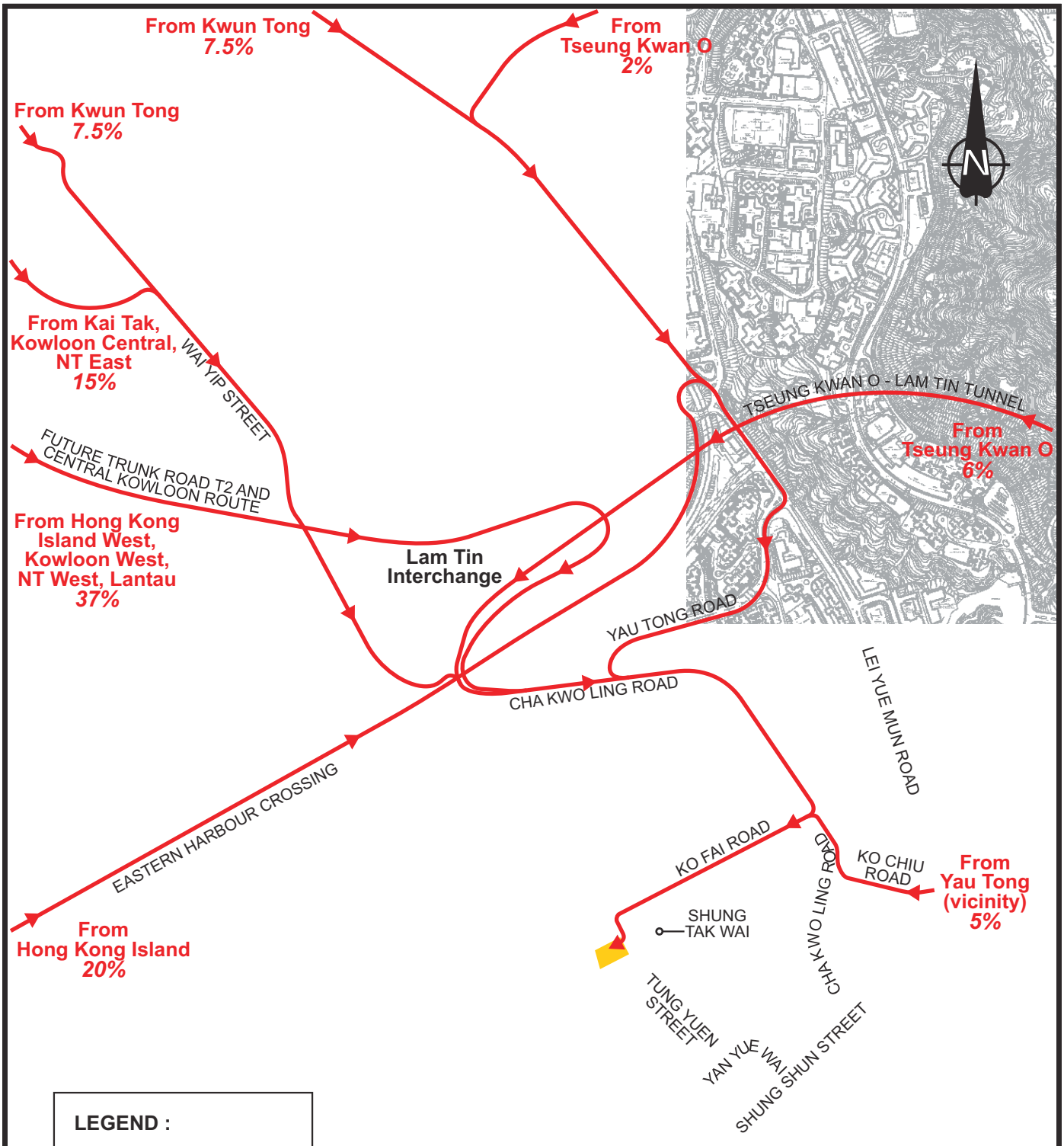
MASTER LAYOUT PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	3.1	A

SYSTRA MVA

CHK50748310/TIA/F31-A.DGN/KCM/19FEB25

Original Size : A3



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Project Title
PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

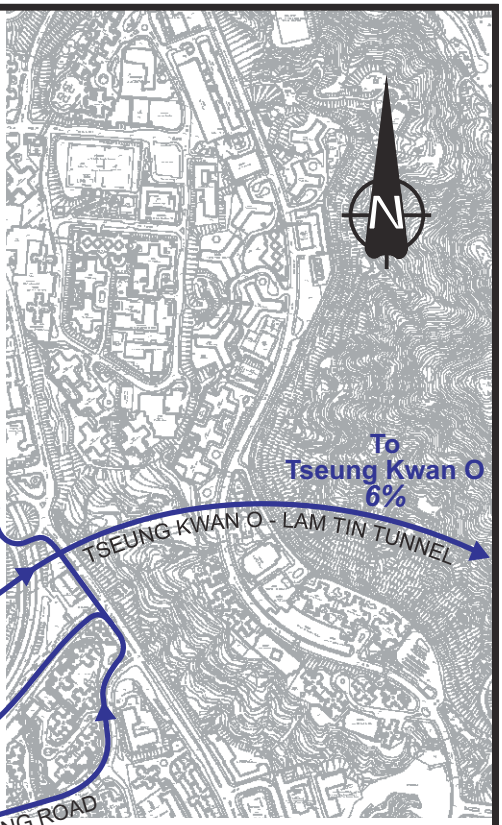
DEVELOPMENT INGRESS ROUTE

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	APR 2025	3.2	-

SYSTRA MVA

CHK50748310/TIA/F35.CDR/LLH/24APR25

Original Size : A4



To Kwun Tong
7.5%

To
Tseung Kwan O
2%

To Kwun Tong
7.5%

To Kai Tak,
Kowloon Central,
NT East
15%

WAI YIP STREET

FUTURE TRUNK ROAD T2 AND
CENTRAL KOWLOON ROUTE

To Hong Kong
Island West,
Kowloon West,
NT West, Lantau
37%

Lam Tin
Interchange

To
Tseung Kwan O
6%

TSEUNG KWAN O - LAM TIN TUNNEL

YAU TONG ROAD

CHA KWO LING ROAD

LEI YUE MUN ROAD

EASTERN HARBOUR CROSSING

To
Hong Kong Island
20%

KO FAI ROAD

KO CHIU
ROAD

To
Yau Tong
(vicinity)
5%

SHUNG
TAK WAI

CHA KWO LING ROAD

TUNG YUEN
STREET

YAN YUE WAI

SHUNG SHUN STREET

LEGEND :

SUBJECT SITE

EGRESS ROUTE

Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

DEVELOPMENT EGRESS ROUTE

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	APR 2025	3.3	-

SYSTRA MVA

CHK50748310/TIA/F36.CDR/LLH/24APR25

Original Size : A4

Internal Driveway

3.2.3 The vehicular accesses and the internal transport facilities are linked up by internal driveway. Car parking spaces are located at the two basement floors and the loading/unloading spaces are located at ground floor. There are total 63 private car parking spaces (included 2 accessible car parking spaces) and 3 loading/unloading bay (1 light goods vehicle space and 2 heavy goods vehicle spaces).

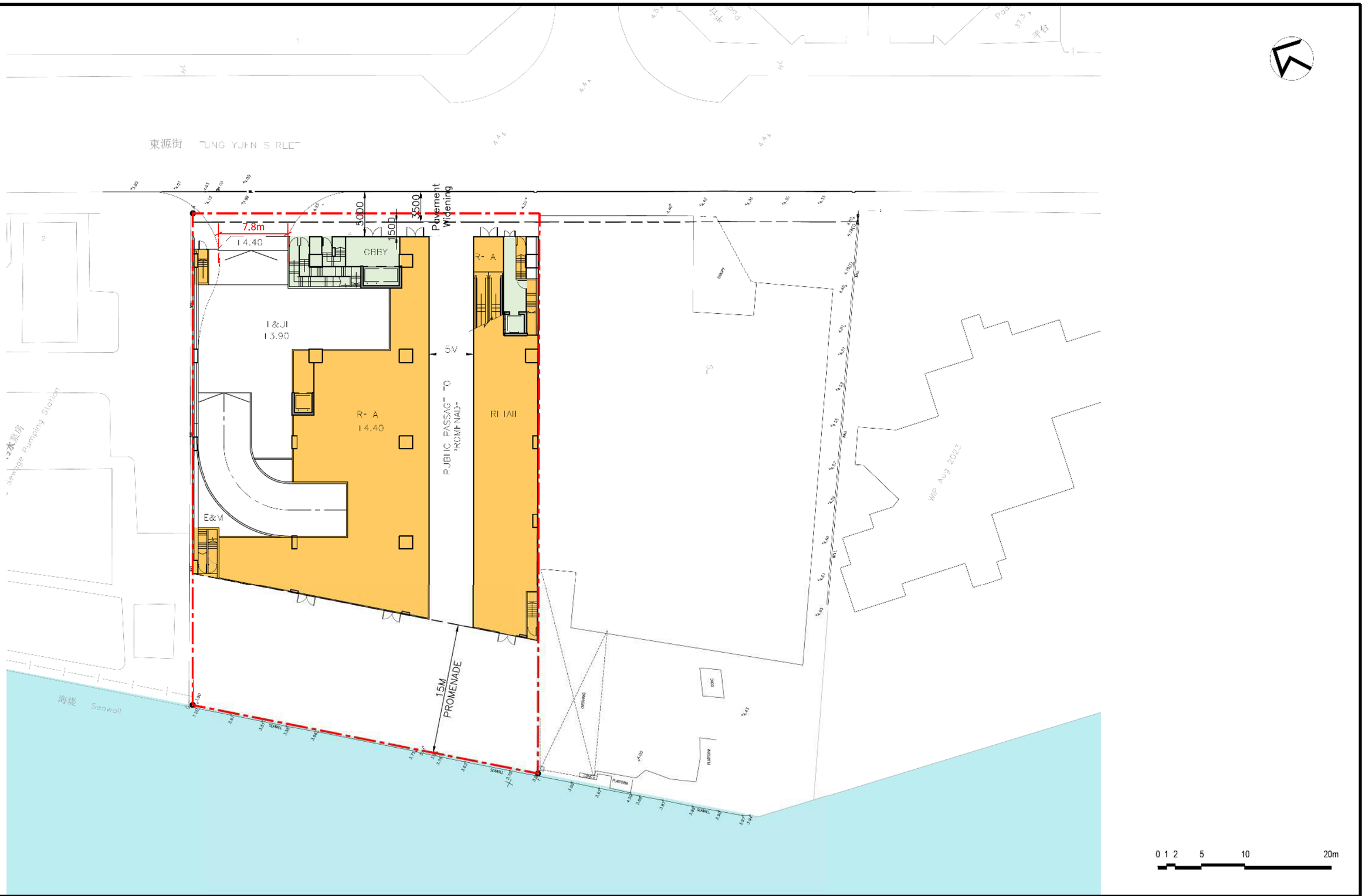
3.3 Internal Transport Facility

3.3.1 Provisions of internal transport facilities, including parking spaces, loading/unloading bays and etc., for No. 4 Tung Yuen Street Redevelopment are proposed in accordance with the relevant requirements stipulated in the latest Hong Kong Planning Standard Guideline (HKPSG). The location of loading/unloading bays, details of the ramp design and parking spaces area are shown in **Drawing 3.4 to 3.6**.

3.3.2 The proposed provisions have taken into consideration the factors of building function, residential flat mix and locality of No. 4 Tung Yuen Street Redevelopment. **Table 3.2** summarises the requirement and proposed provisions of internal transport facility of subject site.

Table 3.2 Proposed Internal Transport Facility

Component	HKPSG Requirements (1)				Parameters	Provision Range	Proposed Provision
Residential – 342 units							
Private Car Parking Space	GPS (2)	R1 (3)	R2 (4)	R3 (5)			
Flat Size (FS) ≤ 40m²	1 space per 4-7 units	0.5	1.0	R3=1,when 2.00< PR ≤ 5.00; R3=0.90, when 5.00< PR ≤ 8.00	139 units	9-16	9
40m² < FS ≤ 70m²		1.2			158 units	25-43	25
70m² < FS ≤ 100m²		2.4			43 units	14-24	14
100m² < FS ≤ 130m²		4.1			0 units	0	0
130m² < FS ≤ 160m²		5.5			0 units	0	0
FS >160m²		7.0			2 units	2-3	2
	Sub-total				342 units	50-86	50
Visitor Parking Space	5 spaces per block				1 block	5	5
					Sub-total	55-91	55
Motorcycle Parking Space	1 space per 100-150 units				342 units	3-4	3
Loading/Unloading Bay	1 bay per block				1 block	1	1 (HGV)



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A	TD'S COMMENTS INCORPORATED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

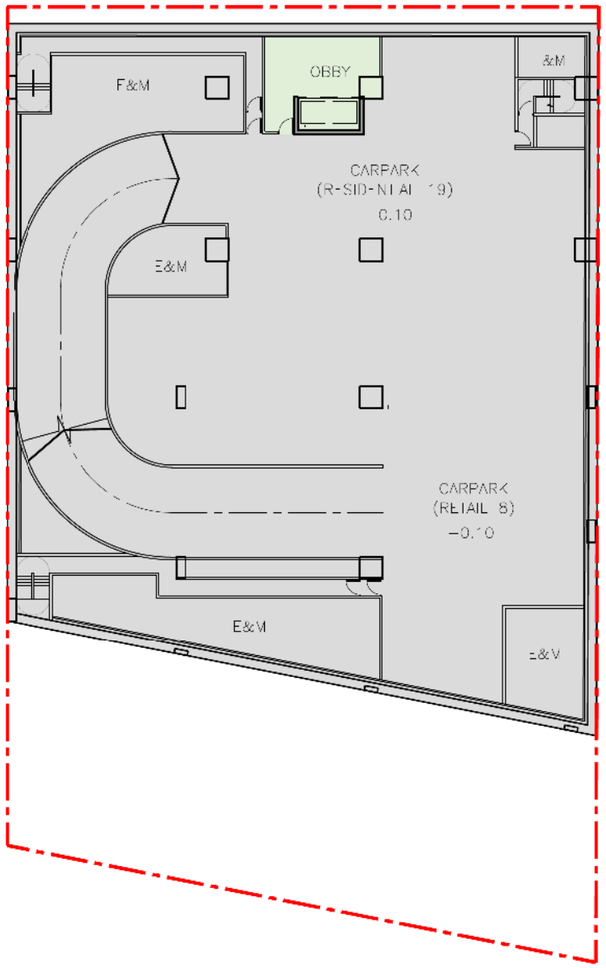
GROUND FLOOR LEVEL (G/F) PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	3.4	A

SYSTRA MVA

CHK50748310/TIA/F32-A.DGN/KCM/19FEB25

Original Size : A3



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A	TD'S COMMENTS INCORPORATED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

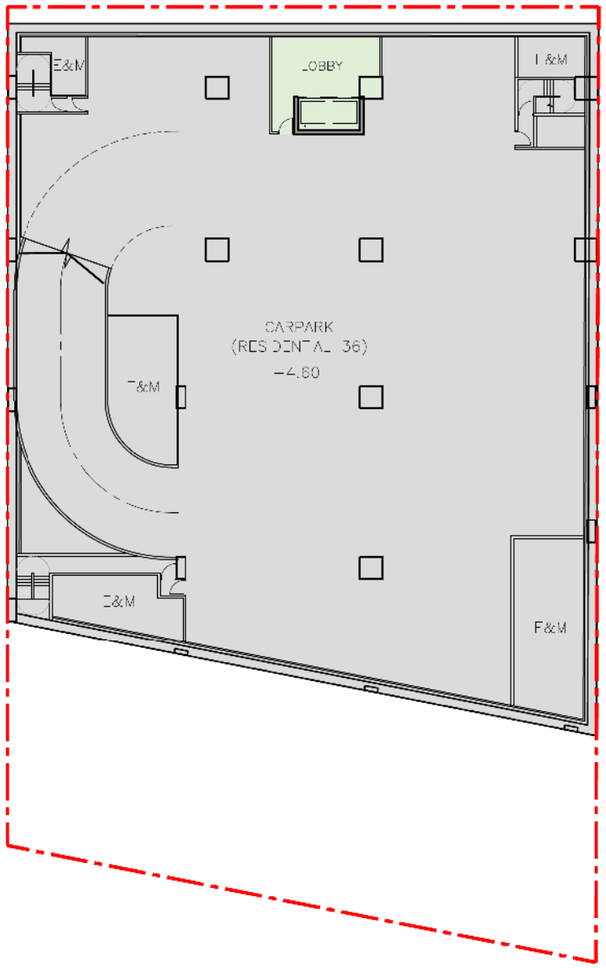
Drawing Title

FIRST BASEMENT LEVEL (B1) PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	3.5	A

CHK50748310/TIA/F33-A.DGN/KCM/19FEB25

Original Size : A3



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A	TD'S COMMENTS INCORPORATED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

SECOND BASEMENT LEVEL (B2) PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	3.6	A

SYSTRA MVA

CHK50748310/TIA/F34-A.DGN/KCM/19FEB25

Original Size : A3

Year	Hong Kong Resident Population
2045	8,190,700
2046	8,190,400
Annual Growth Rate (p.a.) – 2046/2024	**+0.38%**

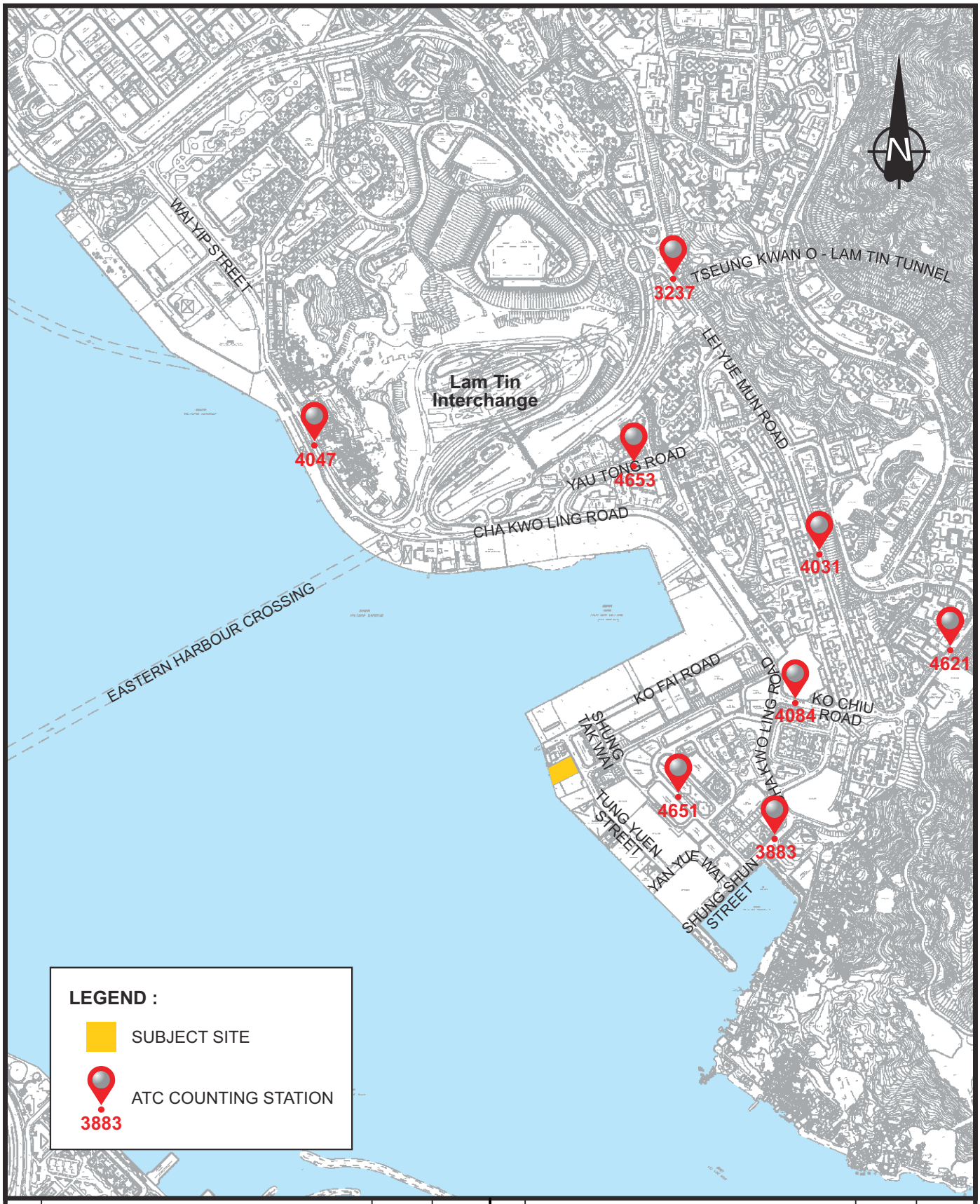
Historical Growth Trends

4.1.8 Reference has also been made to the historic records extracted in the latest Annual Traffic Census (ATC) published by Transport Department, the Average Annual Daily Traffic (AADT) of the nearby count station between Year 2019 and Year 2023 have been taken into account to establish the historical growth trend, the findings are summarised in **Table 4.2** and location of total 7 count stations are indicated in **Drawing 4.2**.

Table 4.2 AADT of nearby ATC Traffic Counts between Years 2019 to 2023

Road	Stn No.	Annual Average Daily Traffic (AADT)					Growth Rate (p.a.)
		2019	2020	2021	2022	2023	2023/ 2019
Sze Shan St (Cha Kwo Ling Rd - Shung Shun St)	4651	1,270	1,260	1,500	1,500	1,630	+6.44%
Shung Shun Street & Yan Wing Street (Ko Chiu Road - Sam Ka Tsuen Ferry Pier)	3883	11,400*	10,670*	11,900	11,000	11,610	+0.46%
Ko Chiu Road (Cha Kwo Ling Road - Lei Yue Mun Road)	4084	12,170*	11,390*	11,880*	13,120	13,580	+2.78%
Ko Chiu Road (Lei Yue Mun Road - Lei Yue Mun Road)	4621	8,390	8,690	9,390	8,590	9,180	+2.28%
Lei Yue Mun Road (Ko Chiu Road - Ko Chiu Road)	4031	20,860*	19,530*	20,360*	20,290	20,260	-0.73%
Yau Tong Road (Lei Yue Mun Road - Cha Kwo Ling Road)	4653	6,830	7,010	8,170	7,440	7,820	+3.44%
Lei Yue Mun Rd (Ko Chiu Rd - Kai Tin Rd)	3237	36,970	34,600	36,080	34,380	39,660	+1.77%
Total		**97,890**	**93,150**	**99,280**	**96,320**	**103,740**	**+1.46%**

Note: (*) Estimated by Growth Factor.



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A	TD'S COMMENTS INCORPORATED	JPP	23APR25	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

LOCATION OF ATC COUNTING STATIONS IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.2	A

SYSTRA MVA

CHK50748310/TIA/F42-A.CDR/LLH/23APR25

Original Size : A4

4.1.9 As suggested in **Table 4.2** above, the average annual growth rate of the AADT of the nearby count stations from Year 2019 to 2023 is +1.46% per annum.

Planning Data (From Working Group on Population Distribution Projections (WGPD)

4.1.10 Based on the projections of population distribution from Working Group on Population Distribution Projections (WGPD), the population from 2021 to 2031 for Kwun Tong District has been projected. The average annual growth rate from years 2023 to 2031 is illustrated in **Table 4.3**.

Table 4.3 Projected Population of Kwun Tong District, 2021-2031

Year	Population
2021	673,200
2022	669,000
2023	670,800
2024	668,500
2025	675,400
2026	682,500
2027	682,700
2028	681,800
2029	693,100
2030	685,400
2031	690,700
Growth Rate (p.a.) – 2031/2023	**+0.37%**

4.1.11 In order to ensure the robust forecast scenario, the annual growth rate of +1.46% per annum derived from AADT of the nearby count stations from Year 2019 to 2023 is adopted, to produce the year 2035 traffic forecasts from the 2024 observed traffic flows.

Nearby Planned Developments

4.1.12 Large portion of Yau Tong industrial area is currently zoned into "CDA", "R(E)" and "C" uses in the latest Outline Zoning Plan (OZP) and a number of residential developments are being committed in the recent years. The substantial change of land use would have significant impact to the current local traffic pattern in the future year.

4.1.13 The planned and committed developments in Yau Tong area, as listed in **Table 4.4**, which would have traffic contribution to the road network in the vicinity, have been considered in the traffic forecast for the year 2035. The peak hour traffic trips of each developments are also summarised in **Table 4.4**.

Table 4.4 Estimated Trip Generations of Nearby Planned Developments

Ref.	Development	Type	Peak Hour Traffic Trip (pcu/hr)			
			AM Peak		PM Peak	
			Gen	Att	Gen	Att
1.	5 and 8 Tung Yuen Street, and adjoining Government Land ("CDA(1) Zone")	- Private Residential: 903 units (1)	37	12	14	24
2.	Yau Tong Inland Lot s 4B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street ("CDA(3) Zone")	- Private Residential: 1,393 units (1) - Retail: 172m^2 GFA (2)	57	19	21	38
3.	Lei Yue Mun Estate Phase 4	- Public Housing: 2000 units (3) - GIC (3)	96	75	57	70
4.	New Kowloon Inland Lot No. 6593 at Ko Chiu Road	- Private: 634 units (4) - Retail: 5,520m^2 GFA (4)	57	39	35	42
5.	New Kowloon Inland Lot No. 6602 at Ko Chiu Road (Yau Tong Ventilation Building Redevelopment)	- Private Residential: 500 units (4)	35	21	14	18
6.	Public Housing Development at Pik Wan Road	- Public Housing: 3,208 units (4) - GIC (4)	214	151	110	143
7.	28 Sze Shan Street	- Private Residential: 92 units (1) - Retail: 2,061m^2 GFA (1)	24	15	15	20
8.	Ex-Cha Kwo Ling Kaolin Mine Site	- Public Housing: 2,250 units (5) - Private Housing: 1,331 units (1) - Primary School: 30 class (6)	167	106	91	118
9.	Various Lots and Adjoining Government Land at Yau Tong Bay, Yau Tong, Kowloon	- Private Residential: 7,078 units (1) - Retail: 8,290m^2 GFA (1) - Hotel: 733 (1) - Kindergarten and GIC	445	261	246	353
10.	Yau Tong Industrial Building Block 4	- Private Residential: - 676 units (4) - Commercial: 5,038.5m^2 GFA (1) - Day Care Centre for the Elderly (4)	44	26	30	40
11.	Olympic Godown	- Private Residential 445 units (1) - Commercial: 3,587m^2 GFA (1)	26	14	17	24

Ref.	Development	Type	Peak Hour Traffic Trip (pcu/hr)			
			AM Peak		PM Peak	
			Gen	Att	Gen	Att
12.	Gloria Weaving & Knitting Factory	- Transitional Housing 224 units (4)	9	7	5	6
13.	Public Housing Development at Cha Kwo Ling Village	- Public Housing: 4,500 units(1) - Retail: 29,097.05 m^2 GFA(4)	97	90	140	166
14.	Proposed Commercial Development at Yau Tong Marine Lots 73 and 74 in Yau Tong Bay	- Retail: 2,560m^2 GFA(1) - Office: 48,040 m^2 GFA(1)	86	123	82	65
15.	Kwun Tong Action Area	- Retail: 17,000m^2 GFA(4) - Office: 62,600 m^2 GFA(4) - Cultural/Institutional uses: 1,700m^2 - PTI: Approx. 7,050 m^2	147	198	152	134
16.	18 Tung Yuen Street	- Private Residential: 224 units (1)	35	14	13	19

Remarks:

(1) As extracted from the latest approved planning application.

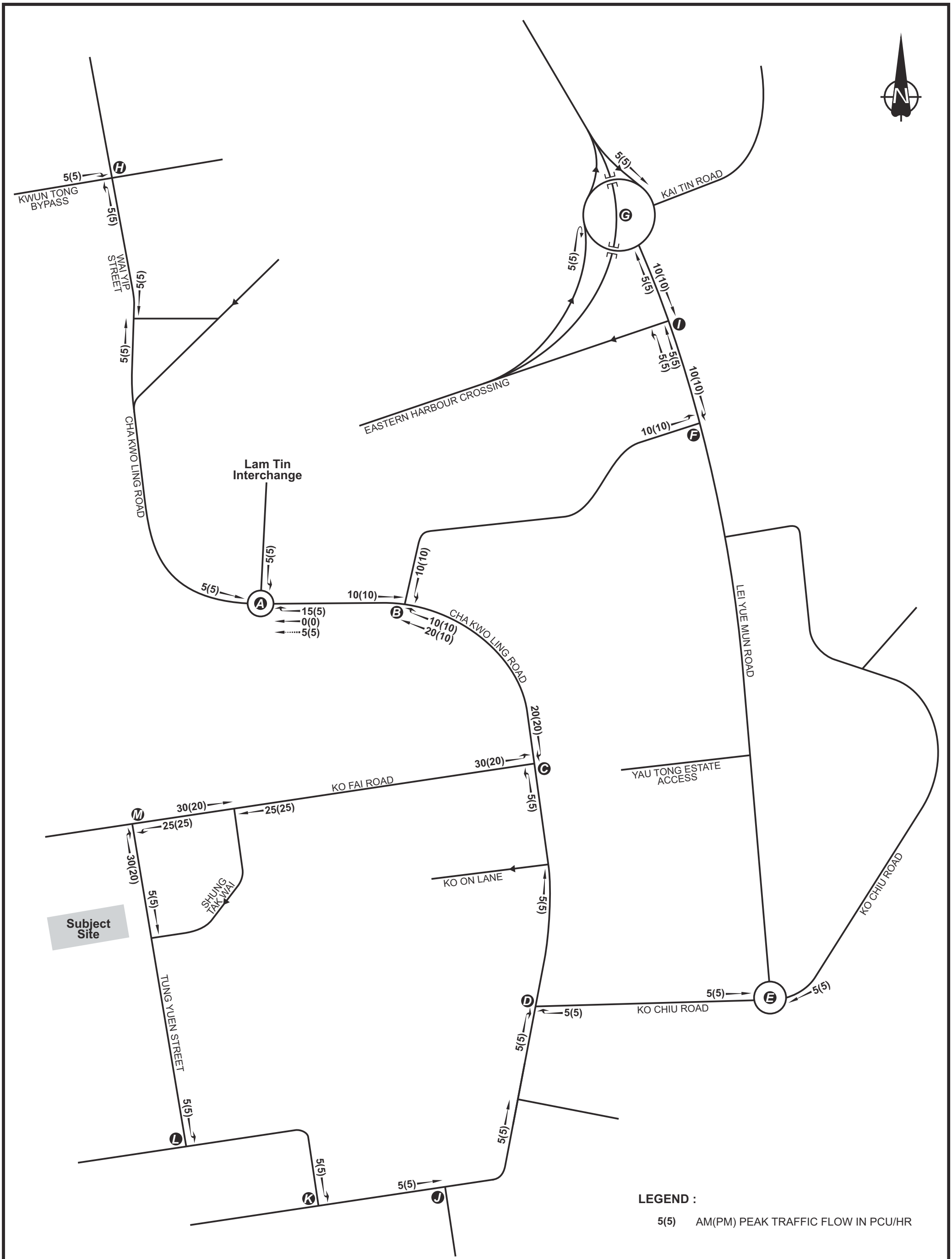
(2) As extracted from the Sale Brochure.

(3) As extracted from the Planning Brief of Lei Yue Mun Estate Phase 4 published by Hong Kong Housing Authority

(4) As extracted from newspaper articles / online information

(5) As extracted from Public Housing Development at Ex-Cha Kwo Ling Kaolin Mine Site

(6) As extracted from the Land Supply Initiatives, Paper No. 03/2017 from Task Force on Land Supply, Development Bureau and Planning Review on Development of Ex-Cha Kwo Ling Kaolin Mine Site Final Report (Quotation Ref.: PLNQ21/2011)



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
A	TD'S COMMENTS INCORPORATED	JPP	23APR25	-	-	-	-	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

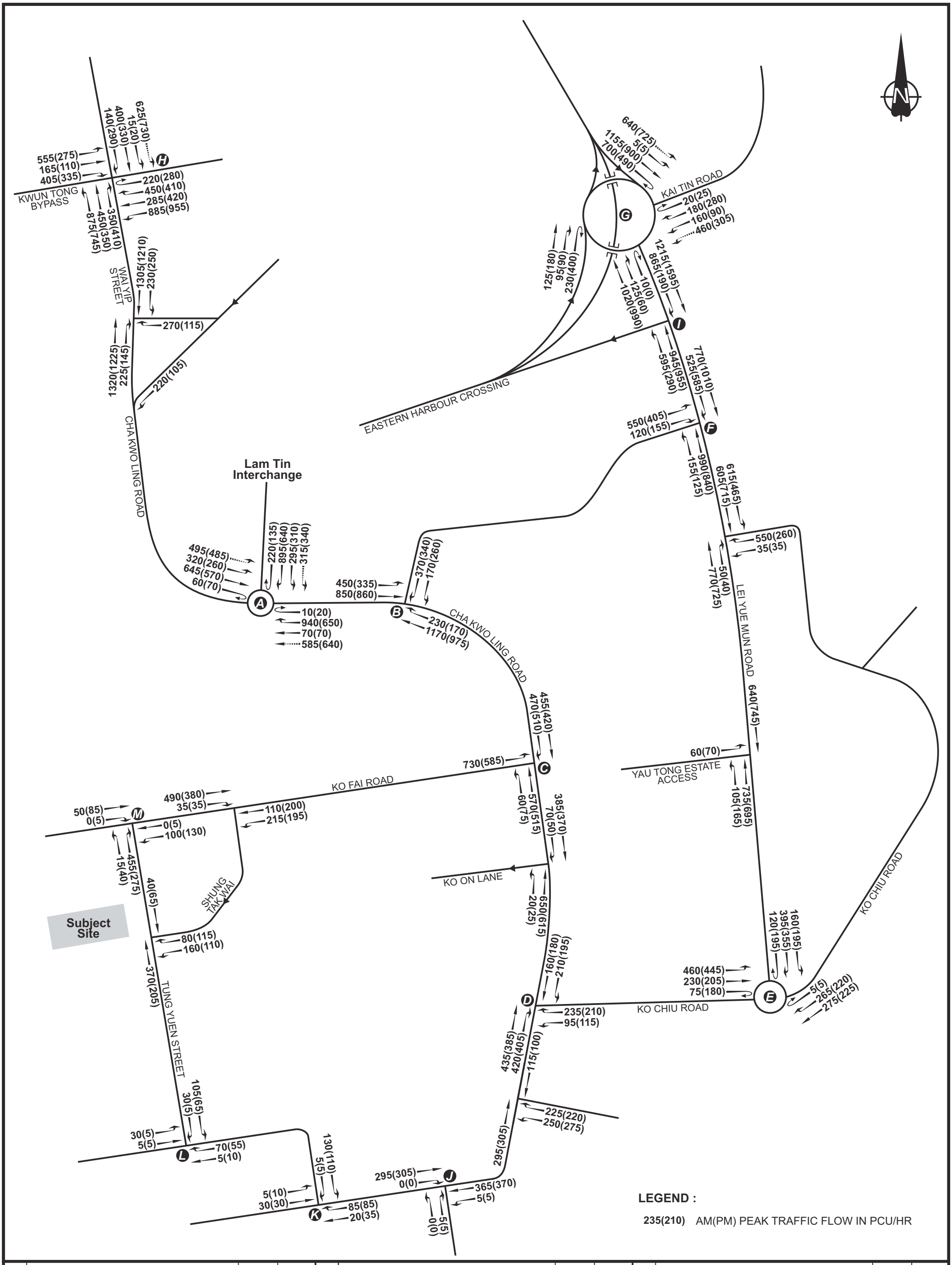
DEVELOPMENT TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.3	A

SYSTRA MVA

CHK50748310/TIA/F43-A.CDR/LLH/23APR25

Original Size : A3



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
A	TD'S COMMENTS INCORPORATED	JPP	24APR25	-	-	-	-	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

YEAR 2035 REFERENCE TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.4	A

SYSTRA MVA

CHK50748310/TIA/F44-A.CDR/LLH/24APR25

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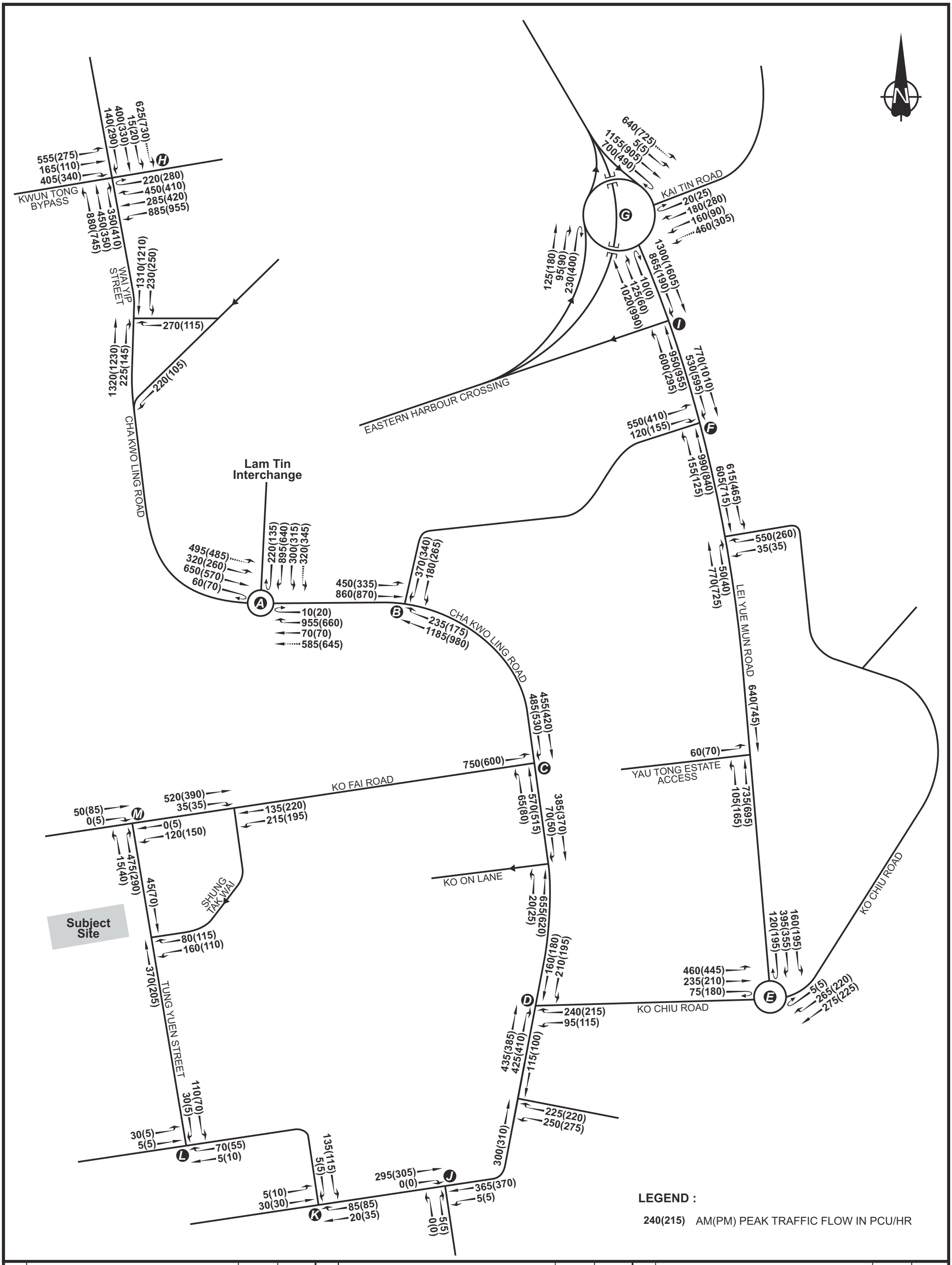


Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
A	TD'S COMMENTS INCORPORATED	JPP	24APR25	-	-	-	-	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

YEAR 2035 DESIGN TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.5	A

SYSTRA MVA

CHK50748310/TIA/F45-A.CDR/LLH/24APR25

Original Size : A3

5. TRAFFIC IMPACT ASSESSMENT

5.1 Junction Operational Performance

5.1.1 The identified 13 key local junctions would be assessed in accordance with the anticipated year 2035 traffic flows for both reference and design scenarios in order to investigate the traffic impact of the proposed scheme with respect to the scenario without the subject development.

5.1.2 For the J/O Cha Kwo Ling Road / Yau Tong Road (B), an additional traffic lane from Yau Tong Road to Cha Kwo Ling Road has been suggested under the previously approved Section 16 application of the Yau Tong Bay Comprehensive Development, providing a left and right turn traffic lane for vehicles to Cha Kwo Ling Road. The indicative suggested junction layout is shown in **Drawing 5.1**.

5.1.3 The J/O Cha Kwo Ling Road / Ko Fai Road (C) has been planned to be converted into a signalised junction under the previously approved Section 16 application of the Yau Tong Bay Comprehensive Development, the indicative planned junction layout is shown in **Drawing 5.2**.

5.1.4 An additional traffic lane from Lei Yue Mun Road Northbound to Slip Road to EHC at J/O Lei Yue Mun Road / Slip Road to EHC (I) has been planned, as shown in **Drawing 5.3**.

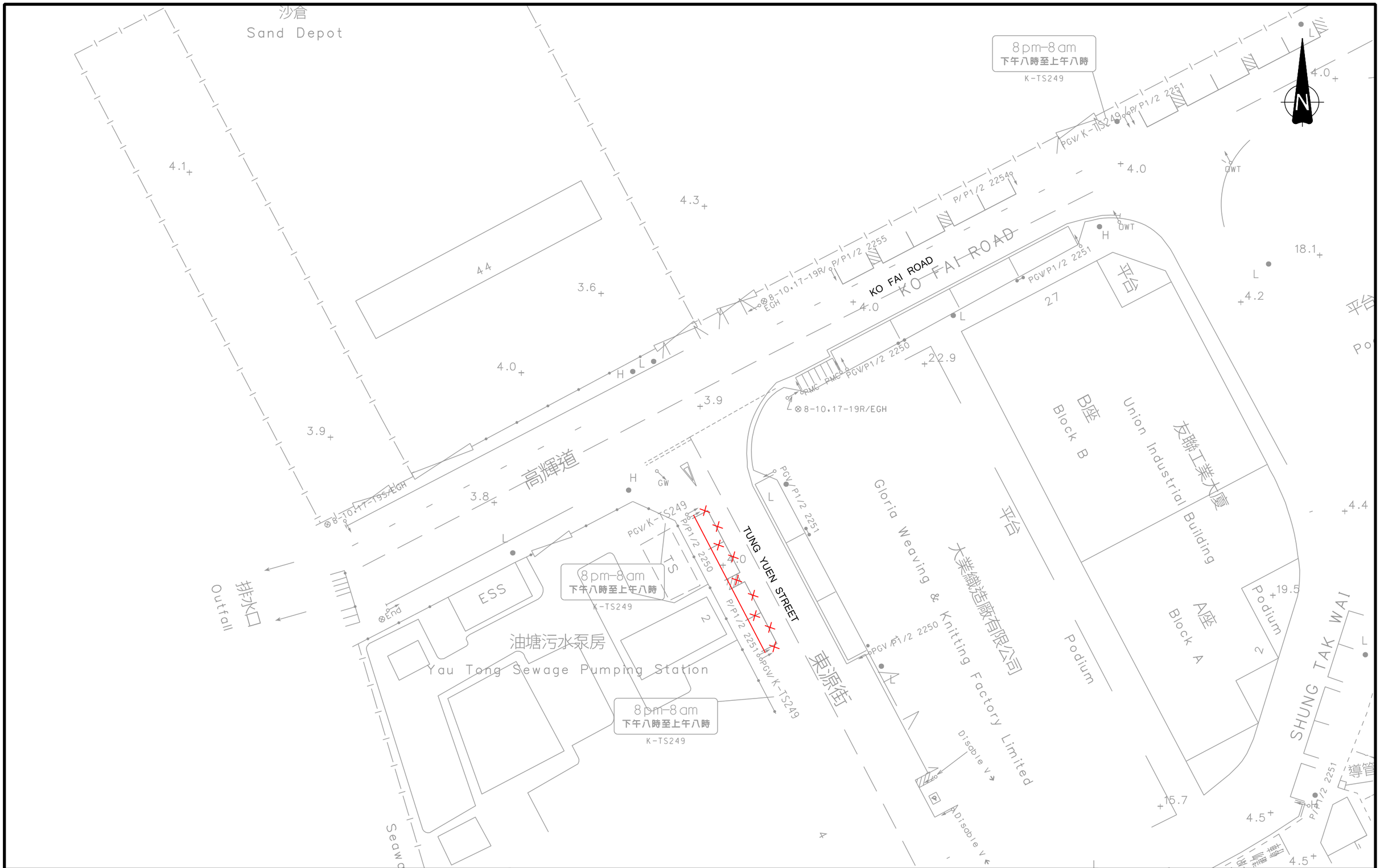
5.1.5 For the J/O Tung Yuen Street / Ko Fai Road (M), four on-street parking spaces will be cancelled. The planned junction layout is shown in **Drawing 5.4**. The commissioning year of the improvement works will be 2032.

5.1.6 The assessment results are summarised in **Table 5.1**. The junction calculation sheets are attached in **Appendix B**.

Table 5.1 Junction Operational Performance in Year 2035

Ref. (1)	Junction	RC/RFC (6)			
		Reference		Design	
		AM Peak	PM Peak	AM Peak	PM Peak
A	Cha Kwo Ling Road / Lam Tin Interchange	0.62	0.47	0.62	0.47
B	Cha Kwo Ling Road / Yau Tong Road(2)	19%	30%	18%	29%
C	Cha Kwo Ling Road / Ko Fai Road(3)	80%	79%	75%	74%
D	Cha Kwo Ling Road / Ko Chiu Road	34%	40%	34%	40%
E	Lei Yue Mun Road / Ko Chiu Road	0.35	0.38	0.35	0.39
F	Lei Yue Mun Road / Yau Tong Road	67%	67%	66%	67%
G	Kai Tin Road / Lei Yue Mun Road	0.98	0.75	0.98	0.76
H	Wai Yip Street / Wai Fat Road	17%	19%	16%	19%
I	Lei Yue Mun Road / Slip Road to EHC(4)	17%	89%	17%	88%
J	Cha Kwo Ling Road / Shung Shun Road	0.16	0.17	0.16	0.17
K	Shung Shun Road / Yan Yue Wai	0.07	0.06	0.07	0.06
L	Tung Yuen Street / Yan Yue Wai	0.05	0.01	0.05	0.01
M	Tung Yuen Street / Ko Fai Road(5)	0.79	0.53	0.83	0.55

Remarks:
(1) Refer to **Drawing 2.2**;
(2) Junction Layout as shown in **Drawing 5.1**;
(3) Junction Layout as shown in **Drawing 5.2;**



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
A	SUGGESTION TO ANOTHER JUNCTION	JPP	23APR25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

SUGGESTED JUNCTION LAYOUT OF TUNG YUEN STREET / KO FAI ROAD (M)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	5.4	A

SYSTRA MVA

CHK50748310/TIA/F54-A.DGN/KCM/23APR25

Original Size : A3

6. PUBLIC TRANSPORT ASSESSMENT

6.1 public transport services in the vicinity

6.1.1 Road-based public transport services, such as franchised buses and GMB are also provided in the vicinity of the proposed development. public transport occupancy surveys were conducted at Shung Tak Wai bus stop from 7:30-8:30 on 23th April 2025, to identify if there is surplus in the current public transport services. Details of the current services of franchised bus and GMB route and the survey results are listed in **Table 6.1**. Location of the public transport services in the vicinity are also shown in **Drawing.6.1**. And the pedestrian routes from subject site to nearby public transport facilities is shown in **Drawing. 6.2**.

Table 6.1 Existing Road-based Public Transport Services in the Vicinity (Peak Hour)

Mode	Route No.	From	To	Observed Vehicular Trips per hour (A)	Passenger capacity per hour (B)(1)	Surveyed passengers on board arriving bus stop (C)	Total no. of Boarding Passengers (D)	Total no. of Alighting Passengers (E)	Surplus Capacity (B)–(C)–(D)+(E)
To Tsim Sha Tsui/Sam Ka Tsuen/ Lam Tin									
Bus	14X	Shung Tak Wai	Tsim Sha Tsui	4	360	-	42	-	318
GMB	24	Lam Tin (Ping Tin PTI)	Sam Ka Tsuen Ferry/ Lam Tin (Ping Tin PTI)	6	96	24	2	0	70

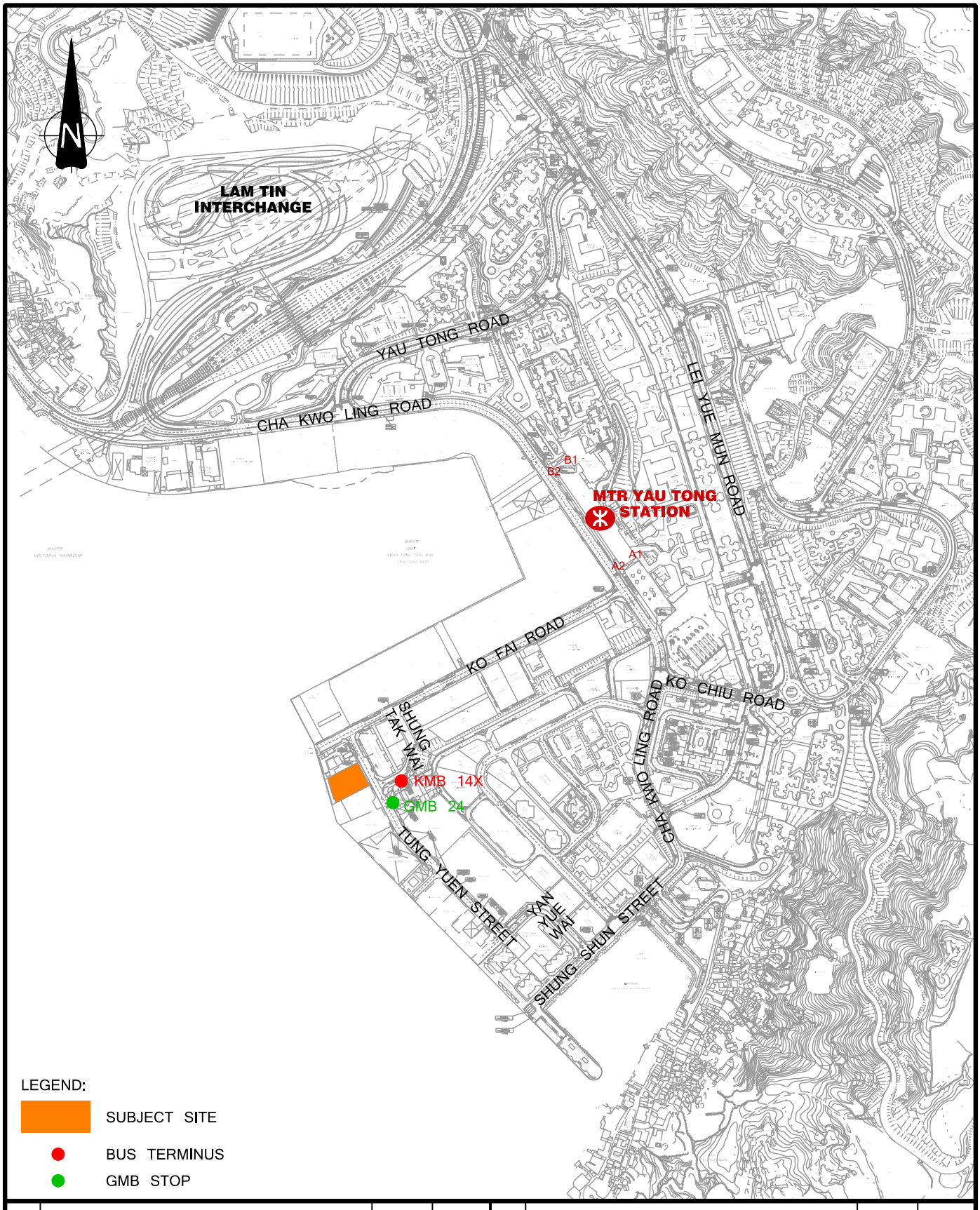
Remarks:
(1) Assume 16 passengers per GMB and 90 passengers per bus.

6.1.2 To be consistent with the annual traffic growth rate from 2025 to 2035, a +1.46% p.a. growth rate is applied to the 2025 surveyed passenger demand to estimate the 2035 reference demand for public transport. The detail of estimated passenger demand in reference year 2035 are summarized in **Table 6.2**.

Table 6.2 Road-based Public Transport Services in the Vicinity in Reference Year 2035 (Peak Hour)

Mode	Route No.	From	To	Observed Vehicular Trips per hour (A)	Passenger capacity per hour (B)(1)	Surveyed passengers on board arriving bus stop (F)=(C)*(1+G.F%)10	Total no. of Boarding Passengers (G)=(D)*(1+G.F%)10	Total no. of Alighting Passengers (H)=(E)*(1+G.F%)10	Surplus Capacity (B)–(F)-(G)+(H)
To Tsim Sha Tsui/Sam Ka Tsuen/ Lam Tin									
Bus	14X	Shung Tak Wai	Tsim Sha Tsui	4	360	-	49	-	311
GMB	24	Lam Tin (Ping Tin PTI)	Sam Ka Tsuen Ferry/ Lam Tin (Ping Tin PTI)	6	96	28	3	0	65

Remarks:
(1) Assume 16 passengers per GMB and 90 passengers per bus.



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-	-	-	-	-	-	-	-

Project Title: PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

LOCATION OF THE PUBLIC TRANSPORT SERVICES IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	N.T.S.(A4)	FEB 2025	6.1	-

CHK50748310/TIA/F61.DGN/KCM/19FEB25

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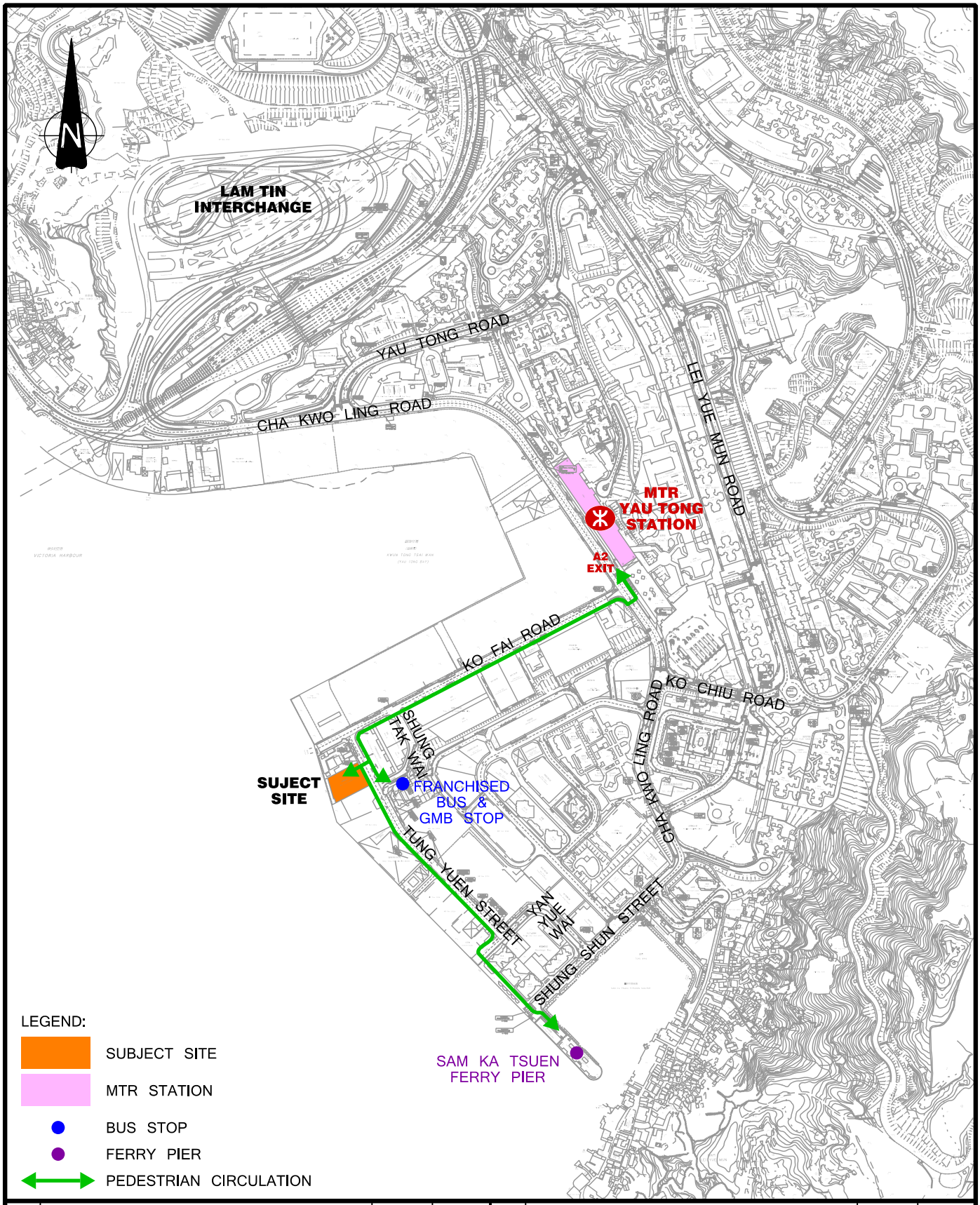

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Project Title: PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

PEDESTRIAN ROUTES BETWEEN THE APPLICATION SITE AND THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	N.T.S.(A4)	FEB 2025	6.2	-

CHK50748310/TIA/F62.DGN/KCM/19FEB25

Original Size : A4

6.2 Additional traffic demand from the proposed development

6.2.1 Reference is made to the 'Travel Characteristics Survey 2011 Report' as published by Transport Department to derive the estimated public transport demand due to the proposed development.

6.2.2 The total trips generated from the proposed development are derived from development parameters and assumptions from the TCS report 2011. The calculation of total trips during peak hours is summarised in **Table 6.3**.

Table 6.3 Calculation of Total Trips from Proposed Development

Item	Proposed Development
Nos. of units	342
Average household size	2.7 ppl/unit (1)
Total population	342*2.7=924
Trip rate per person	1.83(2)
Daily trips generated from proposed development	924*1.83=1,691
% of Daily trips in peak hour	12%(3)
Peak hour trips (two-way)	1,691*12%=203
Peak hour trips (Generation)(4)	203*0.9=183
Peak hour trips (Attraction)	203*0.1=20

Remarks:

(1) The anticipated population is based on an assumption of 2.7 occupants per unit, according to Census and Statistics Department in April 2024.
(2) Data extracted from TCS Report 2011
(3) 12% in TCS Report 2011
(4) For conservative approach, it is assumed that outbound trips will take up 90% and inbound trips for 10% during peak hour.

6.2.3 Based on 2021 Population Census, the modal split of Kwun Tong District is shown in **Table 6.4**. Therefore, according to the peak hour trips of proposed development in **Table 6.3**, the trips of different traffic modes in peak hours are shown in **Table 6.4**. In the future, most of the people of proposed development will travel by MTR, while 55 trips will travel by bus, and 15 trips will travel by public light bus.

Table 6.4 Modal Share of Kwun Tong District and the traffic trips

Mode	MTR	Bus	Public Light Bus	Private Car	Taxi	Others	Total
%	43%	30%	8%	3%	1%	15%	100%
Trips of proposed development	79	55	15	5	2	27	183
Surplus Capacity of the Mode(According to Table 6.2)	-	311	65	-	-	-	-

6.2.4 The result in **Table 6.2** shows that the current road-based public transport services can meet the future public transport demand in the vicinity. Although most residents in the proposed development travel by public transport, the pressure on public transport services is relatively small.

7. CONCLUSION

7.1 Summary

7.1.1 The application site is currently zoned Residential (Group E)" ("R(E)") under the latest approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) no. S/K15/27. The application site was intended to be re-developed into a residential-based development with shop and services, and eating place. The applicant's intention to propose more residential units and commercial services for the community.

7.1.2 Currently, the subject site is occupied by a 7-storey industrial building, which will be redeveloped into one residential block with 342 residential units, and a 2,177.1m^2 commercial area.

7.1.3 Provisions of internal ancillary transport facilities, including parking spaces, loading/unloading bays and etc., for the No. 4 Tung Yuen Street Redevelopment are proposed in accordance with the relevant requirements stipulated in the latest Hong Kong Planning Standard Guideline (HKPSG). The proposed provisions have taken into consideration the factors of building function, residential flat mix and locality of No. 4 Tung Yuen Street Redevelopment.

7.1.4 In order to review the traffic impact of the new developments on the vicinity, traffic surveys have been conducted to establish the current peak hour traffic condition in the vicinity.

7.1.5 The proposed Redevelopment would be completed in year 2032. The design year of 2035, three years after full occupation, is therefore adopted in this study for forecasting and assessment purposes. This study have considered the future strategic transport link - Trunk Road T2, future local developments and the latest Government planning assumptions.

7.1.6 Assessment results revealed that the traffic condition would be more or less the same in both Reference and Design scenarios in Year 2035. The traffic impact due to the Proposed Redevelopment is considered insignificant and could be accommodated by the surrounding road network.

7.1.7 Public transport surveys have been conducted to establish the current peak hours traffic condition and anticipated future public transport demands. The assessment indicated that all the existing public transport services have sufficient capacity to cater for the additional demands due to the proposed development.

7.2 Conclusion

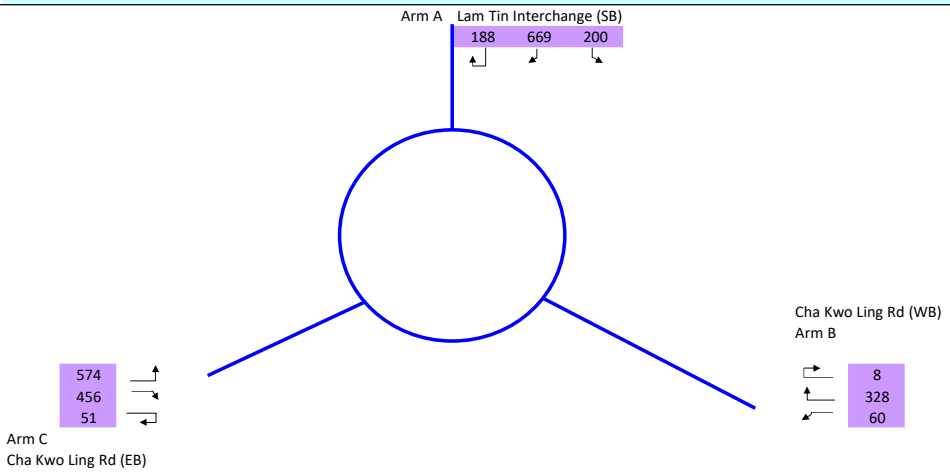
7.2.1 In view of the above, the proposed Redevelopment under this Section 16 application is considered acceptable in traffic term.

Appendix B

Signal Calculation Sheets

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2024 Observed Flow AM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (WB)		
Arm C	Cha Kwo Ling Rd (EB)		
Arm D			
Arm E			

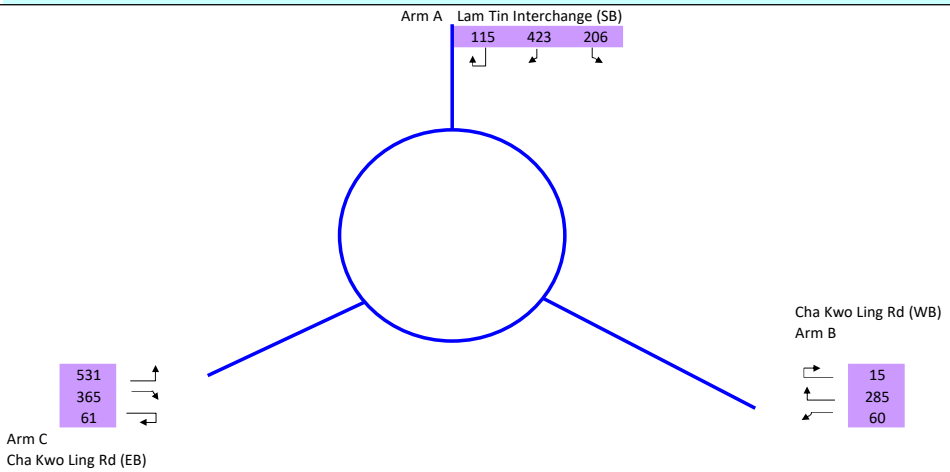


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		8.20	8.10	9.10		
E	Entry Width (m)		10.50	8.60	11.20		
L	Effective Length of Flare (m)		3.75	1.40	6.20		
R	Entry Radius (m)		30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)		52.00	52.00	52.00		
A	Entry Angle (degree)		20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)		1,057	396	1,081		
Qc	Circulating Flow Across Entry (pcu/hour)		515	908	524		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))		8.98	8.33	10.11		
M	= EXP ((D-60) /10)		0.45	0.45	0.45		
F	= 303 * X2		2720	2525	3063		
Td	= 1 + (0.5 / (1+M))		1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)		0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)		2431	1990	2779		
Qp	= Q*P		1057	396	1081		
DFC	= Qp / Qe	Design Flow / Capacity	0.43	**0.43**	0.20	0.39	
		Total Entry Flows	2,534				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2024 Observed Flow PM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (WB)		
Arm C	Cha Kwo Ling Rd (EB)		
Arm D			
Arm E			

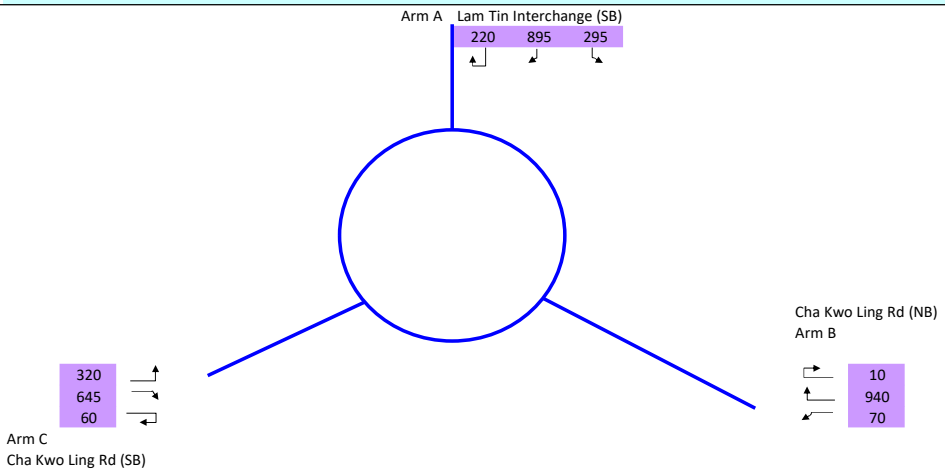


				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				744	360	957		
Qc	Circulating Flow Across Entry (pcu/hour)				441	599	416		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2492	2241	2877		
Qp	= Q*P				744	360	957		
DFC	= Qp / Qe	Design Flow / Capacity	0.33		0.30	0.16	**0.33**		
		Total Entry Flows	2,061						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Reference Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

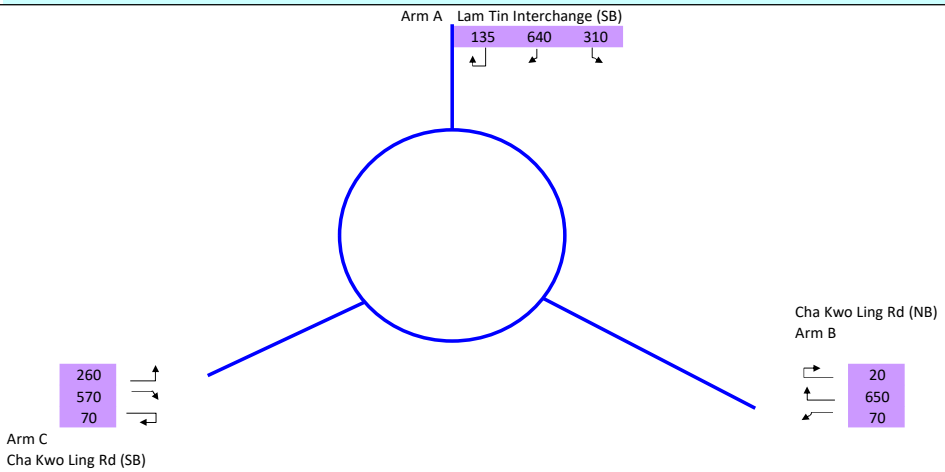


				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,410	1,020	1,025		
Qc	Circulating Flow Across Entry (pcu/hour)				715	1,175	1,170		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2265	1772	2193		
Qp	= Q*P				1410	1020	1025		
DFC	= Qp / Qe	Design Flow / Capacity	0.62		**0.62**	0.58	0.47		
		Total Entry Flows	3,455						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Reference Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

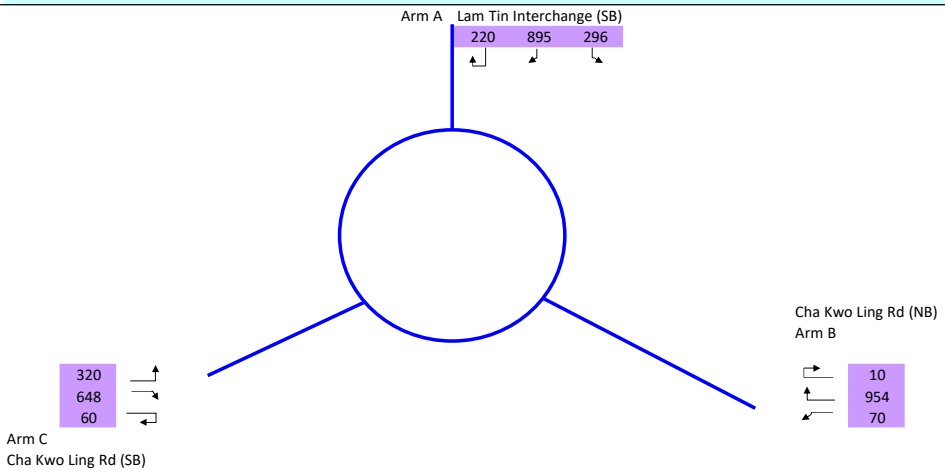


				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,085	740	900		
Qc	Circulating Flow Across Entry (pcu/hour)				660	845	805		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2311	2041	2524		
Qp	= Q*P				1085	740	900		
DFC	= Qp / Qe	Design Flow / Capacity	0.47		**0.47**	0.36	0.36		
		Total Entry Flows	2,725						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Design Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

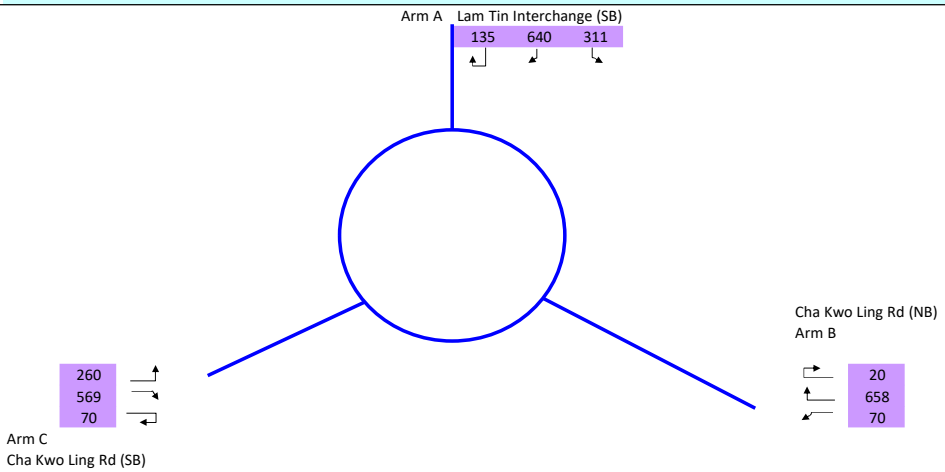


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		8.20	8.10	9.10		
E	Entry Width (m)		10.50	8.60	11.20		
L	Effective Length of Flare (m)		3.75	1.40	6.20		
R	Entry Radius (m)		30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)		52.00	52.00	52.00		
A	Entry Angle (degree)		20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)		1,411	1,034	1,028		
Qc	Circulating Flow Across Entry (pcu/hour)		718	1,175	1,184		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))		8.98	8.33	10.11		
M	= EXP ((D-60) /10)		0.45	0.45	0.45		
F	= 303 * X2		2720	2525	3063		
Td	= 1 + (0.5 / (1+M))		1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)		0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)		2263	1772	2181		
Qp	= Q*P		1411	1034	1028		
DFC	= Qp / Qe	Design Flow / Capacity	0.62	**0.62**	0.58	0.47	
		Total Entry Flows	3,473				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Design Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			



				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,086	748	899		
Qc	Circulating Flow Across Entry (pcu/hour)				659	845	813		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2312	2041	2517		
Qp	= Q*P				1086	748	899		
DFC	= Qp / Qe	Design Flow / Capacity	0.47		**0.47**	0.37	0.36		
		Total Entry Flows	2,733						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310

MVA HONG KONG LIMITED

Junction: Cha Kwo Ling Road / Yau Tong Road

Design Year: 2024

Description: 2024 Observed Flows

Designed By: CCT

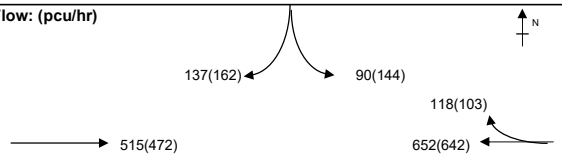
Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road (EB)	↑	B	1	3.300						1945	1945	249	0.128		228	0.117	
	↑	B	1	3.300						2085	2085	266	0.128		244	0.117	
Yau Tong Road (SB)	↑↱	D	3	4.500	17	15		80% / 20%	95% / 5%	1895	1895	113	0.060	0.060	152	0.080	
	↱	D	3	4.000		12				1915	1915	114	0.060		154	0.080	0.080
Cha Kwo Ling Road (WB)	↑	A	1,2	3.800						1995	1995	652	0.327	0.327	642	0.322	0.322
	↱	C	2	3.000		13				1840	1840	118	0.064		103	0.056	

Pedestrian Crossing									
	Ep	1,2,4	MIN GREEN + FLASH =	5	+	10	=	15	
	Fp	2,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Gp	4	MIN GREEN + FLASH =	5	+	9	=	14	*
	Hp	3,4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

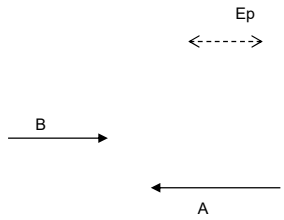
Flow: (pcu/hr)



Group	B,C,D,Gp	A,D,Gp	Group	B,C,D,Gp	A,D,Gp
y	0.252	0.386	y	0.254	0.402
L (sec)	38	34	L (sec)	38	34
C (sec)	100	100	C (sec)	90	90
y pract.	0.558	0.594	y pract.	0.520	0.560
R.C. (%)	122%	54%	R.C. (%)	105%	39%

Stage / Phase Diagrams

1.



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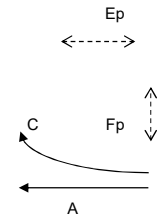

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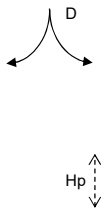

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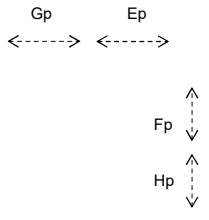


5.

I/G= 2		I/G=		I/G= 6		I/G= 14	14	I/G=	
I/G= 2		I/G=		I/G= 6		I/G= 14	14	I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Yau Tong Road (B)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310

MVA HONG KONG LIMITED

Junction: Cha Kwo Ling Road / Yau Tong Road

Design Year: 2035

Description: 2035 Reference Flows

Designed By: CCT

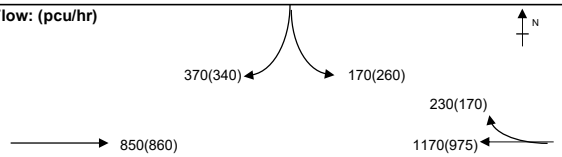
Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	B	1	3.300						1945	1945	410	0.211		415	0.213	
(EB)	↑	B	1	3.300						2085	2085	440	0.211		445	0.213	
Yau Tong Road	↰↑	D	3	4.500	17	15		63% / 37%	87% / 13%	1890	1895	268	0.142	0.142	298	0.157	0.157
(SB)	↱	D	3	4.000		12				1915	1915	272	0.142		302	0.158	
Cha Kwo Ling Road	↑	A	1,2	3.800						1995	1995	1170	0.586	0.586	975	0.489	0.489
(WB)	↱	C	2	3.000		13				1840	1840	230	0.125		170	0.092	

Pedestrian Crossing									
	Ep	1,2,4	MIN GREEN + FLASH =	5	+	10	=	15	
	Fp	2,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Gp	4	MIN GREEN + FLASH =	5	+	9	=	14	*
	Hp	3,4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

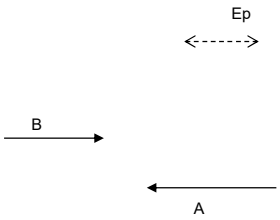
Flow: (pcu/hr)



Group	B,C,D,Gp	A,D,Gp	Group	B,C,D,Gp	A,D,Gp
y	0.478	0.728	y	0.463	0.646
L (sec)	38	34	L (sec)	38	34
C (sec)	100	100	C (sec)	90	90
y pract.	0.558	0.594	y pract.	0.520	0.560
R.C. (%)	17%	-18%	R.C. (%)	12%	-13%

Stage / Phase Diagrams

1.



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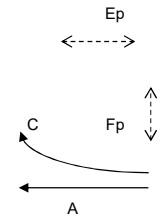

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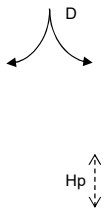

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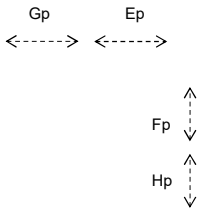


5.

I/G= 2		I/G=		I/G= 6		I/G= 14	14	I/G=			
I/G= 2		I/G=		I/G= 6		I/G= 14	14	I/G=			

Date: 10 Feb 2024

Junction: Cha Kwo Ling Road / Yau Tong Road (B)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Yau Tong Road Design Year: 2035

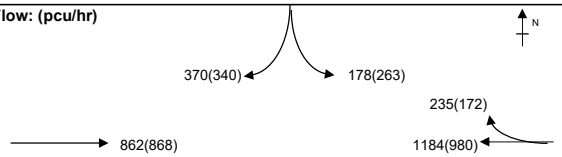
Description: 2035 Design Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road (EB)	↑	B	1	3.300						1945	1945	416	0.214		419	0.215	
	↑	B	1	3.300						2085	2085	446	0.214		449	0.215	
Yau Tong Road (SB)	↑↱	D	3	4.500	17	15		65% / 35%	88% / 12%	1890	1895	272	0.144	0.144	300	0.158	0.158
	↱	D	3	4.000		12				1915	1915	276	0.144		303	0.158	
Cha Kwo Ling Road (WB)	↑	A	1,2	3.800						1995	1995	1184	0.593	0.593	980	0.491	0.491
	↱	C	2	3.000		13				1840	1840	235	0.128		172	0.093	

Pedestrian Crossing	Ep	1,2,4	MIN GREEN + FLASH =	5	+	10	=	15	
	Fp	2,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Gp	4	MIN GREEN + FLASH =	5	+	9	=	14	*
	Hp	3,4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

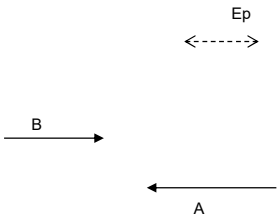
Flow: (pcu/hr)



Group	B,C,D,Gp	A,D,Gp	Group	B,C,D,Gp	A,D,Gp
y	0.486	0.737	y	0.467	0.650
L (sec)	38	34	L (sec)	38	34
C (sec)	100	100	C (sec)	90	90
y pract.	0.558	0.594	y pract.	0.520	0.560
R.C. (%)	15%	-19%	R.C. (%)	11%	-14%

Stage / Phase Diagrams

1.



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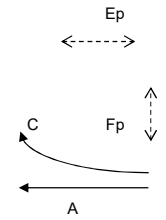

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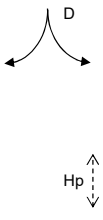

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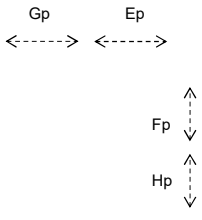


5.

I/G= 2		I/G=		I/G= 6		I/G= 14	14	I/G=	
I/G= 2		I/G=		I/G= 6		I/G= 14	14	I/G=	

Date: 10 Feb 2024 **Junction:** (B) Cha Kwo Ling Road / Yau Tong Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Yau Tong Road — Design Year: 2035

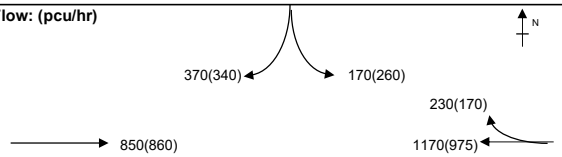
Description: 2035 Reference Flows (with improvement scheme) — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	B	3	3.300						1945	1945	410	0.211	0.211	415	0.213	
(EB)	↑	B	3	3.300						2085	2085	440	0.211		445	0.213	0.213
Yau Tong Road	↰	D	2	3.300	17					1785	1785	170	0.095		192	0.108	
(SB)	↰↑↱	D	2	3.300	20	16		0% / 100%	33% / 67%	1905	1915	187	0.098	0.098	207	0.108	
	↱	D	2	3.300		13				1870	1870	183	0.098		201	0.107	0.107
Cha Kwo Ling Road	↑	A	1	3.800						1995	1995	728	0.365	0.365	594	0.298	0.298
(WB)	↑↱	A	1	3.000		13		34%	31%	1840	1850	672	0.365		551	0.298	

Pedestrian Crossing	Ep	1,3	MIN GREEN + FLASH =	5	+	10	=	15
	Fp	1	MIN GREEN + FLASH =	5	+	9	=	14
	Gp	3	MIN GREEN + FLASH =	5	+	9	=	14
	Hp	2,3	MIN GREEN + FLASH =	5	+	5	=	10

Notes:

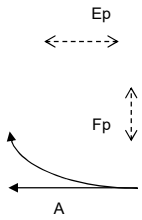
Flow: (pcu/hr)



Group	A,D,Gp	A,D,B	Group	A,D,Gp	A,D,B
y	0.463	0.674	y	0.405	0.619
L (sec)	34	13	L (sec)	34	13
C (sec)	120	120	C (sec)	120	120
y pract.	0.645	0.803	y pract.	0.645	0.803
R.C. (%)	39%	19%	R.C. (%)	59%	30%

Stage / Phase Diagrams

1.



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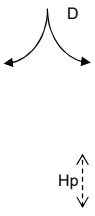

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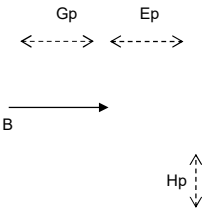


4.

5.

I/G= 5		I/G= 6		I/G= 5		I/G=	
I/G= 5		I/G= 6		I/G= 5		I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Yau Tong Road (B)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Yau Tong Road — Design Year: 2035

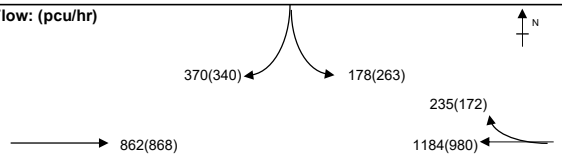
Description: 2035 Design Flows (with improvement scheme) — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	B	3	3.300						1945	1945	416	0.214	0.214	419	0.215	
(EB)	↑	B	3	3.300						2085	2085	446	0.214		449	0.215	0.215
Yau Tong Road	↰	D	2	3.300	17					1785	1785	176	0.099		193	0.108	
(SB)	↰↑↱	D	2	3.300	20	16		1% / 99%	34% / 66%	1905	1915	188	0.099	0.099	208	0.109	
	↱	D	2	3.300		13				1870	1870	184	0.098		202	0.108	0.108
Cha Kwo Ling Road	↑	A	1	3.800						1995	1995	738	0.370	0.370	598	0.300	0.300
(WB)	↑↱	A	1	3.000		13		35%	31%	1840	1850	681	0.370		554	0.299	

Pedestrian Crossing	Ep	1,3	MIN GREEN + FLASH =	5	+	10	=	15	
	Fp	1	MIN GREEN + FLASH =	5	+	9	=	14	
	Gp	3	MIN GREEN + FLASH =	5	+	9	=	14	
	Hp	2,3	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

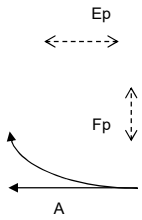
Flow: (pcu/hr)



Group	A,D,Gp	A,D,B	Group	A,D,Gp	A,D,B
y	0.469	0.682	y	0.408	0.623
L (sec)	34	13	L (sec)	34	13
C (sec)	120	120	C (sec)	120	120
y pract.	0.645	0.803	y pract.	0.645	0.803
R.C. (%)	38%	18%	R.C. (%)	58%	29%

Stage / Phase Diagrams

1.



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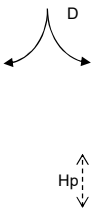

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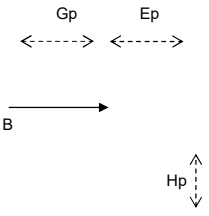


4.

5.

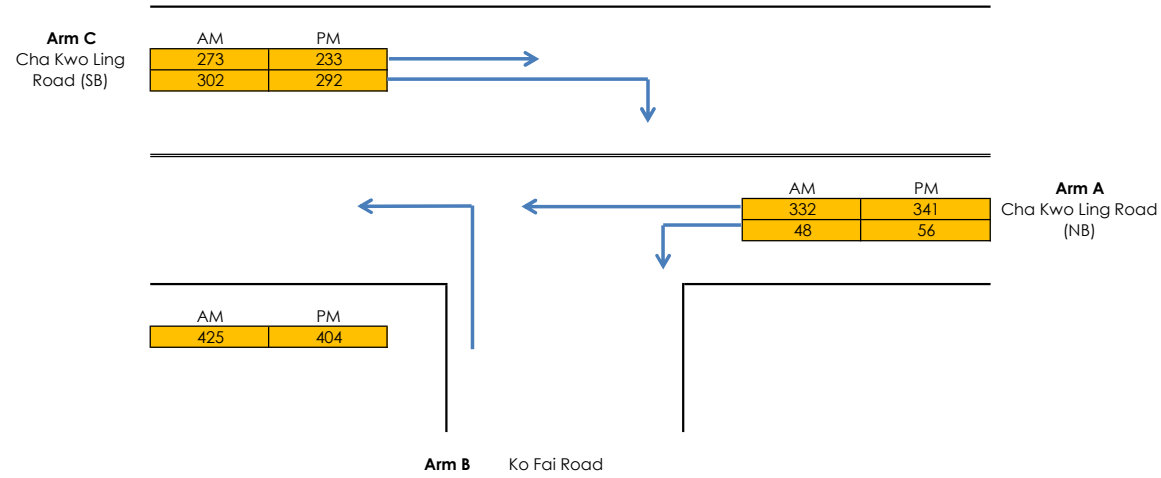
I/G= 5		I/G= 6		I/G= 5		I/G=	
I/G= 5		I/G= 6		I/G= 5		I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Yau Tong Road (B)

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Ko Fai Road (C)		Designed by: SWY
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024		Job No.: CHK50748310	Date: Oct-24
Arm A:	Cha Kwo Ling Road (NB)		
Arm B:	Ko Fai Road		
Arm C:	Cha Kwo Ling Road (SB)		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.80
Blockage of major road right turn	Y/N?	N		w(c-b)	2.87
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	48	Calculated Parameters	D	0.57
	Vl(b-a)	31		E	0.948
	Vr(b-c)	48		F	0.848
	Vr(c-b)	26		Y	0.576

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	273.35	233.4
	q(c-b)	301.95	291.7
	q(a-b)	48.1	56.1
	q(a-c)	331.8	341.5
	q(b-a)	0	0
	q(b-c)	425.25	404.1
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	636.831	634.3
	Q(c-b)	564.556	561.4
RFC's	c-b	0.53	0.52
	b-ac	0.67	0.64
RFC		**0.67**	**0.64**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 | MVA HONG KONG LIMITED

Junction: Cha Kwo Ling Road / Ko Fai Road | Design Year: 2035

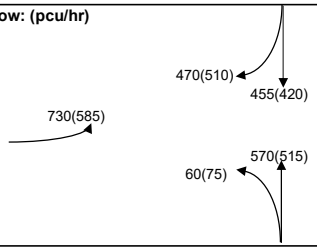
Description: 2035 Reference Flows | Designed By: CCT | Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	455	0.234		420	0.216	
(SB)	↱	A	1	3.300		15				1895	1895	470	0.248	0.248	510	0.269	0.269
Cha Kwo Ling Road	↰↑	B	2	3.300	15			20%	27%	1905	1895	301	0.158	0.158	281	0.148	
(NB)	↑	B	2	3.300						2085	2085	329	0.158		309	0.148	0.148
Ko Fai Road	↰	C	1,3	4.000	12.5					1800	1800	730	0.406		585	0.325	
(EB)																	

Pedestrian Crossing	Ep	2,3	MIN GREEN + FLASH =	5	+	5	=	10	
	Fp	2	MIN GREEN + FLASH =	5	+	5	=	10	
	Gp	3	MIN GREEN + FLASH =	5	+	5	=	10	*
	Hp	1,3	MIN GREEN + FLASH =	5	+	6	=	11	

Notes:

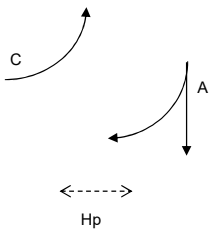
Flow: (pcu/hr)



Group	A,B,Gp	C,Fp	Group	C,Fp	A,B,Gp
y	0.406	0.406	y	0.325	0.417
L (sec)	17	19	L (sec)	19	17
C (sec)	100	100	C (sec)	100	100
y pract.	0.747	0.729	y pract.	0.729	0.747
R.C. (%)	84%	80%	R.C. (%)	124%	79%

Stage / Phase Diagrams

1.



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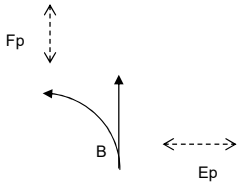

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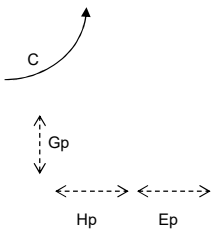


4.

5.

I/G=		I/G= 5	10	I/G= 5		I/G=		I/G=	
I/G= 2		I/G= 5		I/G= 2	10	I/G=		I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Fai Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310

MVA HONG KONG LIMITED

Junction: Cha Kwo Ling Road / Ko Fai Road

Design Year: 2035

Description: 2035 Design Flows

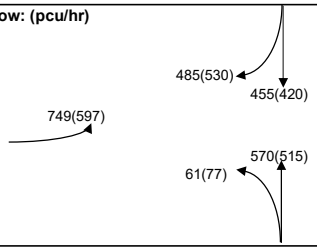
Designed By: CCT

Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	455	0.234		420	0.216	
(SB)	↱	A	1	3.300		15				1895	1895	485	0.256	0.256	530	0.280	0.280
Cha Kwo Ling Road	↰↑	B	2	3.300	15			20%	27%	1905	1895	301	0.158	0.158	282	0.149	
(NB)	↑	B	2	3.300						2085	2085	330	0.158		310	0.149	0.149
Ko Fai Road	↰	C	1,3	4.000	12.5					1800	1800	749	0.416		597	0.332	
(EB)																	
Pedestrian Crossing		Ep	2,3	MIN GREEN + FLASH =			5	+	5	=	10						
		Fp	2	MIN GREEN + FLASH =			5	+	5	=	10						
		Gp	3	MIN GREEN + FLASH =			5	+	5	=	10			*			*
		Hp	1,3	MIN GREEN + FLASH =			5	+	6	=	11						

Notes:

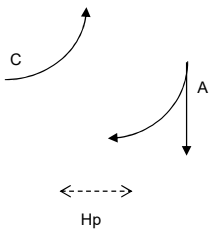
Flow: (pcu/hr)



Group	A,B,Gp	C,Fp	Group	C,Fp	A,B,Gp
y	0.414	0.416	y	0.332	0.428
L (sec)	17	19	L (sec)	19	17
C (sec)	100	100	C (sec)	100	100
y pract.	0.747	0.729	y pract.	0.729	0.747
R.C. (%)	80%	75%	R.C. (%)	120%	74%

Stage / Phase Diagrams

1.



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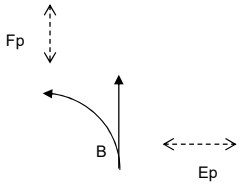

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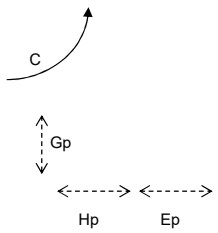


4.

5.

I/G=		I/G= 5	10	I/G= 5		I/G=	I/G=
I/G= 2		I/G= 5		I/G= 2	10	I/G=	I/G=

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Fai Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

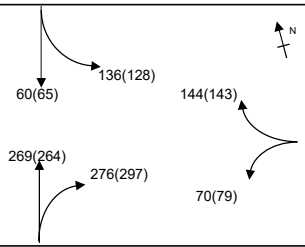
Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2024

Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	269	0.138		264	0.136	
(NB)	↱	A	1	3.300		15				1895	1895	276	0.146	0.146	297	0.157	0.157
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	136	0.087	0.087	128	0.082	0.082
(SB)	↑	C	2	3.600			4.7			1780	1780	60	0.034		65	0.037	
Ko Chiu Road	↰↱	B	3	3.500	10	16		69% / 31%	75% / 25%	1735	1730	102	0.059		106	0.061	0.061
(WB)	↱	B	3	3.800		12				1900	1900	112	0.059	0.059	116	0.061	
Pedestrian Crossing		Dp	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Ep	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Fp	4	MIN GREEN + FLASH =			10	+	8	=	18			*			*

Notes:

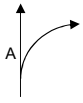
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.291	0.291	y	0.300	0.300
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	116%	106%	R.C. (%)	110%	100%

Stage / Phase Diagrams

1.



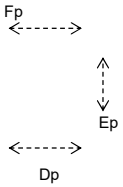
2.



3.



4.



5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18

I/G=	
I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Chiu Road (D)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2035

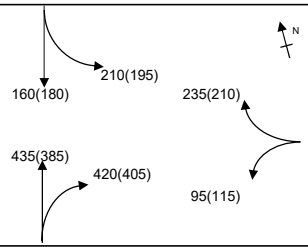
Description: 2035 Reference Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	435	0.224		385	0.198	
(NB)	↱	A	1	3.300		15				1895	1895	420	0.222	0.222	405	0.214	0.214
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	210	0.134	0.134	195	0.125	0.125
(SB)	↑	C	2	3.600			4.7			1780	1780	160	0.090		180	0.101	
Ko Chiu Road	↰↱	B	3	3.500	10	16		60% / 40%	74% / 26%	1745	1730	158	0.091		155	0.090	0.090
(WB)	↱	B	3	3.800		12				1900	1900	172	0.091	0.091	170	0.089	

Pedestrian Crossing	Dp	4	MIN GREEN + FLASH =	8	+	7	=	15		
	Ep	4	MIN GREEN + FLASH =	8	+	7	=	15		
	Fp	4	MIN GREEN + FLASH =	10	+	8	=	18	*	*

Notes:

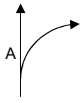
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.446	0.446	y	0.428	0.428
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	41%	34%	R.C. (%)	47%	40%

Stage / Phase Diagrams

1.



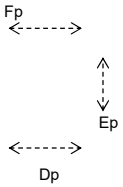
2.



3.



4.



5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=

Date: 02 Oct 2024 — **Junction:** Cha Kwo Ling Road / Ko Chiu Road (D)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2035

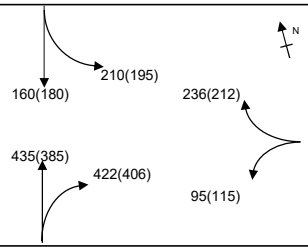
Description: 2035 Design Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	435	0.224		385	0.198	
(NB)	↱	A	1	3.300		15				1895	1895	422	0.223	0.223	406	0.214	0.214
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	210	0.134	0.134	195	0.125	0.125
(SB)	↑	C	2	3.600			4.7			1780	1780	160	0.090		180	0.101	
Ko Chiu Road	↰↱	B	3	3.500	10	16		60% / 40%	74% / 26%	1745	1730	158	0.091		156	0.090	0.090
(WB)	↱	B	3	3.800		12				1900	1900	173	0.091	0.091	171	0.090	

Pedestrian Crossing	Dp	4	MIN GREEN + FLASH =	8	+	7	=	15	
	Ep	4	MIN GREEN + FLASH =	8	+	7	=	15	
	Fp	4	MIN GREEN + FLASH =	10	+	8	=	18	*

Notes:

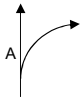
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.448	0.448	y	0.429	0.429
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	41%	34%	R.C. (%)	47%	40%

Stage / Phase Diagrams

1.



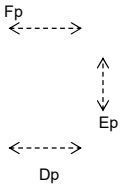
2.



3.



4.



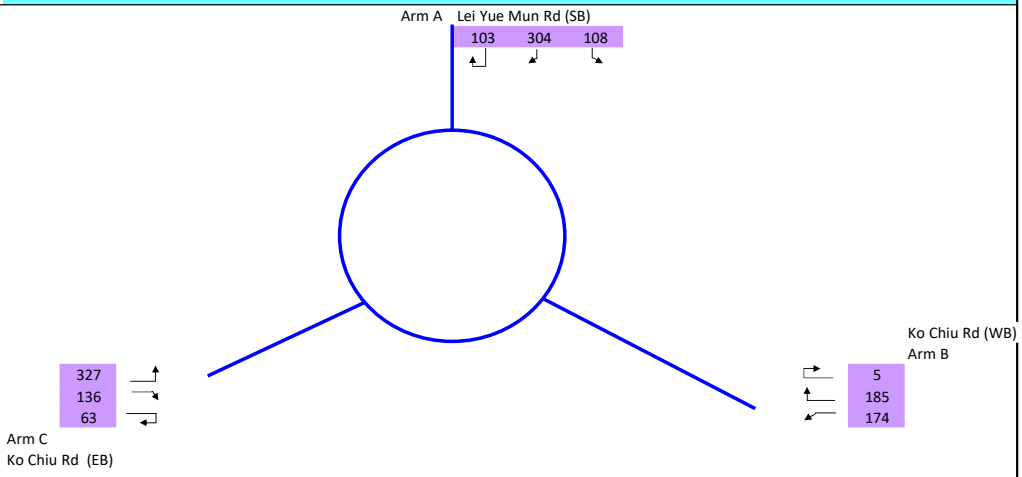
5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=

Date: 02 Oct 2024 — **Junction:** Cha Kwo Ling Road / Ko Chiu Road (D)

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2024 Observed Flow AM Peak		Checked by:	JPP
Design Year:	2024	Job No.: CHK50748310	Date:	APR, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

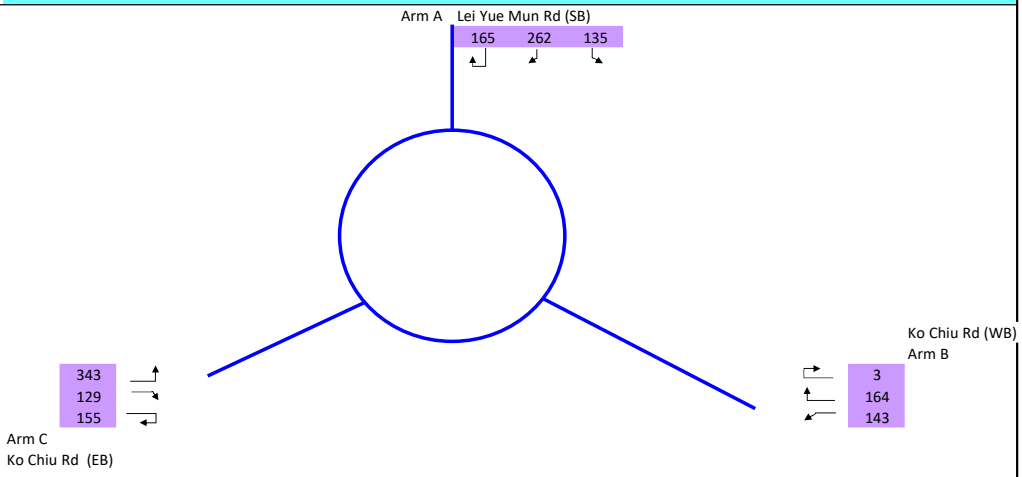


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		514	364	526		
Qc	Circulating Flow Across Entry (pcu/hour)		203	469	292		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2457	1640	2261		
Qp	= Q*P		514	364	526		
DFC	= Qp / Qe	Design Flow / Capacity	0.21	0.22	**0.23**		
		Total Entry Flows	1,404				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2024 Observed Flow PM Peak		Checked by:	JPP
Design Year:	2024	Job No.: CHK50748310	Date:	APR, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

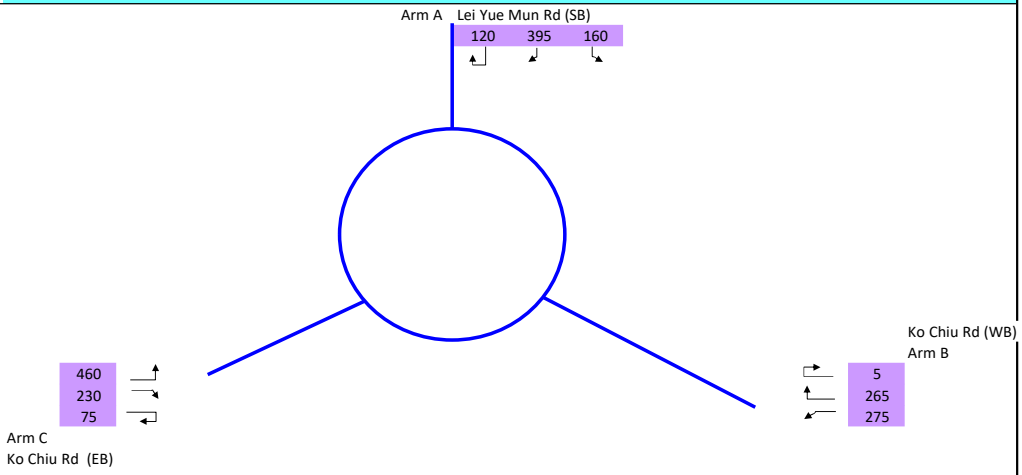


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		562	310	627		
Qc	Circulating Flow Across Entry (pcu/hour)		287	582	332		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2388	1565	2229		
Qp	= Q*P		562	310	627		
DFC	= Qp / Qe	Design Flow / Capacity	0.24	0.20	**0.28**		
		Total Entry Flows	1,499				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Reference Flow AM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	APR, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

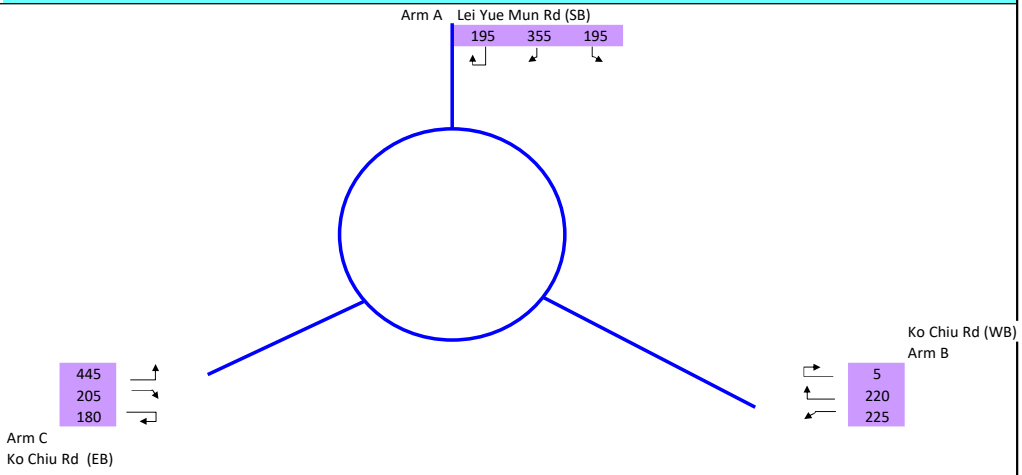


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		675	545	765		
Qc	Circulating Flow Across Entry (pcu/hour)		310	590	390		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2369	1560	2182		
Qp	= Q*P		675	545	765		
DFC	= Qp / Qe	Design Flow / Capacity	0.35	0.28	0.35	**0.35**	
		Total Entry Flows	1,985				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Reference Flow PM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	APR, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

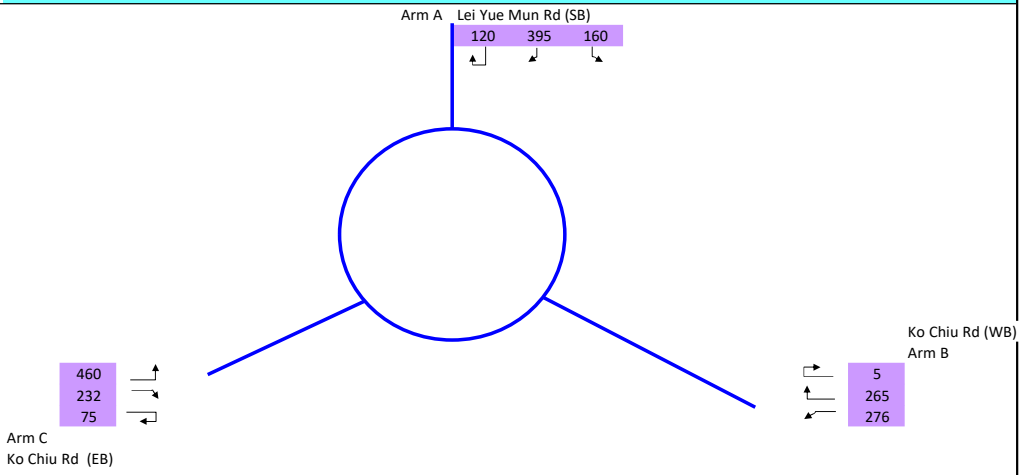


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		745	450	830		
Qc	Circulating Flow Across Entry (pcu/hour)		390	730	420		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2302	1468	2158		
Qp	= Q*P		745	450	830		
DFC	= Qp / Qe	Design Flow / Capacity	0.38	0.31	**0.38**		
		Total Entry Flows	2,025				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Design Flow AM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	APR, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

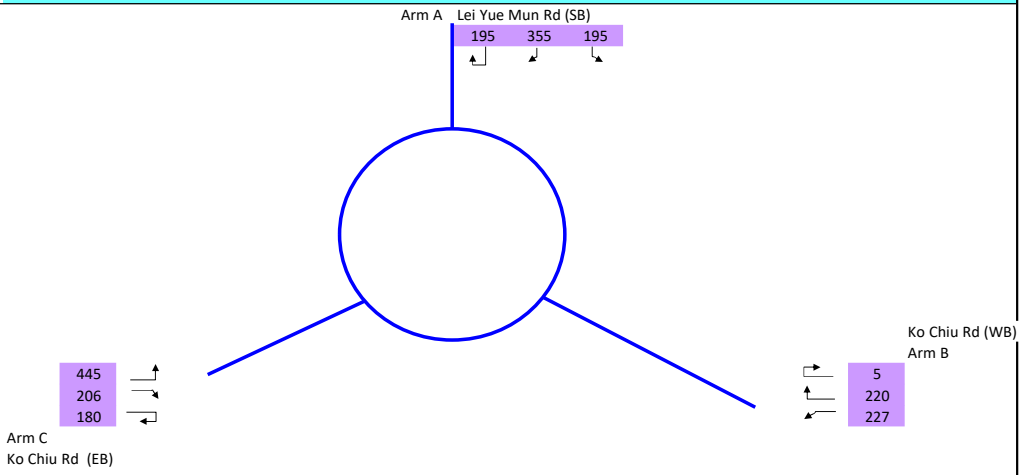


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		675	546	767		
Qc	Circulating Flow Across Entry (pcu/hour)		312	590	390		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2367	1560	2182		
Qp	= Q*P		675	546	767		
DFC	= Qp / Qe	Design Flow / Capacity	0.35	0.29	0.35	**0.35**	
		Total Entry Flows	1,988				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Design Flow PM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	APR, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				



		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		745	452	831		
Qc	Circulating Flow Across Entry (pcu/hour)		391	730	420		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2301	1468	2158		
Qp	= Q*P		745	452	831		
DFC	= Qp / Qe	Design Flow / Capacity	0.39	0.32	0.31	**0.39**	
		Total Entry Flows	2,028				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road — Design Year: 2024

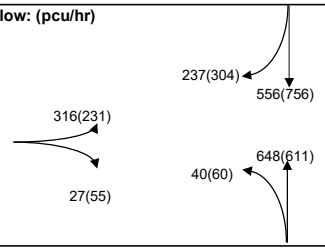
Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road	↰	C	2,3	4.200	25					1920	1920	153	0.080		112	0.058	
(EB)	↰	C	2,3	4.100	25					2040	2040	163	0.080		119	0.058	
	↱	D	3	4.600		11.5				1960	1960	27	0.014	0.014	55	0.028	0.028
Lei Yue Mun Road	↑	H	1,2,3	3.300						1945	1945	556	0.286		756	0.389	
(SB)	↱	B	2	3.600		13.2				1775	1775	117	0.066		151	0.085	
	↱	B	2	3.750		8.5				1810	1810	120	0.066	0.066	153	0.085	0.085
Lei Yue Mun Road	↰↑	A	1	3.850	10			12%	19%	1965	1945	329	0.167	0.167	319	0.164	
(NB)	↑	A	1	3.900						2145	2145	359	0.167		352	0.164	0.164

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20

Notes:

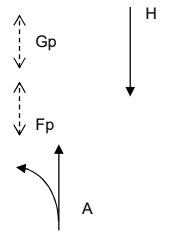
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.247	0.248	y	0.222	0.277
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	236%	230%	R.C. (%)	268%	190%

Stage / Phase Diagrams

1.



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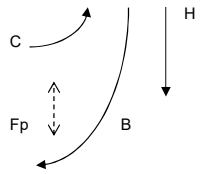

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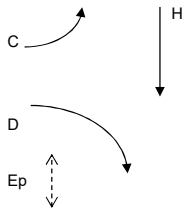


4.

5.

I/G= 5		I/G= 5		I/G= 5		I/G=	
I/G= 5		I/G= 5		I/G= 5		I/G=	

Date: 02 Oct 2024

Junction: Lei Yue Mun Road / Yau Tong Road (F)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310

MVA HONG KONG LIMITED

Junction: Lei Yue Mun Road / Yau Tong Road

Design Year: 2035

Description: 2035 Reference Flows

Designed By: CCT

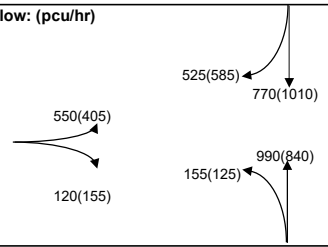
Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road	↰	C	2,3	4.200	25					1920	1920	267	0.139		196	0.102	
(EB)	↰	C	2,3	4.100	25					2040	2040	283	0.139		209	0.102	
	↱	D	3	4.600		11.5				1960	1960	120	0.061	0.061	155	0.079	0.079
Lei Yue Mun Road	↑	H	1,2,3	3.300						1945	1945	770	0.396		1010	0.519	
(SB)	↱	B	2	3.600		13.2				1775	1775	260	0.146		290	0.163	
	↱	B	2	3.750		8.5				1810	1810	265	0.146	0.146	295	0.163	0.163
Lei Yue Mun Road	↰↑	A	1	3.850	10			29%	27%	1915	1920	540	0.282	0.282	456	0.238	
(NB)	↑	A	1	3.900						2145	2145	605	0.282		509	0.237	0.237

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16	
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10	
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20	

Notes:

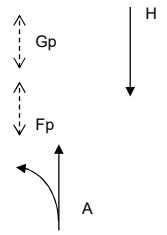
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.421	0.490	y	0.339	0.479
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	97%	67%	R.C. (%)	141%	67%

Stage / Phase Diagrams

1.



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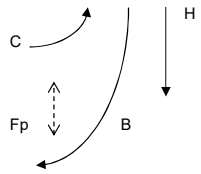
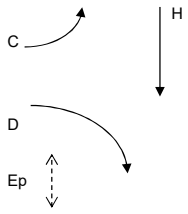


3.



4.

5.

I/G= 5		I/G= 5		I/G= 5		I/G=	
I/G= 5		I/G= 5		I/G= 5		I/G=	

Date: 02 Oct 2024

Junction: Lei Yue Mun Road / Yau Tong Road (F)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road — Design Year: 2035

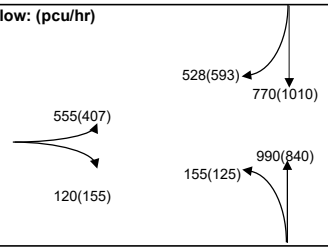
Description: 2035 Design Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road	↰	C	2,3	4.200	25					1920	1920	269	0.140		197	0.103	
(EB)	↰	C	2,3	4.100	25					2040	2040	286	0.140		210	0.103	
	↱	D	3	4.600		11.5				1960	1960	120	0.061	0.061	155	0.079	0.079
Lei Yue Mun Road	↑	H	1,2,3	3.300						1945	1945	770	0.396		1010	0.519	
(SB)	↱	B	2	3.600		13.2				1775	1775	261	0.147		294	0.166	
	↱	B	2	3.750		8.5				1810	1810	267	0.148	0.148	299	0.165	0.165
Lei Yue Mun Road	↰↑	A	1	3.850	10			29%	27%	1915	1920	540	0.282	0.282	456	0.238	
(NB)	↑	A	1	3.900						2145	2145	605	0.282		509	0.237	0.237

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16	
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10	
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20	

Notes:

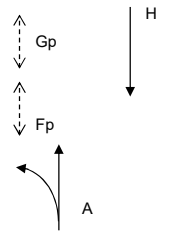
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.422	0.491	y	0.340	0.482
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	97%	66%	R.C. (%)	141%	67%

Stage / Phase Diagrams

1.



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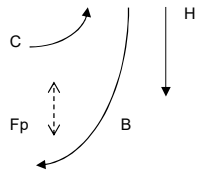
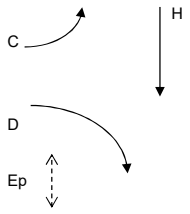


3.



4.

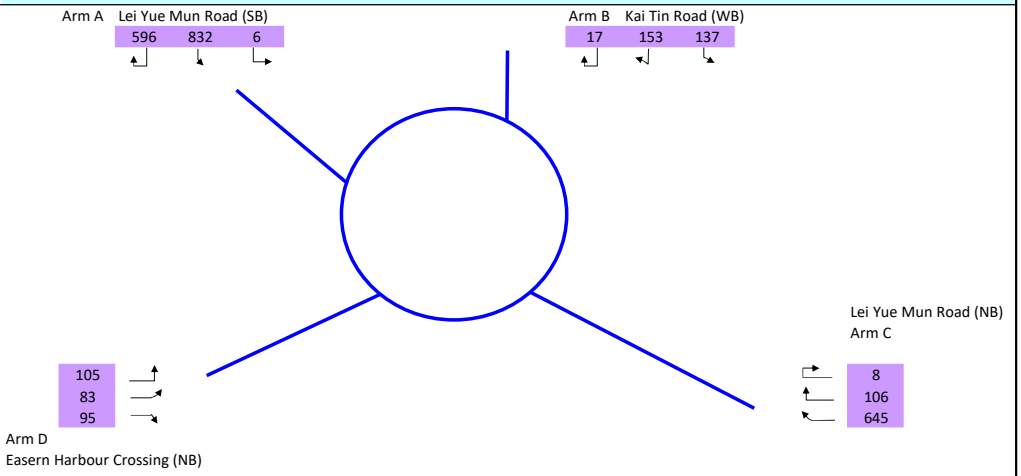
5.

I/G= 5		I/G= 5		I/G= 5		I/G=	
I/G= 5		I/G= 5		I/G= 5		I/G=	

Date: 02 Oct 2024 — **Junction:** Lei Yue Mun Road / Yau Tong Road (F)

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2024 Observed Flow AM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

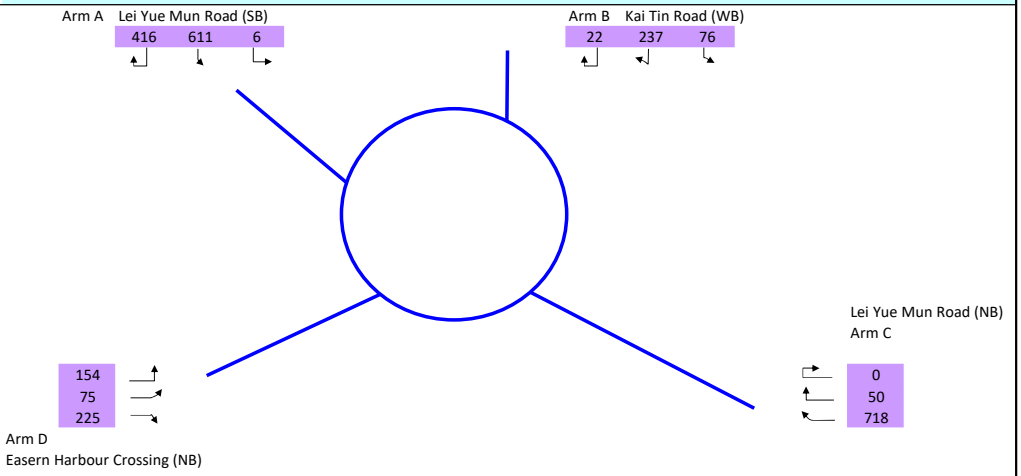


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,434	307	759	283
Qc	Circulating Flow Across Entry (pcu/hour)		309	1,531	766	1,525
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1997	1210	1964	1589
Qp	= Q*P		1434	307	759	283
DFC	= Qp / Qe	Design Flow / Capacity 0.72	**0.72**	0.25	0.39	0.18
		Total Entry Flows 2,782				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2024 Observed Flow PM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

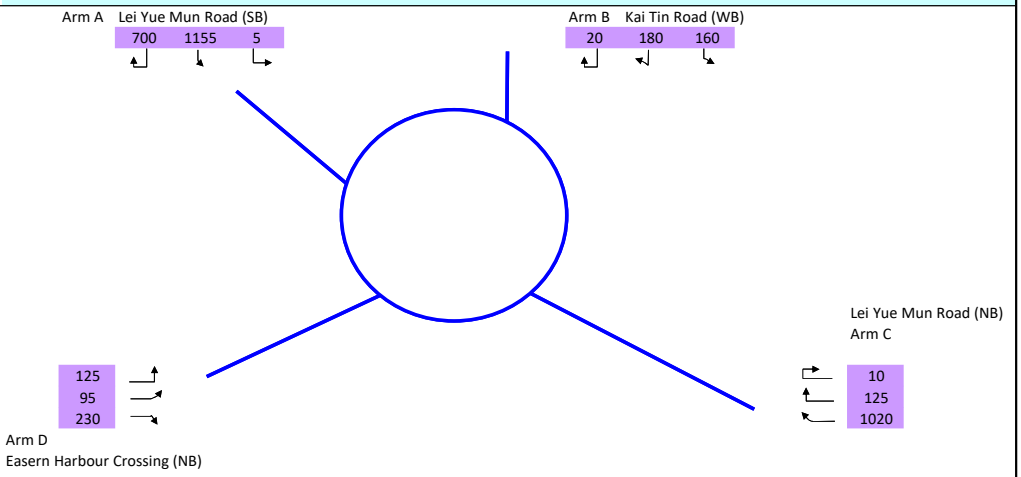


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,034	335	768	454
Qc	Circulating Flow Across Entry (pcu/hour)		372	1,252	675	1,443
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1963	1355	2015	1638
Qp	= Q*P		1034	335	768	454
DFC	= Qp / Qe	Design Flow / Capacity 0.53	**0.53**	0.25	0.38	0.28
		Total Entry Flows 2,590				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Reference Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

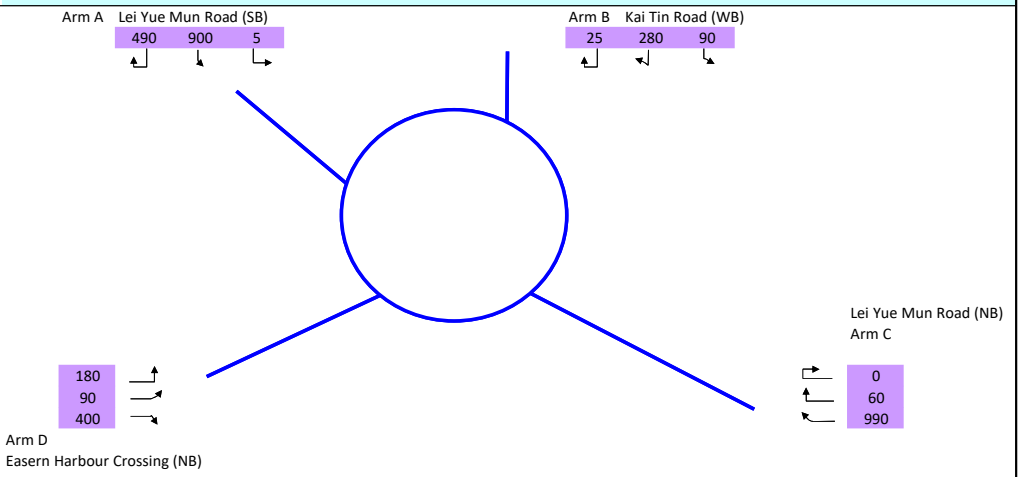


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,860	360	1,155	450
Qc	Circulating Flow Across Entry (pcu/hour)		480	2,095	900	2,055
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1903	918	1889	1274
Qp	= Q*P		1860	360	1155	450
DFC	= Qp / Qe	Design Flow / Capacity 0.98	**0.98**	0.39	0.61	0.35
		Total Entry Flows 3,825				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Reference Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

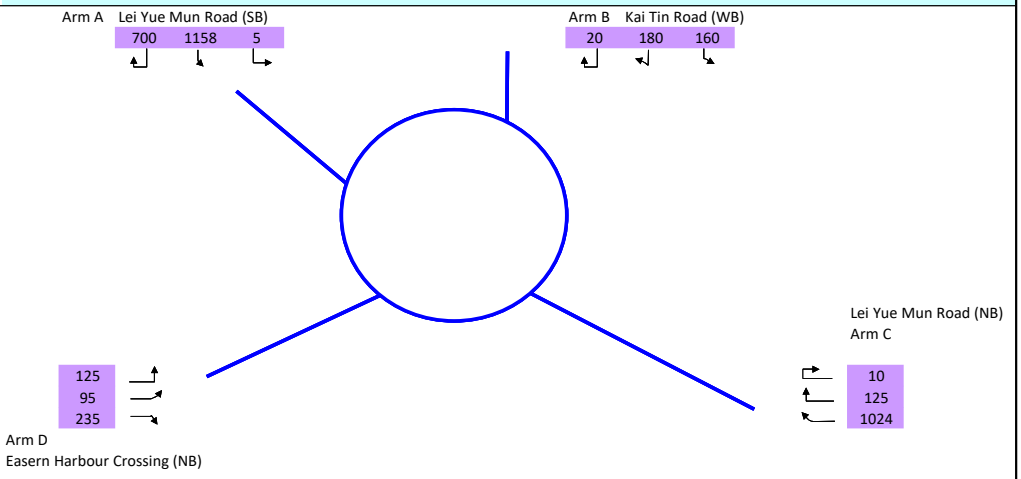


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,395	395	1,050	670
Qc	Circulating Flow Across Entry (pcu/hour)		575	1,790	795	1,845
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1851	1076	1948	1399
Qp	= Q*P		1395	395	1050	670
DFC	= Qp / Qe	Design Flow / Capacity 0.75	**0.75**	0.37	0.54	0.48
		Total Entry Flows 3,510				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Design Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

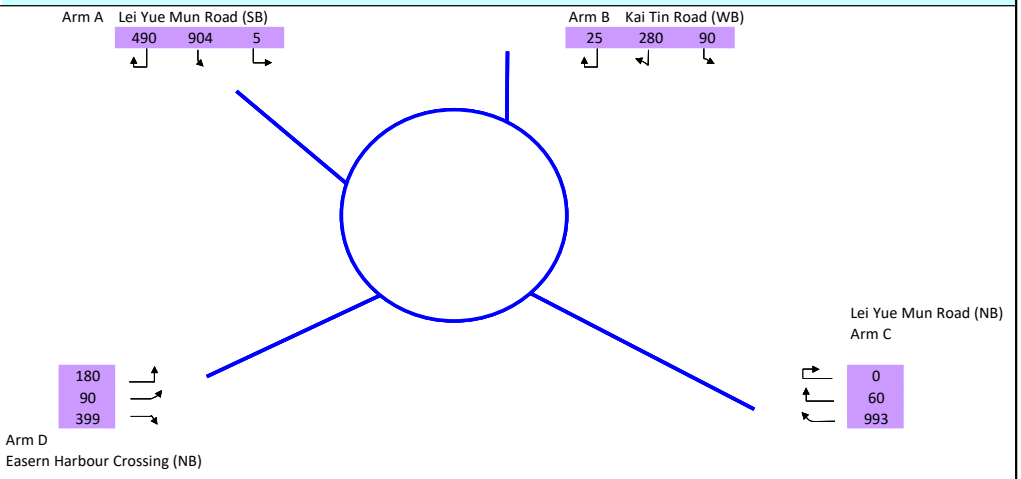


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,863	360	1,159	455
Qc	Circulating Flow Across Entry (pcu/hour)		485	2,103	900	2,059
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1901	914	1889	1272
Qp	= Q*P		1863	360	1159	455
DFC	= Qp / Qe	Design Flow / Capacity 0.98	**0.98**	0.39	0.61	0.36
		Total Entry Flows 3,837				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Design Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: APR, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			



		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,399	395	1,053	669
Qc	Circulating Flow Across Entry (pcu/hour)		574	1,793	795	1,848
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1852	1074	1948	1397
Qp	= Q*P		1399	395	1053	669
DFC	= Qp / Qe	Design Flow / Capacity 0.76	**0.76**	0.37	0.54	0.48
		Total Entry Flows 3,516				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass Design Year: 2024

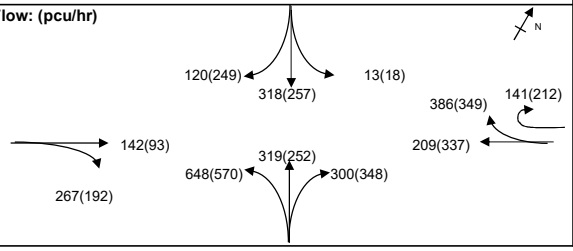
Description: 2024 Observed Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street (SB)		A	1	3.500	11			8%	14%	1945	1930	159	0.082		132	0.068	
		A	1	3.500						2105	2105	172	0.082		143	0.068	
		A	1	3.600		20				1965	1965	120	0.061		249	0.127	
Wai Yip Street (NB)		F	1,2,3	3.900	28					1905	1905	648	0.340	0.340	570	0.299	0.299
		C	3	3.900						2145	2145	218	0.102		213	0.099	
		C	3	3.500		18.6		51%	80%	2020	1975	205	0.101		196	0.099	
		C	3	3.650		15				1925	1925	196	0.102		191	0.099	
Kwun Tong Bypass (EB)		B	2	3.650		27		35%	39%	2080	2075	218	0.105		152	0.073	
		B	2	4.100		23				1815	1815	191	0.105		133	0.073	
Wai Fat Road (WB)		D	4	3.650						1980	1980	209	0.106		337	0.170	
		D	4	3.650		25				2000	2000	198	0.099		179	0.090	
		D	4	3.000		19				1905	1905	188	0.099		170	0.089	
		E	4	9.550		6				1085	1085	141	0.130	0.130	212	0.195	0.195

Pedestrian Crossing	Gp	2	MIN GREEN + FLASH =	13	+	12	=	25	
	Hp	1,3,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Ip	2,3	MIN GREEN + FLASH =	5	+	10	=	15	
	Jp	4	MIN GREEN + FLASH =	11	+	10	=	21	
	Kp	1,2,3	MIN GREEN + FLASH =	7	+	13	=	20	
	Lp	4	MIN GREEN + FLASH =	5	+	10	=	15	
	Mp	4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

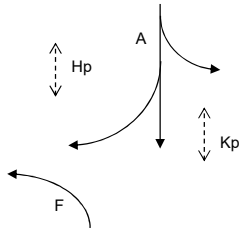
Flow: (pcu/hr)



Group	A,B,C,D	F,E	Group	A,B,C,D	F,E
y	0.394	0.470	y	0.469	0.495
L (sec)	17	20	L (sec)	17	20
C (sec)	140	140	C (sec)	140	140
y pract.	0.791	0.771	y pract.	0.791	0.771
R.C. (%)	101%	64%	R.C. (%)	68%	56%

Stage / Phase Diagrams

1.



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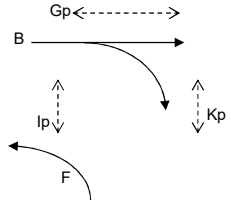

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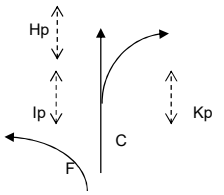

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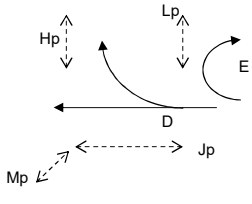


5.

I/G= 5		I/G=		I/G=		I/G= 17	I/G=
I/G= 5		I/G=		I/G=		I/G= 17	I/G=

Date: 02 Oct 2024 **Junction:** (H) Wai Yip Street / Wai Fat Road / Kwun Tong By

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 | MVA HONG KONG LIMITED

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass | Design Year: 2035

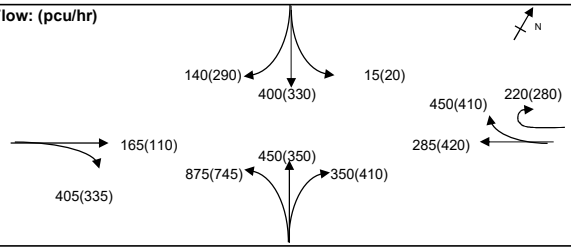
Description: 2035 Reference Flows | Designed By: CCT | Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street (SB)		A	1	3.500	11			8%	12%	1945	1935	199	0.102		168	0.087	
		A	1	3.500						2105	2105	216	0.103		182	0.086	
		A	1	3.600		20				1965	1965	140	0.071		290	0.148	
Wai Yip Street (NB)		F	1,2,3	3.900	28					1905	1905	875	0.459	0.459	745	0.391	0.391
		C	3	3.900						2145	2145	281	0.131		269	0.125	
		C	3	3.500		18.6		37%	68%	2045	1995	267	0.131		250	0.125	
		C	3	3.650		15				1925	1925	252	0.131		241	0.125	
Kwun Tong Bypass (EB)		B	2	3.650		27		46%	54%	2065	2060	304	0.147		237	0.115	
		B	2	4.100		23				1815	1815	266	0.147		208	0.115	
Wai Fat Road (WB)		D	4	3.650						1980	1980	285	0.144		420	0.212	
		D	4	3.650		25				2000	2000	230	0.115		210	0.105	
		D	4	3.000		19				1905	1905	220	0.115		200	0.105	
		E	4	9.550		6				1085	1085	220	0.203	0.203	280	0.258	0.258

Pedestrian Crossing	Gp	2	MIN GREEN + FLASH =	13	+	12	=	25	
	Hp	1,3,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Ip	2,3	MIN GREEN + FLASH =	5	+	10	=	15	
	Jp	4	MIN GREEN + FLASH =	11	+	10	=	21	
	Kp	1,2,3	MIN GREEN + FLASH =	7	+	13	=	20	
	Lp	4	MIN GREEN + FLASH =	5	+	10	=	15	
	Mp	4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

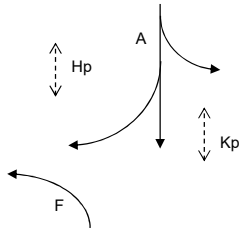
Flow: (pcu/hr)



Group	A,B,C,D	F,E	Group	A,B,C,D	F,E
y	0.524	0.662	y	0.600	0.649
L (sec)	17	20	L (sec)	17	20
C (sec)	140	140	C (sec)	140	140
y pract.	0.791	0.771	y pract.	0.791	0.771
R.C. (%)	51%	17%	R.C. (%)	32%	19%

Stage / Phase Diagrams

1.



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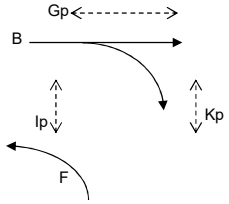

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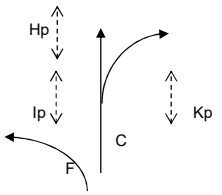

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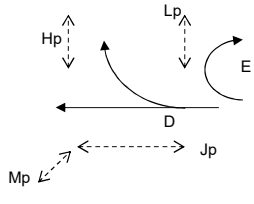


5.

I/G= 5		I/G=		I/G=		I/G= 17	I/G=
I/G= 5		I/G=		I/G=		I/G= 17	I/G=

Date: 02 Oct 2024

Junction: (H) Wai Yip Street / Wai Fat Road / Kwun Tong By

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 | MVA HONG KONG LIMITED

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass | Design Year: 2035

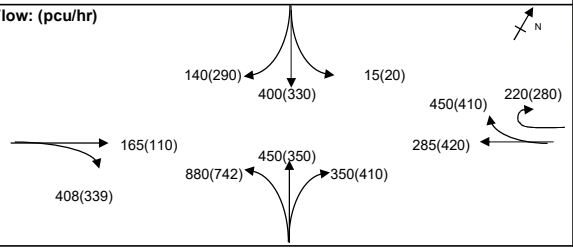
Description: 2035 Design Flows | Designed By: CCT | Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street (SB)		A	1	3.500	11			8%	12%	1945	1935	199	0.102		168	0.087	
		A	1	3.500						2105	2105	216	0.103		182	0.086	
		A	1	3.600		20				1965	1965	140	0.071		290	0.148	
Wai Yip Street (NB)		F	1,2,3	3.900	28					1905	1905	880	0.462	0.462	742	0.390	0.390
		C	3	3.900						2145	2145	281	0.131		269	0.125	
		C	3	3.500		18.6		37%	68%	2045	1995	267	0.131		250	0.125	
		C	3	3.650		15				1925	1925	252	0.131		241	0.125	
Kwun Tong Bypass (EB)		B	2	3.650		27		46%	54%	2065	2060	305	0.148		239	0.116	
		B	2	4.100		23				1815	1815	268	0.148		210	0.116	
Wai Fat Road (WB)		D	4	3.650						1980	1980	285	0.144		420	0.212	
		D	4	3.650		25				2000	2000	230	0.115		210	0.105	
		D	4	3.000		19				1905	1905	220	0.115		200	0.105	
		E	4	9.550		6				1085	1085	220	0.203	0.203	280	0.258	0.258

Pedestrian Crossing	Gp	2	MIN GREEN + FLASH =	13	+	12	=	25	
	Hp	1,3,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Ip	2,3	MIN GREEN + FLASH =	5	+	10	=	15	
	Jp	4	MIN GREEN + FLASH =	11	+	10	=	21	
	Kp	1,2,3	MIN GREEN + FLASH =	7	+	13	=	20	
	Lp	4	MIN GREEN + FLASH =	5	+	10	=	15	
	Mp	4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

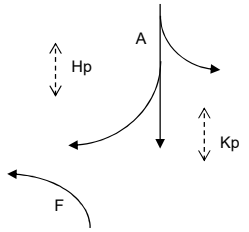
Flow: (pcu/hr)



Group	A,B,C,D	F,E	Group	A,B,C,D	F,E
y	0.525	0.665	y	0.601	0.648
L (sec)	17	20	L (sec)	17	20
C (sec)	140	140	C (sec)	140	140
y pract.	0.791	0.771	y pract.	0.791	0.771
R.C. (%)	51%	16%	R.C. (%)	32%	19%

Stage / Phase Diagrams

1.



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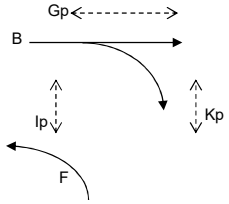

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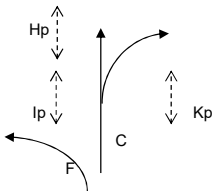

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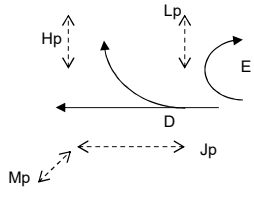

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I/G= 5		I/G=		I/G=		I/G= 17	I/G=
I/G= 5		I/G=		I/G=		I/G= 17	I/G=

Date: 02 Oct 2024 | Junction: (H) Wai Yip Street / Wai Fat Road / Kwun Tong By

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

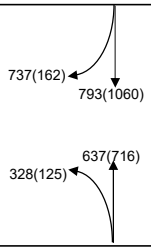
Junction: Lei Yue Mun Road / Slip Road to EHC Design Year: 2024

Description: 2024 Observed Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Lei Yue Mun Road (SB)	↑	A	1,2,3	3.240						1940	1940	387	0.199		517	0.266	
	↑	A	1,2,3	2.870						2040	2040	406	0.199		543	0.266	
	↱	C	3,4	2.890		18				1760	1760	354	0.201		78	0.044	0.044
	↱	C	3,4	2.970		19				1900	1900	383	0.202	0.202	84	0.044	
Lei Yue Mun Road (NB)	↰↑	B	1	3.350	16.5			72%	31%	1830	1895	458	0.250	0.250	406	0.214	
	↑	B	1	2.730						2030	2030	507	0.250		435	0.214	0.214
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =			5	+	7	=	12						
		Ep	4	MIN GREEN + FLASH =			5	+	7	=	12						
		Fp	2	MIN GREEN + FLASH =			5	+	8	=	13			*			*

Notes:

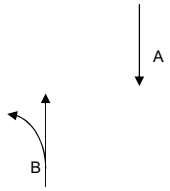
Flow: (pcu/hr)



Group	B,Dp	B,Fp,C	Group	A,Ep	B,Fp,C
y	0.250	0.452	y	0.266	0.259
L (sec)	19	29	L (sec)	19	29
C (sec)	120	120	C (sec)	120	120
y pract.	0.758	0.683	y pract.	0.758	0.683
R.C. (%)	203%	51%	R.C. (%)	184%	164%

Stage / Phase Diagrams

1.



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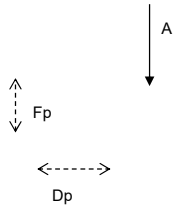

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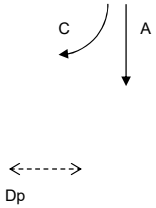

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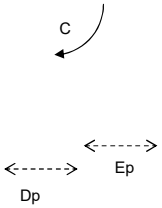


5.

I/G= 6		I/G= 10	13	I/G= 2		I/G=	I/G=
I/G= 6		I/G= 10	13	I/G= 2		I/G=	I/G=

Date: 19 Feb 2025 **Junction:** Lei Yue Mun Road / Slip Road to EHC (I)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

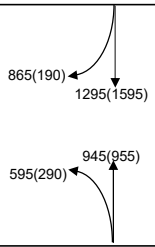
Junction: Lei Yue Mun Road / Slip Road to EHC Design Year: 2035

Description: 2035 Reference Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Lei Yue Mun Road (SB)	↑	A	1,2,3	3.240						1940	1940	631	0.325		777	0.401	
	↑	A	1,2,3	2.870						2040	2040	664	0.325		818	0.401	0.401
	↱	C	3,4	2.890		18				1760	1760	416	0.236	0.236	91	0.052	
	↱	C	3,4	2.970		19				1900	1900	449	0.236		99	0.052	
Lei Yue Mun Road (NB)	↰	B	1	3.500	10					1710	1710	595	0.348	0.348	290	0.170	
	↑	B	1	3.700						1985	1985	467	0.235		472	0.238	
	↑	B	1	2.730						2030	2030	478	0.235		483	0.238	
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =	5	+	7	=	12								
		Ep	4	MIN GREEN + FLASH =	5	+	7	=	12								*
		Fp	2	MIN GREEN + FLASH =	5	+	8	=	13					*			

Notes:

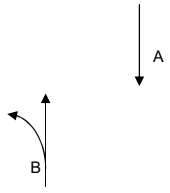
Flow: (pcu/hr)



Group	B,Dp	B,Fp,C	Group	B,Fp,C	A,Ep
y	0.348	0.584	y	0.290	0.401
L (sec)	19	29	L (sec)	29	19
C (sec)	120	120	C (sec)	120	120
y pract.	0.758	0.683	y pract.	0.683	0.758
R.C. (%)	118%	17%	R.C. (%)	135%	89%

Stage / Phase Diagrams

1.



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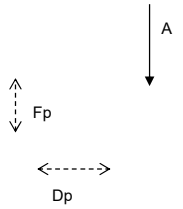

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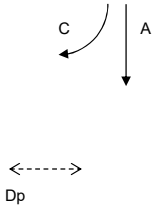

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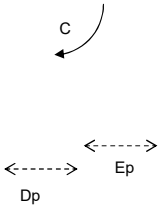


5.

I/G= 6		I/G= 10	13	I/G= 2		I/G=	
I/G= 3		I/G=		I/G=		I/G= 5	12

Date: 19 Feb 2025

Junction: Lei Yue Mun Road / Slip Road to EHC (I)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

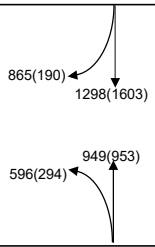
Junction: Lei Yue Mun Road / Slip Road to EHC Design Year: 2035

Description: 2035 Design Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Lei Yue Mun Road (SB)	↑	A	1,2,3	3.240						1940	1940	633	0.326		781	0.403	
	↑	A	1,2,3	2.870						2040	2040	665	0.326		822	0.403	0.403
	↱	C	3,4	2.890		18				1760	1760	416	0.236	0.236	91	0.052	
	↱	C	3,4	2.970		19				1900	1900	449	0.236		99	0.052	
Lei Yue Mun Road (NB)	↰	B	1	3.500	10					1710	1710	596	0.349	0.349	294	0.172	
	↑	B	1	3.700						1985	1985	469	0.236		471	0.237	
	↑	B	1	2.730						2030	2030	480	0.236		482	0.237	
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =	5	+	7	=	12								
		Ep	4	MIN GREEN + FLASH =	5	+	7	=	12								*
		Fp	2	MIN GREEN + FLASH =	5	+	8	=	13					*			

Notes:

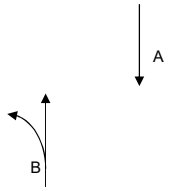
Flow: (pcu/hr)



Group	B,Dp	B,Fp,C	Group	B,Fp,C	A,Ep
y	0.349	0.585	y	0.289	0.403
L (sec)	19	29	L (sec)	29	19
C (sec)	120	120	C (sec)	120	120
y pract.	0.758	0.683	y pract.	0.683	0.758
R.C. (%)	117%	17%	R.C. (%)	136%	88%

Stage / Phase Diagrams

1.



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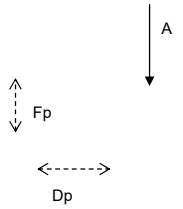

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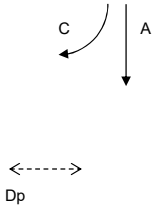

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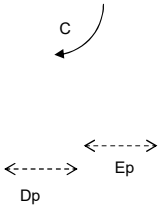


5.

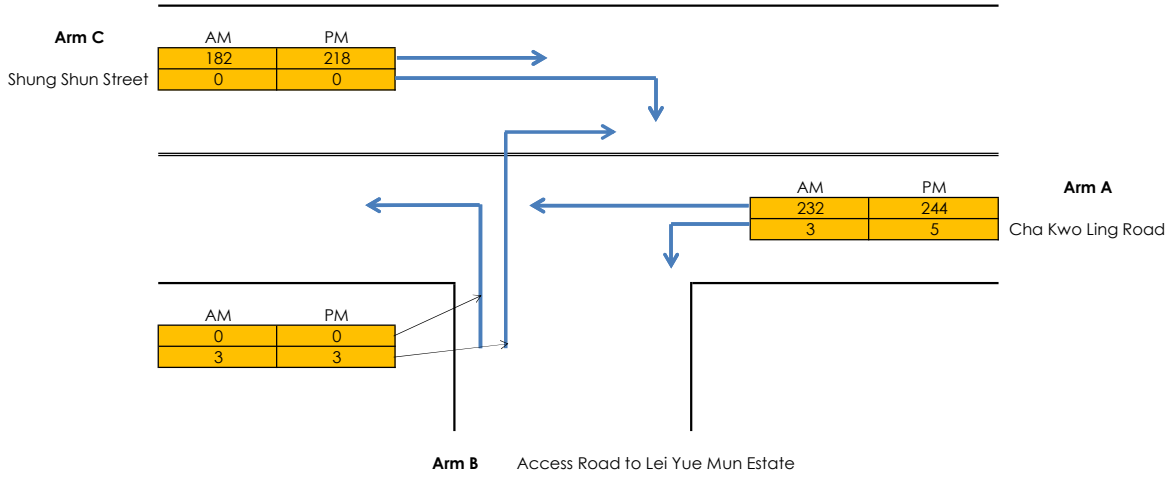
I/G= 6		I/G= 10	13	I/G= 2		I/G=	
I/G= 3		I/G=		I/G=		I/G= 5	12

Date: 19 Feb 2025

Junction: Lei Yue Mun Road / Slip Road to EHC (I)

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Shung Shun Street (J)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024		Job No.: CHK50748310	Date: Feb-25
Arm A:	Cha Kwo Ling Road		
Arm B:	Access Road to Lei Yue Mun Estate		
Arm C:	Shung Shun Street		



GEOMETRY

Major Road Width (m)	W	11.25	Lane widths (m)	w(b-a)	2.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.00
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	41	Calculated	D	0.832
	Vl(b-a)	250	Parameters	E	0.785
	Vr(b-c)	41		F	0.782
	Vr(c-b)	26		Y	0.612

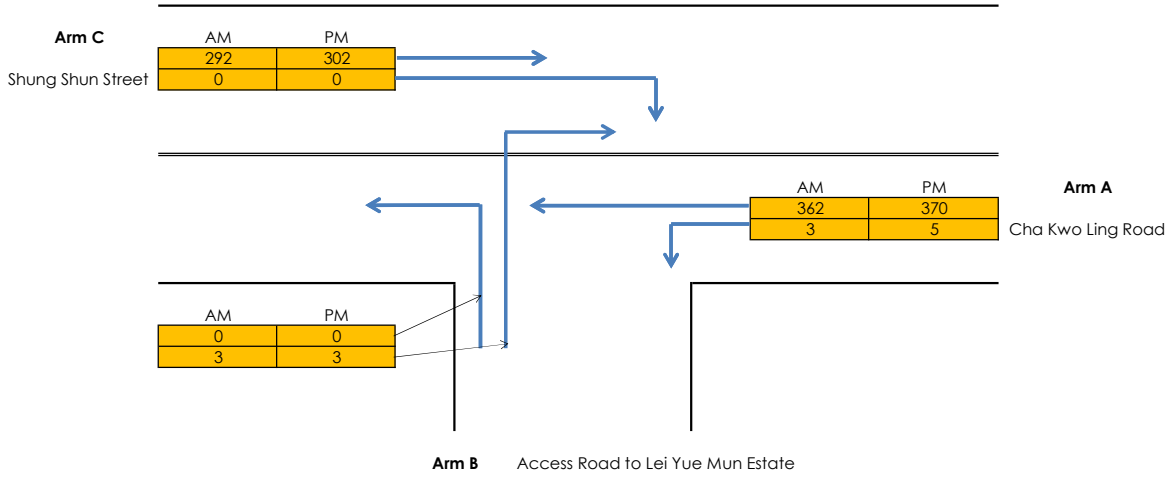
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	182.05	217.8
	q(c-b)	0	0
	q(a-b)	3	5
	q(a-c)	232.1	244.4
	q(b-a)	3	3
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES (pcu/hr)	Q(b-ac)	457.077	450.5
	Q(c-a)	1800	1800
	Q(c-b)	541.768	539.3
RFC's	c-a	0.10	0.12
	c-b	0.00	0.00
	b-ac	0.01	0.01
RFC		**0.10**	**0.12**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Shung Shun Street (J)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Cha Kwo Ling Road		
Arm B:	Access Road to Lei Yue Mun Estate		
Arm C:	Shung Shun Street		



GEOMETRY

Major Road Width (m)	W	11.25	Lane widths (m)	w(b-a)	2.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.00
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	41	Calculated	D	0.832
	Vl(b-a)	250	Parameters	E	0.785
	Vr(b-c)	41		F	0.782
	Vr(c-b)	26		Y	0.612

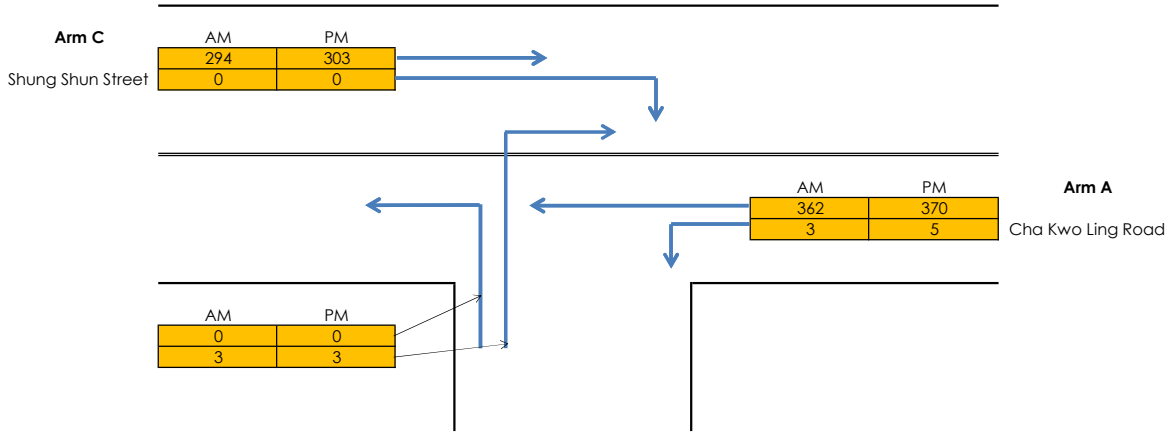
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	292	302
	q(c-b)	0	0
	q(a-b)	3	5
	q(a-c)	362	370
	q(b-a)	3	3
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES (pcu/hr)	Q(b-ac)	420.199	417.4
	Q(c-a)	1800	1800
	Q(c-b)	519.138	517.4
RFC's	c-a	0.16	0.17
	c-b	0.00	0.00
	b-ac	0.01	0.01
RFC		**0.16**	**0.17**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Shung Shun Street (J)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035	Job No.: CHK50748310		Date: Feb-25
Arm A:	Cha Kwo Ling Road		
Arm B:	Access Road to Lei Yue Mun Estate		
Arm C:	Shung Shun Street		



GEOMETRY

Major Road Width (m)	W	11.25	Lane widths (m)	w(b-a)	2.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.00
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	41	Calculated	D	0.832
	Vl(b-a)	250	Parameters	E	0.785
	Vr(b-c)	41		F	0.782
	Vr(c-b)	26		Y	0.612

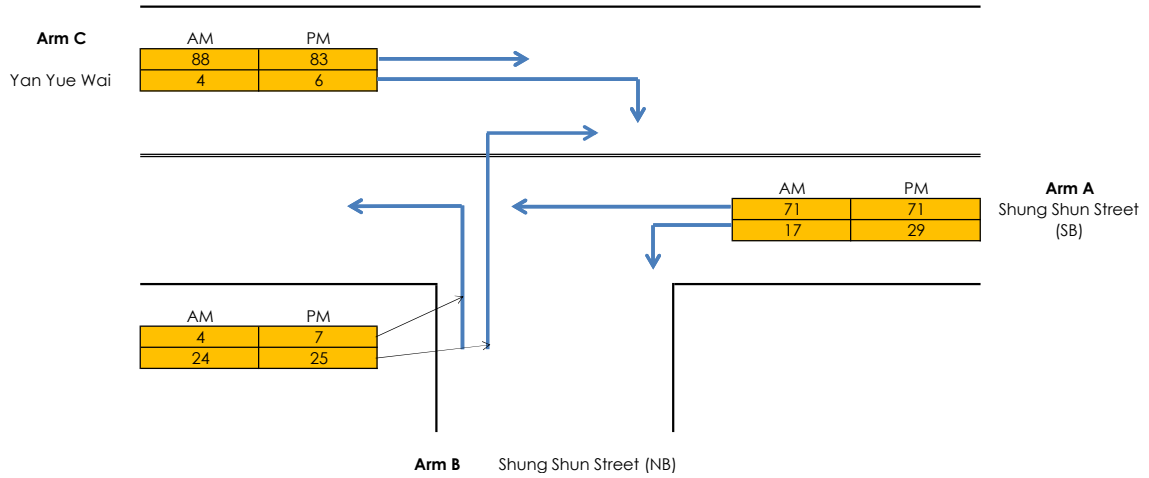
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	294	303
	q(c-b)	0	0
	q(a-b)	3	5
	q(a-c)	362	370
	q(b-a)	3	3
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES (pcu/hr)	Q(b-ac)	419.966	417.3
	Q(c-a)	1800	1800
	Q(c-b)	519.138	517.4
RFC's	c-a	0.16	0.17
	c-b	0.00	0.00
	b-ac	0.01	0.01
RFC		**0.16**	**0.17**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Shung Shun Street / Yan Yue Wai (K)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024		Job No.: CHK50748310	Date: Feb-25
Arm A:	Shung Shun Street (SB)		
Arm B:	Shung Shun Street (NB)		
Arm C:	Yan Yue Wai		



GEOMETRY

Major Road Width (m)	W	10.60	Lane widths (m)	w(b-a)	2.41
Central Reserve Width (m)	Wcr	1.80		w(b-c)	2.41
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	74.59
	Vl(b-a)	32	Parameters	E	80.3
	Vr(b-c)	99999		F	0.798
	Vr(c-b)	47		Y	0.634

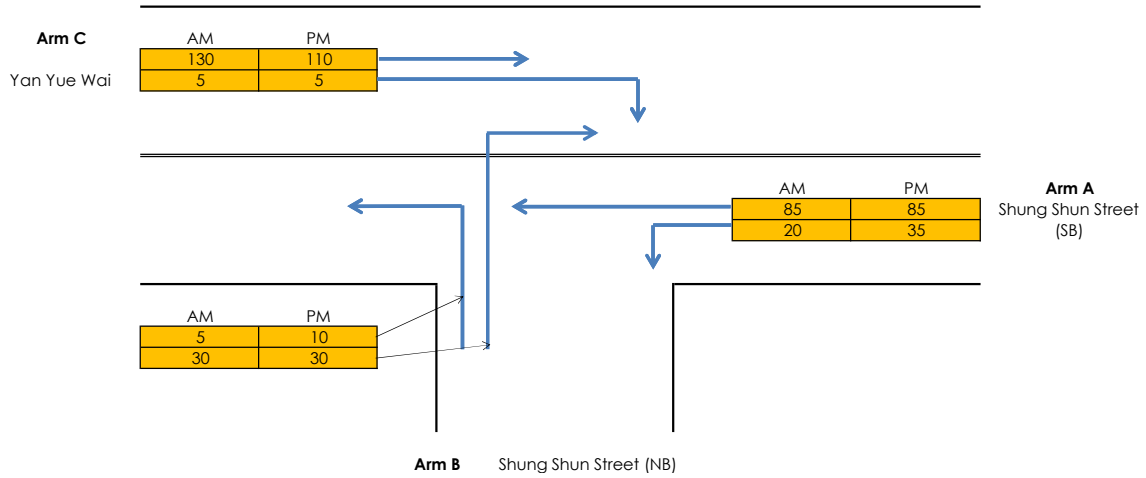
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	87.5	83.3
	q(c-b)	3.6	5.5
	q(a-b)	17.2	29.15
	q(a-c)	70.9	71.1
	q(b-a)	24.15	25.05
	q(b-c)	3.6	6.8
	f	0.13	0.21
CAPACITIES (pcu/hr)	Q(b-ac)	47550.9	48328
	Q(c-a)	1788.8	1783
	Q(c-b)	578.57	576.3
RFC's	c-a	0.05	0.05
	c-b	0.01	0.01
	b-ac	0.00	0.00
RFC		**0.05**	**0.05**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Shung Shun Street / Yan Yue Wai (K)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Shung Shun Street (SB)		
Arm B:	Shung Shun Street (NB)		
Arm C:	Yan Yue Wai		



GEOMETRY

Major Road Width (m)	W	10.60	Lane widths (m)	w(b-a)	2.41
Central Reserve Width (m)	Wcr	1.80		w(b-c)	2.41
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	74.59
	Vl(b-a)	32	Parameters	E	80.3
	Vr(b-c)	99999		F	0.798
	Vr(c-b)	47		Y	0.634

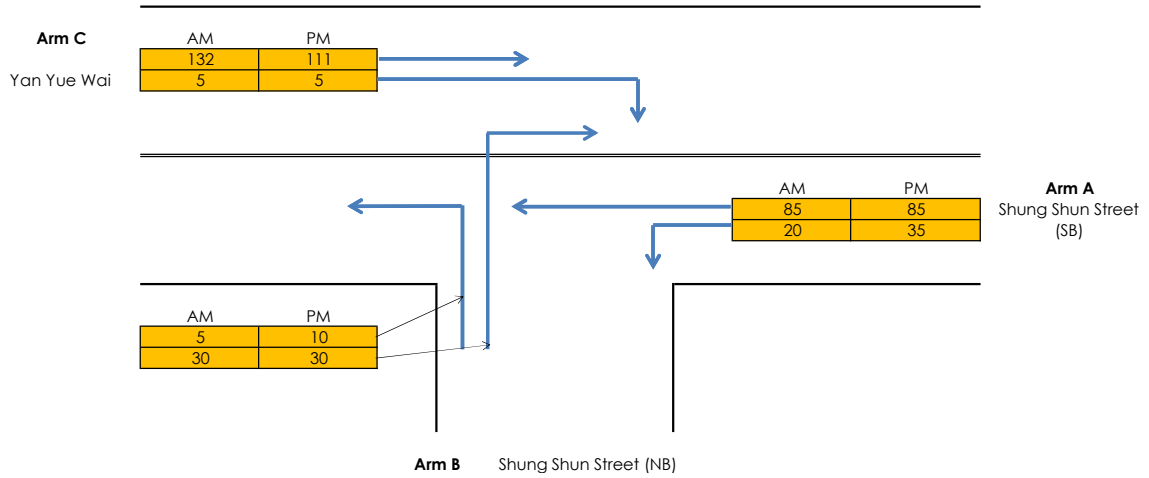
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	130	110
	q(c-b)	5	5
	q(a-b)	20	35
	q(a-c)	85	85
	q(b-a)	30	30
	q(b-c)	5	10
	f	0.14	0.25
CAPACITIES (pcu/hr)	Q(b-ac)	46967.9	48197
	Q(c-a)	1784.36	1784
	Q(c-b)	575.455	572.7
RFC's	c-a	0.07	0.06
	c-b	0.01	0.01
	b-ac	0.00	0.00
RFC		**0.07**	**0.06**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Shung Shun Street / Yan Yue Wai (K)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Shung Shun Street (SB)		
Arm B:	Shung Shun Street (NB)		
Arm C:	Yan Yue Wai		



GEOMETRY

Major Road Width (m)	W	10.60	Lane widths (m)	w(b-a)	2.41
Central Reserve Width (m)	Wcr	1.80		w(b-c)	2.41
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	74.59
	Vl(b-a)	32	Parameters	E	80.3
	Vr(b-c)	99999		F	0.798
	Vr(c-b)	47		Y	0.634

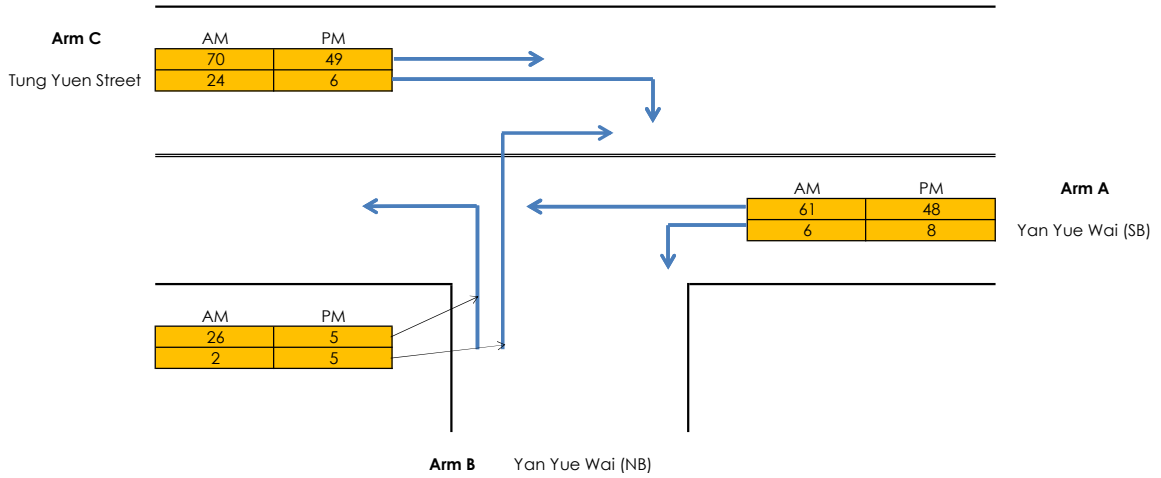
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	132	111
	q(c-b)	5	5
	q(a-b)	20	35
	q(a-c)	85	85
	q(b-a)	30	30
	q(b-c)	5	10
	f	0.14	0.25
CAPACITIES (pcu/hr)	Q(b-ac)	46948.1	48188
	Q(c-a)	1784.36	1784
	Q(c-b)	575.455	572.7
RFC's	c-a	0.07	0.06
	c-b	0.01	0.01
	b-ac	0.00	0.00
RFC		**0.07**	**0.06**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Yan Yue Wai (L)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024		Job No.: CHK50748310	Date: Feb-25
Arm A:	Yan Yue Wai (SB)		
Arm B:	Yan Yue Wai (NB)		
Arm C:	Tung Yuen Street		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	3.53
Central Reserve Width (m)	Wcr	1.60		w(b-c)	3.53
Blockage of major road right turn	Y/N?	N		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	83.02
	Vl(b-a)	23	Parameters	E	89.87
	Vr(b-c)	99999		F	0.797
	Vr(c-b)	46		Y	0.576

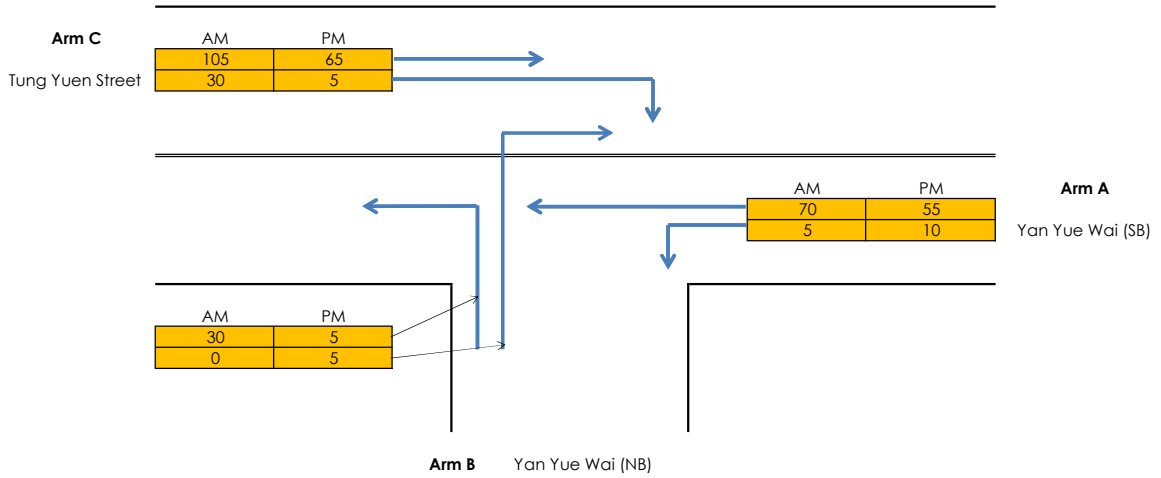
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	69.5	49
	q(c-b)	23.5	6
	q(a-b)	5.6	8
	q(a-c)	61.2	47.9
	q(b-a)	2	5
	q(b-c)	26	4.5
	f	0.93	0.47
CAPACITIES (pcu/hr)	Q(b-ac)	64477	58024
	Q(c-b)	582.961	584.8
RFC's	c-b	0.04	0.01
	b-ac	0.00	0.00
RFC		**0.04**	**0.01**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Yan Yue Wai (L)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Yan Yue Wai (SB)		
Arm B:	Yan Yue Wai (NB)		
Arm C:	Tung Yuen Street		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	3.53
Central Reserve Width (m)	Wcr	1.60		w(b-c)	3.53
Blockage of major road right turn	Y/N?	N		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	83.02
	Vl(b-a)	23	Parameters	E	89.87
	Vr(b-c)	99999		F	0.797
	Vr(c-b)	46		Y	0.576

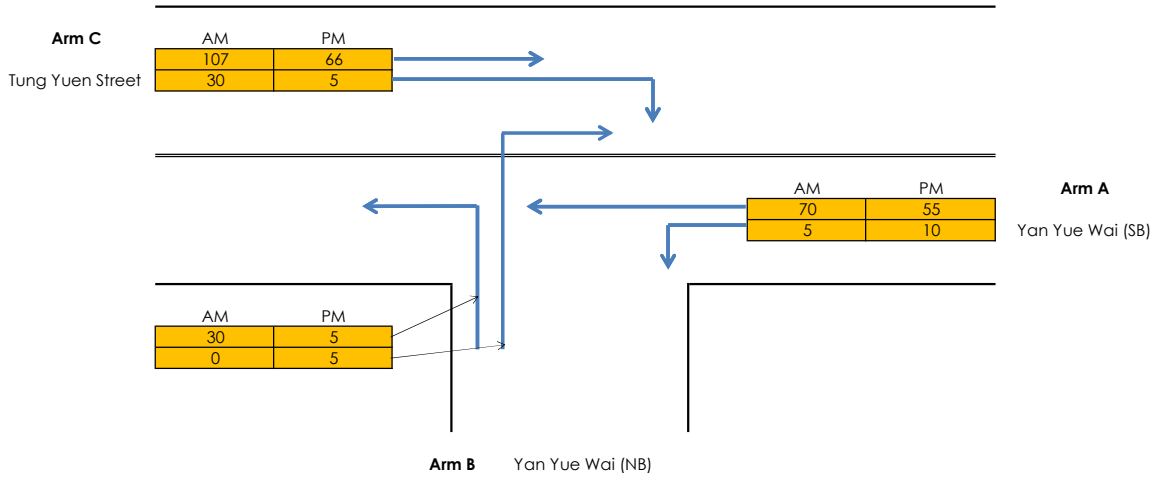
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	105	65
	q(c-b)	30	5
	q(a-b)	5	10
	q(a-c)	70	55
	q(b-a)	0	5
	q(b-c)	30	5
	f	1.00	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	65594.7	58139
	Q(c-b)	581.59	583.3
RFC's	c-b	0.05	0.01
	b-ac	0.00	0.00
RFC		**0.05**	**0.01**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Yan Yue Wai (L)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Yan Yue Wai (SB)		
Arm B:	Yan Yue Wai (NB)		
Arm C:	Tung Yuen Street		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	3.53
Central Reserve Width (m)	Wcr	1.60		w(b-c)	3.53
Blockage of major road right turn	Y/N?	N		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	83.02
	Vl(b-a)	23	Parameters	E	89.87
	Vr(b-c)	99999		F	0.797
	Vr(c-b)	46		Y	0.576

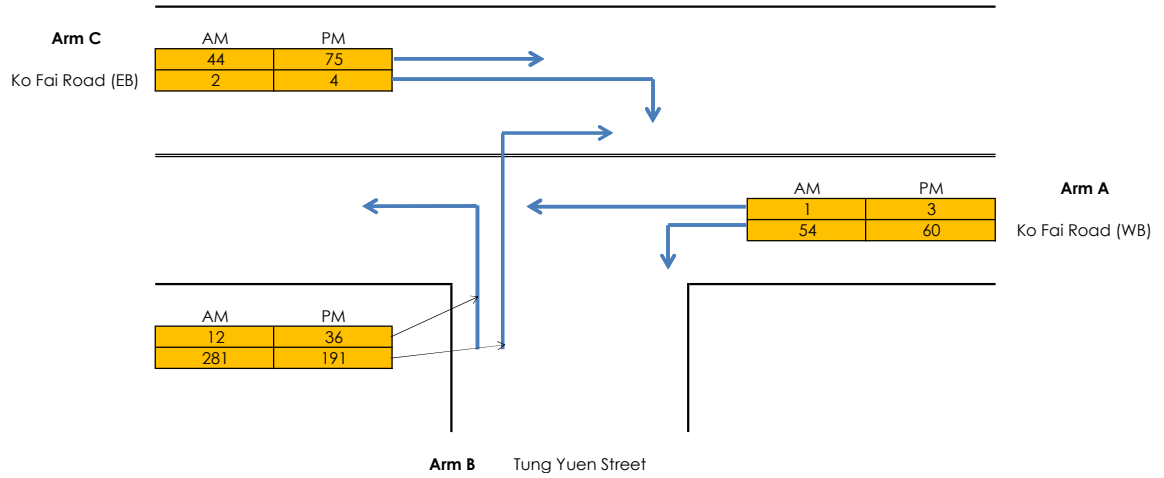
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	107	66
	q(c-b)	30	5
	q(a-b)	5	10
	q(a-c)	70	55
	q(b-a)	0	5
	q(b-c)	30	5
	f	1.00	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	65594.7	58132
	Q(c-b)	581.59	583.3
RFC's	c-b	0.05	0.01
	b-ac	0.00	0.00
RFC		**0.05**	**0.01**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)	Designed by:	CCT
Scheme:	2024 Observed Flows	Checked by:	JPP
Design Year: 2024	Job No.: CHK50748310	Date:	Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	2.11
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.11
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated	D	0.721
	Vl(b-a)	27	Parameters	E	0.778
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

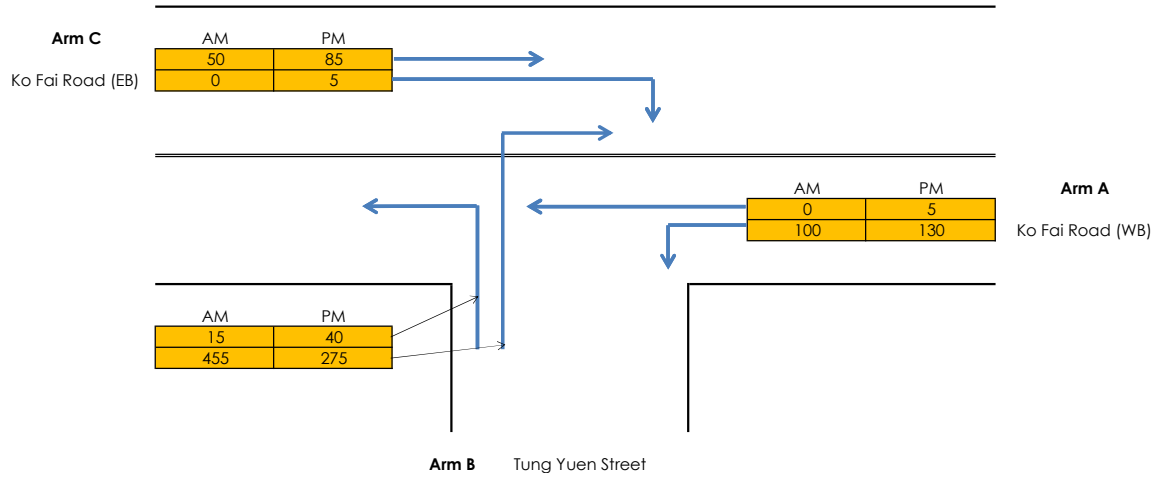
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	43.9	74.6
	q(c-b)	1.5	3.6
	q(a-b)	53.7	59.5
	q(a-c)	1.1	2.5
	q(b-a)	280.95	191.2
	q(b-c)	12	36.2
	f	0.04	0.16
CAPACITIES (pcu/hr)	Q(b-ac)	447.443	456.1
	Q(c-b)	646.839	645.4
RFC's	c-b	0.00	0.01
	b-ac	0.65	0.50
RFC		**0.65**	**0.50**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	2.11
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.11
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.721
	Vl(b-a)	27		E	0.778
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

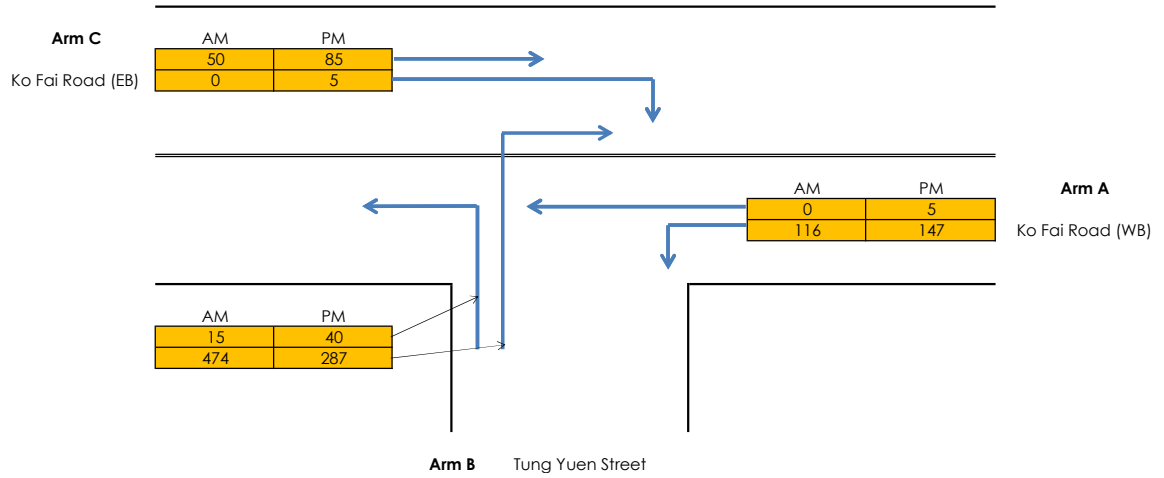
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	100	130
	q(a-c)	0	5
	q(b-a)	455	275
	q(b-c)	15	40
	f	0.03	0.13
CAPACITIES (pcu/hr)	Q(b-ac)	443.37	446.1
	Q(c-b)	637.672	630.6
RFC's	c-b	0.00	0.01
	b-ac	1.06	0.71
RFC		**1.06**	**0.71**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	2.11
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.11
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated	D	0.721
	Vl(b-a)	27	Parameters	E	0.778
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

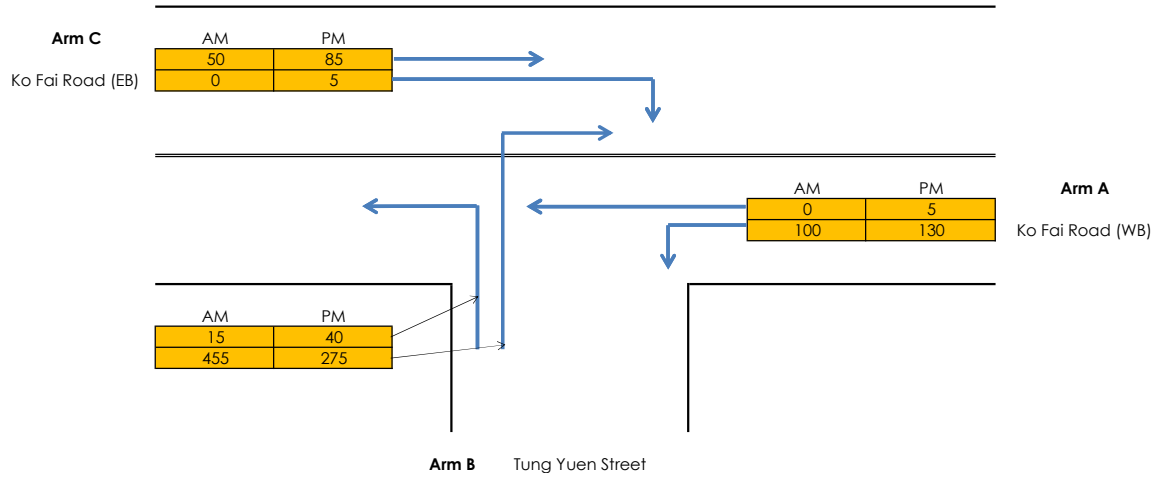
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	116	147
	q(a-c)	0	5
	q(b-a)	474	287
	q(b-c)	15	40
	f	0.03	0.12
CAPACITIES (pcu/hr)	Q(b-ac)	442.191	444.5
	Q(c-b)	634.427	627.1
RFC's	c-b	0.00	0.01
	b-ac	1.11	0.74
RFC		**1.11**	**0.74**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Reference Flows (with improvement scheme)		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	5.18
Central Reserve Width (m)	Wcr	0.00		w(b-c)	5.18
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated	D	0.964
	Vl(b-a)	27	Parameters	E	1.041
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

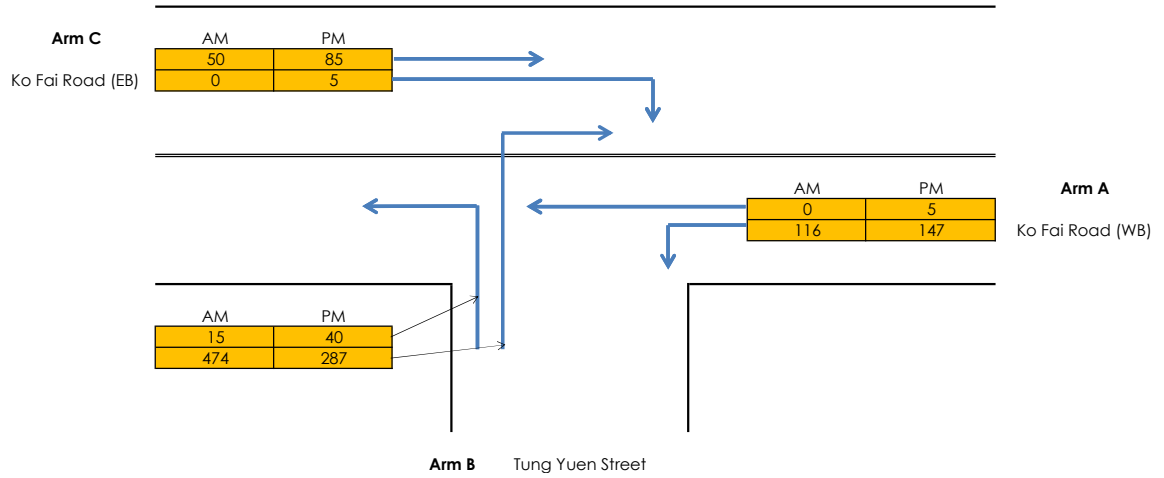
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	100	130
	q(a-c)	0	5
	q(b-a)	455	275
	q(b-c)	15	40
	f	0.03	0.13
CAPACITIES (pcu/hr)	Q(b-ac)	592.974	596.7
	Q(c-b)	637.672	630.6
RFC's	c-b	0.00	0.01
	b-ac	0.79	0.53
RFC		**0.79**	**0.53**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Design Flows (with improvement scheme)		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	5.18
Central Reserve Width (m)	Wcr	0.00		w(b-c)	5.18
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.964
	Vl(b-a)	27		E	1.041
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	116	147
	q(a-c)	0	5
	q(b-a)	474	287
	q(b-c)	15	40
	f	0.03	0.12
CAPACITIES (pcu/hr)	Q(b-ac)	591.398	594.5
	Q(c-b)	634.427	627.1
RFC's	c-b	0.00	0.01
	b-ac	0.83	0.55
RFC		**0.83**	**0.55**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Appendix I

Justifications for Parking Provisions

Annex A： Parking Provision Justification

1 INTRODUCTION

1.1 Objective

1.1.1 The objective of this technical note is to present the proposed car parking and loading/unloading provisions for the proposed redevelopment at No. 4 Tung Yuen Street in Yau Tong, Kowloon, and present justifications in support of adopting the low-end provisions as state in Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG).

1.1.2 The justifications presented herein for the proposed provisions are unique and specific for No. 4 Tung Yuen Street Redevelopment, pertaining to infrastructure already constructed and commissioned, and site settings and constraints.

1.2 Development Parameters

1.2.1 The design parameters for the Proposed Development are summarised in **Table 1.1**:

Table 1.1 Design Parameters for Proposed Development

Parameters	Units
Application Site Area	Approx. 2,419 m^2
Total Plot Ratio	Not more than 6.9
Total GFA	Not more than 16,691.1 m2
Domestic GFA	Not more than 14,514 m^2
Non-Domestic GFA	Not more than 2,177.1 m^2
Total Number of Residential Blocks	1
Total Number of Units	342
Average Unit Size	About 43 m^2

1.2.2 The parking provision of private residential uses is generally determined with reference to Hong Kong Planning Standards and Guidelines (HKPSG), in which the "Global Parking Standard" (GPS) has a range of 1 space per 4 to 7 units, where various adjustment factors are applied to cater for the variation of parking demand associated with flat size (R1), proximity of rail station (R2) and development intensity (R3) respectively, which are tabulated in **Table 1.2** below:

Table 1.2 Parking Requirements by HKPSG for Private Housing Developments (AUG 2021 Edition)

Parking Facilities	HKPSG Requirement	Flat Size (m^2)	Adj. Factor (R1)[(1)]	No. of Units	Required Provision (R1 x R2 x R3 / GPS / no. of units)	
					Low-end	High-end
Car Parking Spaces	1 space[(2)] per 4-7 flats with adjustment factors on flat sizes R2 = 1.0 (Outside a 500m-radius of rail station) R3 = 0.9 (Domestic PR > 5.0)	<40	0.5	139	9	16
		40-70	1.2	158	25	43
		70-100	2.4	43	14	24
		100-130	4.1	0	0	0
		130-160	5.5	0	0	0
		>160	7.0	2	2	3
			Total	**342**	**50**	**86**

Parking Facilities	HKPSG Requirement	Flat Size (m^2)	Adj. Factor (R1)[(1)]	No. of Units	Required Provision (R1 x R2 x R3 / GPS / no. of units)	
					Low-end	High-end
		No. of units per resident parking			6.8	4.0
Visitor Parking Spaces	5 spaces per block	1 Blocks			5	
Retail	1 per 150-300m^2 GFA	2,177.1 m^2			8	15
				Subtotal	**63**	**106**

Note:
(1) Demand Adjustment Ratio (R1) on flat size according to the latest HKPSG requirements;
(2) Accessibility Adjustment Ratio (R2=1) and Development Intensity Adjustment Ratio (R3=0.9) have been both incorporated according to the latest HKPSG requirements.

1.2.3 To further account for the site-specific conditions and district characteristics in determining the appropriate level of parking provision, it is also suggested in HKPSG (Chapter 8 Section 7.1.3) to consider the following factors in practical terms:

(A) Availability of public transport services in the vicinity

(B) Availability of public car parks in the vicinity

(C) Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges

(D) Traffic conditions of local road networks

(E) Parking demand and supply condition in the vicinity

2 AVAILABILITY OF PUBLIC TRANSPORT SERVICES

2.1 Evaluation for the Proposed Development

2.1.1 With reference to HKPSG (Chapter 8 Section 7.1.1), the provision of parking spaces should be compatible with Government's overall transport policy to promote the use of public transport with railway as backbone. As a general principle, parking should be provided at a level which will not unduly attract potential passengers to use private vehicles in preference over public transport. In particular, for developments which are close to railway stations and large public transport interchanges, lower parking standards should be adopted.

2.1.2 For the Proposed Development at No.4 Tung Yuen Street, the existing PT choice is accessible by KMB Route 14X and GMB Route 24. Furthermore, franchised bus and GMB stops are located in Shung Tak Wai, which are immediately east of and adjacent to the project site.

2.1.3 In addition, there are one MTR station (Yau Tong Station) and two public transport interchanges (PTI) all located within approximately 500m from the project site. The existing public transport services area summarised in **Table 2.1**.

Table 2.1 Existing Public Transport Services

Route / Metro Line	Service	Destinations	Nearest Stop	Peak Hour Frequency	Approximate Walking Time
14X	KMB	Shung Tak Wai – Tsim Sha Tsui	Shung Tak Wai	20-25 mins	< 3 mins

Route / Metro Line	Service	Destinations	Nearest Stop	Peak Hour Frequency	Approximate Walking Time
24	GMB	Lam Tin (Kai Tin Shopping Centre) – Lei Yue Mun	Shung Tak Wai	10-20 mins	< 3 mins
Kwun Tong Line	MTR	Whampoa - Tiu Keng Leng	Yau Tong Station	3-5 mins	8 mins
Tseung Kwan O Line		North Point – Po Lam / LOHAS Park		3-5 mins	
Ferry	Ferry	Sai Wan Ho - Sam Ka Tsuen	Sam Ka Tsuen Ferry Pier	24-30 mins	9mins

2.1.4 Therefore, in terms of public transport services, the Proposed Development is considered to be very accessible to public transport as compared with other existing developments in Tung Yuen Street.

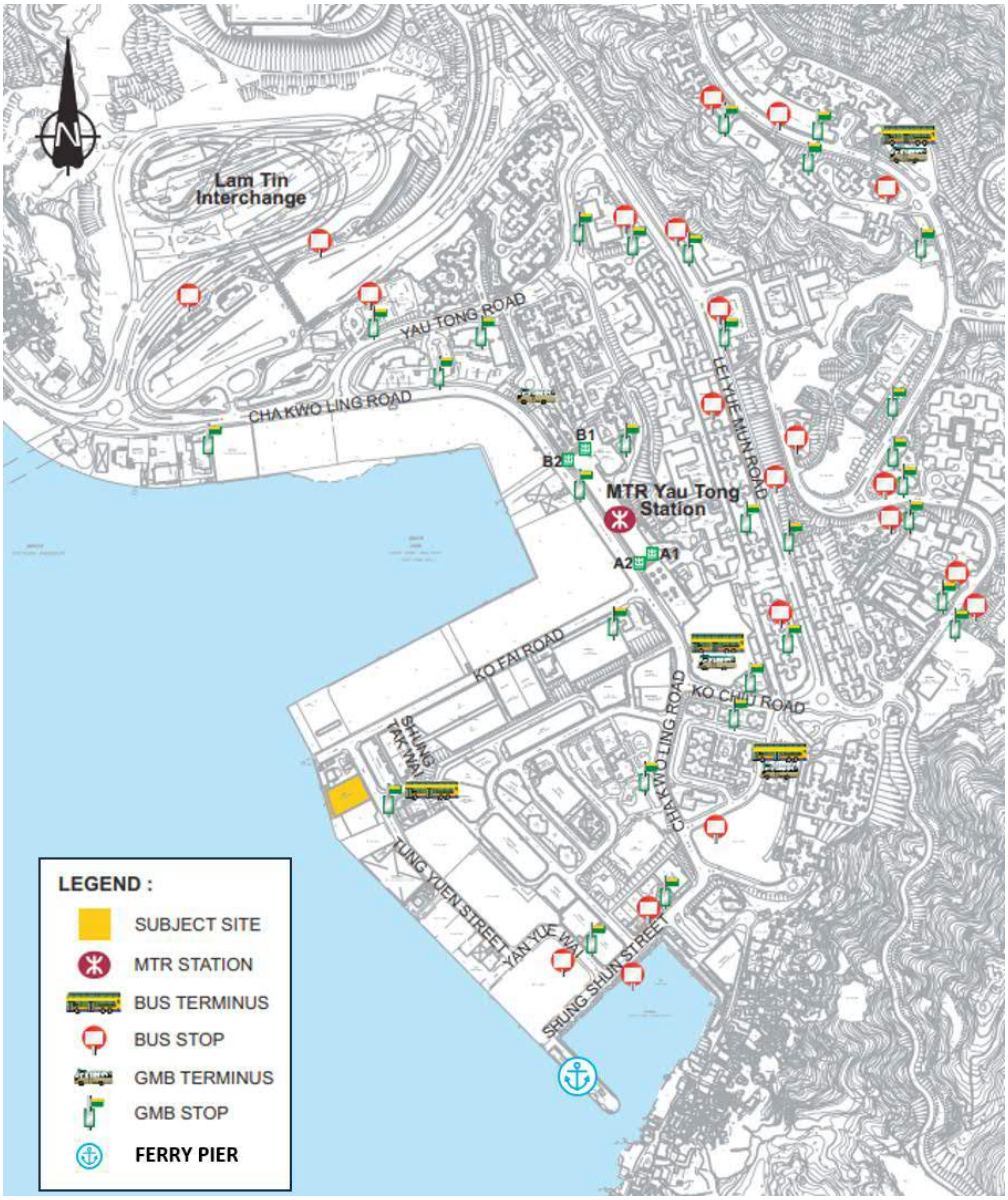


Figure 2.1. Location of Surrounding Public Transport

3 AVAILABILITY OF PUBLIC CAR PARKS

3.1 Public Car Park in the Vicinity

3.1.1 There are a total of 456 publicly accessible car parking spaces provided at the Montego Bay, One East Coast, and Lei Yue Mun Municipal Services Building. These parking facilities

are located within 550m catchment area from the project site, the location of surrounding public car park is shown in **Drawing 3.1**. A summary of parking spaces in the nearby public car parks is shown in **Table 3.1**.

Table 3.1 Surrounding Public Car Park Provisions

Public Car Park	Provided Parking Spaces
Montego Bay	122
One East Coast	240
Lei Yue Mun Municipal Services Building	94
Total	456

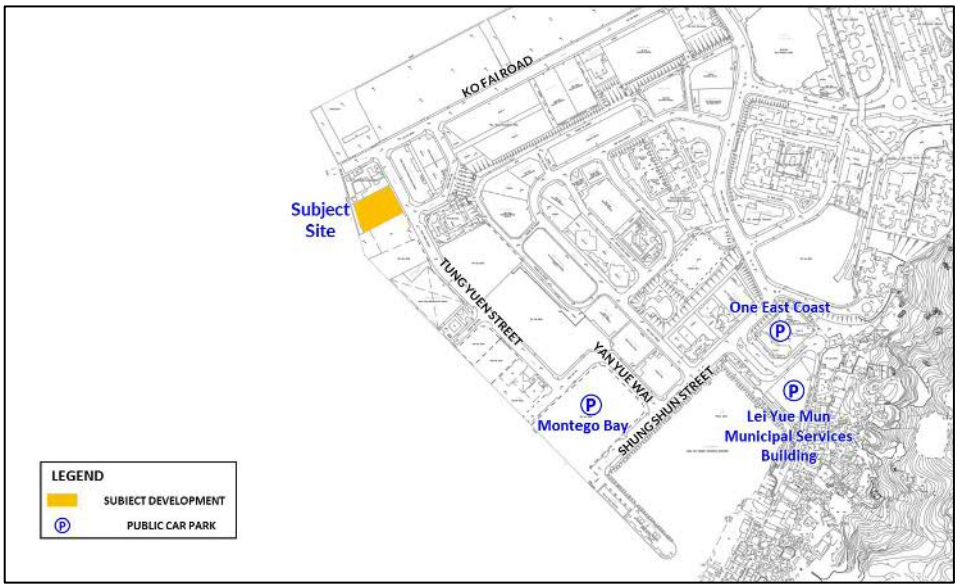


Figure 3.1. Location of Surrounding Public Car Park

3.1.2 The car parking utilization of the nearby public car parks was reviewed to determine the availability of excess parking. Based on general observations in a normal weekday in February 2025, the total number of surplus car parking spaces available at the nearby car parks that were not utilized is approximately 127, and the occupancy rate of surrounding public car park is about 72%, the publicly accessible parking spaces are still excess capacity available. The detail of occupancy rate of each public car park is shown in **Table 3.2**.

Table 3.2 Surrounding Public Car Park Occupancy

Public Car Park	Provided Parking Space	Available	Occupancy Rate
Montego Bay	122	34	72%
One East Coast	240	62	74%
Lei Yue Mun Municipal Services Building	94	31	67%
Total	456	127	72%

3.1.3 Therefore, the Proposed Development is considered to be accessible to considerable public car parking facilities in the vicinity.

4 PROXIMITY AND QUALITY OF PEDESTRIAN LINKAGE TO RAIL AND PUBLIC TRANSPORT

4.1 Evaluation for the Proposed Development

4.1.1 All the public transport facilities are directly adjacent to or within close walking distance to the project site and most of the facilities are connected with pedestrian access.

4.1.2 In addition, there are clear pedestrian access linkage including pedestrian walkway, and crosswalks located immediately adjacent to and in close vicinity to the project site. These pedestrian linkage facilities provide both direct and convenient access to the surrounding land uses and public transport services.

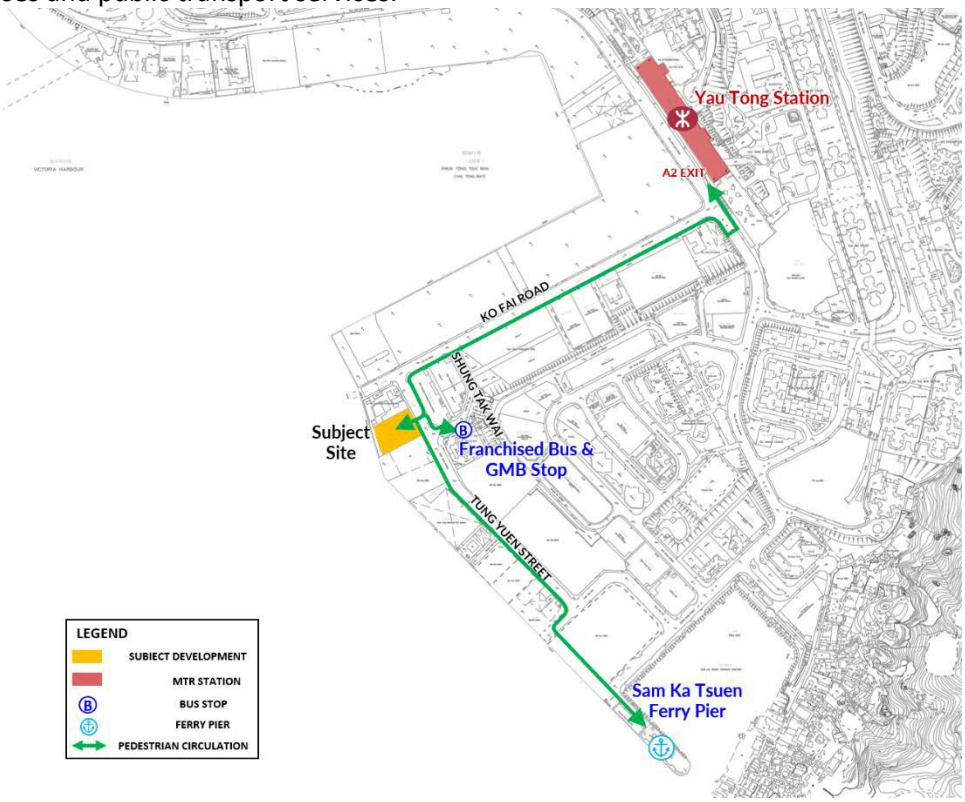


Figure 4.1. Pedestrian routes between the Development and Public Transport in the Vicinity

4.1.3 In the future, with the development of Yau Tong Bay Comprehensive Development Area, the provision of open space and pedestrian linkage will be improved as well. Therefore, the pedestrian linkage from subject site to public transport will be more accessible.

4.1.4 The Yau Tong MTR station is located within approximately 500m from the project site, which is considered walkable by a sizable population. On the other hand, the quality of the walking route itself is considered relatively well, and as the developed of Yau Tong Bay Comprehensive Development Area, the pedestrian linkage will be improved.

5 TRAFFIC CONDITIONS OF LOCAL ROAD NETWORKS

5.1 Evaluation for the Proposed Development

5.1.1 Based on the TIA under the S16 planning application (No. A/K15/132), the traffic generation by the Proposed Development can be well absorbed by the external road network with the proposed road improvement works around the area.

5.1.2 Therefore, coped with the fact that there are other planned and committed developments in the area, the future traffic condition is expected to be at acceptable levels upon design year 2035, subjected to the implementation and programme of the committed road improvement schemes by others.

6 PARKING DEMAND AND SUPPLY CONDITION

6.1 Evaluation for the Proposed Development

6.1.1 As previously noted in paragraph 3.1.2, there are about 456 existing publicly accessible car parking spaces located within 550m catchment area from the project site with excess capacity available.

6.1.2 Additionally, the public parking service could be coordinated by Hong Kong e-Mobility App, allowing users to check the real-time information on the availability of public parking in facilities across Hong Kong.

6.1.3 This type of service would enable users more flexibility and options in their selection of parking facility near the site, by creating “shared-use” parking opportunity and therefore, providing more efficient use of the district-wide parking facilities.

6.1.4 The parking demand and supply conditions in the vicinity can also be reflected by the level of illegal parking in the surrounding road network.

6.1.5 In case of a significant shortfall in background parking provision where demand for facilities substantially exceeds supply, illegal parking is expected to be commonly observed on kerb-side. On the other hand, the parking provision may consider adequate if there are no records of illegal parking in the vicinity.

6.1.6 To reveal the level of illegal parking in the vicinity of the Proposed Development relevant to the subject development, MVA conduced on-site visit several times along Tung Yuen Street and Ko Fai Road. It is worth noting that no illegal parking was observed around the project site.

6.1.7 Therefore, the parking provision could adequately cope with the parking demand in the vicinity of Proposed Development.

7 LOCAL CATCHMENT OF PROPOSED RETAIL COMPONENT

7.1 Evaluation for the Proposed Development

7.1.1 The proposed retail GFA of 2177.1 sqm is of a relatively small scale and is intended for neighbourhood retail uses which serve demands locally or even from the residents within the site.

7.1.2 Thus, the car parking demands arising from the proposed retail component are considered to be very minimal. The low end of the parking provision (1 car space per 300 sqm retail GFA) is adopted for retail, which is 8 nos. of retail parking.

8 JUSTIFICATION FOR PROPOSED LOADING/UNLOADING PROVISIONS

8.1 Operational Requirements

8.1.1 The detail of loading/unloading bay provision as shown in **Table 8.1**.

Table 8.1 Loading/Unloading Provision

Type of Development	HKPSG Requirement	GFA/Block	No. of LUL
Retail	1 per 1,200m^2 GFA (low-end)	GFA 2,177.1 m^2	2
Residential	1 per each housing block	1 block	1
		Total	**3**

8.1.2 The project site will be re-developed into a residential block with 2177.1 sqm commercial area, primarily comprising small retail shops. Therefore, the goods delivery demand for a small-scale commercial area will be considered as minimum and no large cargo or furniture expected. This means that each goods vehicle delivery trip can serve more than one tenant in the retail area.

8.1.3 Pre-booking schemes can be arranged with management office. Pre-booking delivery arrangement would distribute the delivery demand throughout the day. And 2 loading/unloading bays for retail can be shared use. As a result, it could effectively arrange the deliveries to maximize the usage of the loading/unloading bays without over-provision to address uncertain peak demands.

9 SITE CONSTRAINTS TO ADOPT HIGH-END CAR PARKING PROVISIONS

9.1 Current Master Plan Layout

9.1.1 Additionally, the HKPSG states:

> *"Request for provision lower than the parking standards may be considered by TD for small sites, sites with severe constraints, or those carrying unique circumstances, on a case-by-case basis. In handling these requests, TD may consider factors including but not limited to, area and shape of the site, technical constraints attached to the site, insurmountable difficulties of construction of excessively deep levels of basement car parks, significant impact on delivery of flat yield, etc. "*
>
> And,
>
> *"For any particular on-street location or off-street development, consideration of all of the above factors and deciding on the appropriate level of provision of parking facilities will be the responsibility of the Transport Department (TD). Flexibility may be allowed, within and beyond/below the standard ranges, to meet special circumstances such as redevelopment in the built-up urban areas with severe site constraints. If any project proponent*

wishes to appeal against the decision of TD, it may provide justifications to TD for further consideration. In consultation with relevant bureaux/departments, TD may determine an appropriate parking provision for such site. "

9.1.2 As per current master layout plan (as in Figure 9.1), through maximizing 2 floors in basement levels (B1 and B2) a total of 63 parking spaces are provided to meet the low end parking provision requirement according to HKPSG. A 5m-wide public pedestrian passageway connecting Tung Yuen Street to the 15m-wide voluntary waterfront promenade running along the entire depth of the site can be accommodated in this master layout plan. This can provide significant public planning gain for enabling public's access and enjoyment of the waterfront.

9.1.3 If car parking provisions which are higher than the aforesaid provisions are to be accommodated, additional floor/s for the car park would be necessary while maintaining the submitted domestic and non-domestic plot ratio and GFA. However, certain site constraints limit the potential for adding these additional floor/s.

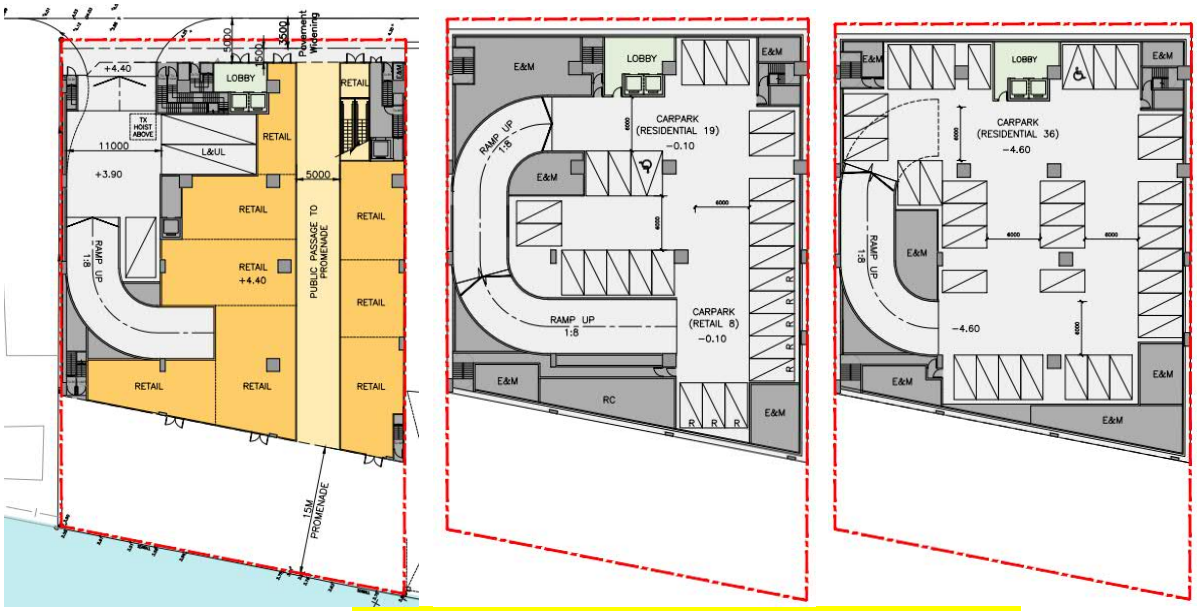


Figure 9.1 Current Master Layout Plan of GF, B1 and B2

9.2 Technical Constraints of the B3 Parking

9.2.1 The proximity of the site to the seawall presents challenges for deep basement construction and car park excavation works near the seawall due to unpredictable underground conditions, concerns regarding the seawall's structural integrity, and safety issues related not only our subject site but also to adjoining developments. These factors introduce technical uncertainties that complicate the development process and will seriously delay the anticipated construction programme. As a result, the delivery of promenade for general public's enjoyment will be seriously delayed.

9.2.2 An analysis of the basements in the nearby waterfront development, The Coast Line I, also highlights the seawall's impact on basement excavation limits. The cross section of The Coast Line I (Figure 9.2) indicates that the basement walls will be set back from the seawall by over 15m, which encompasses the width of the entire promenade.

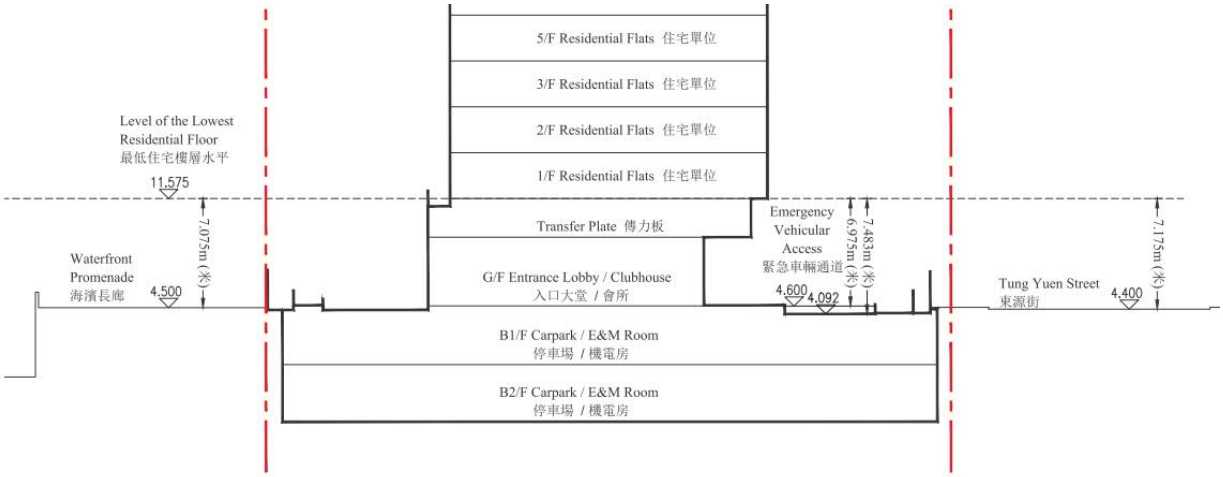


Figure 9.2 Cross Section of The Coast Line I
(Source: Sales Brochure for The Coast Line I)

9.2.3 Since there is sea wall structure under the 15m-wide promenade area, it is geotechnically not feasible to extend the basement towards the seawall side.

9.3 Technical Constraints of the Aboveground Parking

9.3.1 The area surrendered for the ODP required by the government (39.586 m²) and the 15m-wide voluntary waterfront promenade (608 m²), which together account for over a quarter of the total site area (2,419 m²), significantly restrict the building volume and capacity for aboveground car parking provisions. Notwithstanding, the means of escape staircases and the lift lobby are essential provisions that need to be catered on the ground level of the site.

9.3.2 The Applicants have proposed a voluntary 15m-wide waterfront promenade within the Application Site. Retail shops and eating places with landscaping and outdoor furniture will be provided at the ground floor level to enhance vibrancy and create a welcoming environment along Tung Yuen Street and the waterfront promenade for public enjoyment. Respecting the planning intention of the “R(E)” zone, the Proposed Scheme will achieve a non-domestic plot ratio of 0.9, incorporating 'Shop and Services' and 'Eating Place' uses at the ground and L1/F to provide the needed retail services not only to future residents but also general public. These retail uses at the ground and L1/F will enhance street vibrancy of the area at the pedestrian level, but also foster active shop frontages along Tung Yuen Street and the waterfront promenade which are significantly lacking in the area.

9.3.3 Further to the consultation with KTF on 14 Mar 2025, it is noted that the KTF appreciates the Applicants' genuine intention to provide a voluntary waterfront promenade that open for public enjoyment on a 24/7 basis, and to take up management and maintenance responsibilities. Additionally, the provision of retail activities at lower floors is also supported, as it would increase harbourfront vitality.

9.3.4 In considering the feasibility of additional car park aboveground, while maintaining the maximum building height of +100mPD, L1 has to be served by a car ramp to access the parking. Since the total site area is relatively small, should an additional car ramp to L1 carpark is present, considerable footprint of the site area will be taken up, and a continuous public passageway supported by nominal retail from Tung Yuen Street to the waterfront promenade would become infeasible. This is demonstrated by the revised layout of GF and L1 shown as below (Figure 9.3), where the public passage could no longer be provided, and the area of retail is greatly reduced.

9.3.5 Due to the uncertainty of the timeline for the construction of the waterfront promenade east to the site, the public planning gain of allowing the public to access and enjoy the waterfront promenade will be greatly compromised.



Figure 9.3 Revised Layout Plan of GF (left) and L1 (right)

9.3.6 In this revised scheme, L1 has been taken up for an additional car park instead of retail, as shown in the section (Figure 9.4). In order to maintain the non-domestic (retail GFA) as required in the "R(E)" zone on the OZP, an additional floor above G/F would be needed to accommodate the required non-domestic GFA. In this case, a further relaxation of building height for the Proposed Development would be required, which will exceed the BH restriction across Tung Yuen Street (100mPD), which will pose adverse visual impact and jeopardise the overall building height profile concept with descending building height profile towards the harbourfront in YTIA.



Figure 9.4 Revised Section

10 SUMMARY AND CONCLUSION

10.1 Summary

10.1.1 The parking provision of private residential uses is generally determined with reference to Hong Kong Planning Standards and Guidelines (HKPSG), in which the "Global Parking Standard" (GPS) has a range of 1 space per 4 to 7 units.

10.1.2 To substantiate by taking account the site-specific conditions and district characteristics, the consideration factors for resident parking provision at the Proposed Development have been evaluated with justifications as summarised in **Table 10.1** below:

Table 10.1 Evaluation of Factors for Resident Parking Provision

Consideration Factors for Resident Parking Provision		Justification for Proposed Development
(A)	Availability of public transport services in the vicinity	• Franchised bus and GMB stops are close to the project site • 8-minute walk to Yau Tong MTR station • 2 PTIs within approximately 500m from the project site
(B)	Availability of public car parks in the vicinity	• Existing publicly accessible car parking spaces with excess capacity available
(C)	Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges	• Within Walkable Range in 500m to the nearest rail station – Yau Tong Metro Station • A clear pedestrian route to PT stations
(D)	Traffic conditions of local road networks	• Overloading junctions to be mitigated with committed improvements by others, despite the negligible traffic contribution by the development
(E)	Parking demand and supply condition in the vicinity	• Existing publicly accessible car parking spaces with excess capacity available • No illegal parking was observed around the project site during site visit on weekday

10.2 Conclusion

10.2.1 In view of the evaluation and justification for the consideration factors and site constraints, the findings are considered favourable for **adopting low-end parking provisions** for the subject site. Therefore, it is proposed that the provision level of resident parking facilities for the Proposed Development may adopt a low end GPS value of **1 space per 7 units** with 50 nos. of resident parking (plus 5 nos. of resident parking for visitors).

10.2.2 The commercial area of the site is about 2177.1 sqm, primarily comprising small retail shops for local residents. Therefore, the low end of the parking provision (**1 car space per 300 sqm retail GFA**) is adopted for retail, which is 8 nos. of retail parking.

10.2.3 Based on loading/unloading demands for the small retail shops of this development, it can be concluded that the goods delivery demand for a small-scale commercial area will follow economies-of-scale, therefore, **the lower loading/unloading demand is proposed be adopted (1 loading/ unloading bay for goods vehicles for every 1 200 sqm GFA)**.

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By Fax (2877 0245) and Email (tpbpd@pland.gov.hk)

24 June 2025

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



Your ref TPB/A/K15/132
Our ref 298523/00/MYNL/LYRC/05565

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments received from various Government departments from 30 May 2025 to 5 June 2025 on the captioned Planning Application.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) together with Updated Architectural Layout of the Proposed Scheme (**Appendix A**), Replacement Pages of Updated Supporting Planning Statement (**Appendix B**), Replacement Pages of Updated LMP Report (**Appendix C**), Replacement Pages of Updated Visual Impact Assessment (**Appendix D**), Updated Drainage & Sewerage Impact Assessment (**Appendix E**), Replacement Pages of Updated Environmental Assessment (**Appendix F**), Replacement Pages of Updated Air Quality Impact Assessment (**Appendix G**), Updated Traffic Impact Assessment (**Appendix H**) and Updated Justifications for Parking Provisions (**Appendix I**) in support of the Planning Application for your consideration.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Mr. Ryan CHAN at [redacted]

Yours faithfully,

Natalie Leung
Associate Town Planner

d
e [redacted]

ARUP

Our ref	298523/00/MYNL/LYRC/05565
Date	24 June 2025

Encl. - 4 copies of the Responses-to-Comments Table (**Attachment A**) and **Appendices A** to **I**

cc - DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
- DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
- Client

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No.70, No.4 Tung Yuen Street, Yau Tong, Kowloon
Responses to Comments

Comments from Related Departments and Public **Page No.**

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1. Buildings Department, New Buildings Division 1, Kowloon Section, dated 12 June 2025 2
2. Civil Engineering and Development Department, Civil Engineering Office, Port Works Division, District Section, dated 30 May 2025 2
3. Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 4 June 2025 2
4. Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 2 June 2025 4
5. Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 2 June 2025 5
6. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 2 June 2025 6
7. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 3 June 2025 17
8. Fire Services Department, Corporate Strategy Command, Planning and Development Division, dated 2 June 2025 25
9. Highways Department, Lighting Division, Section 2 (Kowloon, Shatin, Sai Kung, Tai Po Districts Road Lighting), dated 5 June 2025 25
10. Highways Department, Urban Region, District and Maintenance Section, Special Maintenance Section, Tunnels Section (Kowloon), District Section, dated 5 June 2025 26
11. Marine Department, Planning & Services Division, Planning, Development and Port Security Branch, Planning and Development Section (1), dated 2 June 2025 26
12. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 30 May 2025 26
13. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 5 June 2025 27
14. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 30 May 2025 28
15. Transport Department, Urban Regional Office, Traffic Engineering (Kln.) Division, Kln. District East (South) Section, dated 30 May 2025 30
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COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Buildings Department, New Buildings Division 1, Kowloon Section, dated 12 June 2025** Further Information (No. 2) submitted on 25.4.2025 Application for bonus site coverage (SC) in return for surrender of land for street widening under regulation 22(2) of the Building (Planning) Regulations (B(P)R) will be dealt with individually according to the special circumstances of each case subject to that the surrender is considered essential and acceptable to relevant government departments and the relevant criteria under PNAP APP-20 be complied with. Such application will be processed under the BO in the building plans submission stage.	Noted.
2.	**Civil Engineering and Development Department, Civil Engineering Office, Port Works Division, District Section, dated 30 May 2025** We have no objection to the planning application from marine works point of view, please remind the applicant that the proposed design and facilities should be adaptive and could be enhanced progressively to cater for the threat of coastal risk, e.g. sea level rise, the threat of storm surges associated with tropical cyclones, wave overtopping, etc. in the future.	Noted.
3.	**Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 4 June 2025** Regarding Planning Application No. A/K15/132 for Proposed Flat, Shop and Services and Eating Place Uses with Minor Relaxation of Plot Ratio and Building Height Restrictions at 4 Tung Yuen Street, Yau Tong, Kowloon. The Further Information (No. 2), including the applicant's responses to the major comments raised by Members of Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF) during the 49th KTF meeting on 14 March 2025, has been circulated to KTF	Noted.

No.	Comments	Responses
	Members for their information and submit their comments, if any, to the Town Planning Board by 30 May 2025. We have received one comment from one KTF Member, which is extracted below, which is generally in line with the discussion at the relevant KTF meeting. *"I believe that the KTF meeting reached a clear consensus that if the proposed promenade can't connect the proposed harbourfront promenade and Ko Fai Road through the DSD site, HC would not support the captioned application."*	Noted and please be advised that the Applicants would take up the construction works of the setback area fronting the Drainage Services Department (DSD)'s YTSPS (about 4.3m in width) (referred as "the Government Land" below) subject to the relevant Government departments' agreement on the draft basic terms below: 1. The Government Land shall be handed over to the Applicants free of structure, drainage system, fence wall, and any other associated facilities for the Applicants to carry out the construction works. 2. The handover of the Government Land to the Applicants shall occur on or before 18 months from the proposed date of Building Covenant to facilitate carrying out the construction works. 3. The Government Land shall be designated as a Yellow Area under the provision of the Land Grant to allow for the Applicants to carry out the construction works. 4. The Applicants will undertake only for the construction of paving blocks, barrier, handrail and similar structures of the proposed waterfront promenade on the about 4.3m-wide Government Land. 5. Upon the completion of the pavement construction at the Government Land, the area shall be handed over to LCSD upon their request and to their satisfaction. 6. All detailed technical specifications shall be provided by LandsD/ LCSD including type of paving, fence wall, railing, lighting, lux level, drainage, etc. 7. The construction of proposed waterfront promenade at the setback area of the

No.	Comments	Responses
		DSD's YTSPS will only be provided subject to premium deduction. Subject to the above, the Applicants are committed to coordinate on the design of the proposed waterfront promenade at the Application Site and the setback area fronting DSD's YTSPS to ensure a coherent and seamless public experience.
4.	**Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 2 June 2025** Please find the 1st batch of comments from ST2/DSD as follows: - 1. SIA section 3.5: Please critically review the estimated sewage flow for YTSPS. The estimated sewage flow for YTSPS is significantly deviated from the current flow of YTSPS, i.e. the average daily flow at YTSPS in Feb and Mar 2025 are 18,287 and 17,443 m3/day respectively. The 2024 daily flow data is extracted as follows: - Max Average Jan-24 19602 17973.29 Feb-24 22374 17287.45 Mar-24 21582 17264.32 Apr-24 24750 17311.8 May-24 22176 18279.87 Jun-24 21186 18202.8 Jul-24 35046 17692.26 Aug-24 24354 17711.42 Sep-24 29106 19258.8 Oct-24 24948 17596.45 Nov-24 38412 19166.4 Dec-24 23562 19154.9 2. In view of a planned enhancement in YTSPS, there would be fan noise not exceeding 70dBA at the roof level of the pump house of YTSPS. The applicant shall review whether the noise level from	With reference the information from DSD, the average daily flow at YTSPS of March 2025 is 17,443 m^3/day, and the estimated sewage generated Proposed Development is about 352 m^3/day. Therefore, the estimated sewage generated Proposed Development with average daily flow at YTSPS is 17,795 m^3/day, which the flow is occupied about 62% of the current capacity of YTSPS. It is unlikely that the YTSPS will be overloaded. Noted, the comments would be addressed in the detailed assessment through the approval condition to demonstrate that the proposed development could comply with relevant

No.	Comments	Responses
	the fan is acceptable at the noise sensitive receivers, if otherwise, shall adopt noise mitigating designs at the affected receivers.	guidelines issued by government departments.
5.	**Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 2 June 2025**	
	1. RtC Item 2 and Section 3.4.2 Table 3.1 - Please review the design flow under 2. Club House and 4. Retail;	Noted and revised in **Section 3.4.2 Table 3.1** of **Appendix E (Updated Drainage & Sewerage Impact Assessment)**.
	2. RtC Item 3, Section 3.4.2 Table 3.1, Section 3.5.1 and Appendix 3.1 Table 1 - The catchment inflow factor should be 1.1 for East Kowloon, please revise the peak flow accordingly;	Noted and revised in **Section 3.4.2 Table 3.1, Section 3.5.1 and Appendix 3.1 Table 1** of **Appendix E**.
	3. Figures 3.1 & 3.2 and Appendix 3.1 Table 3c - Please check whether "FMD4036721" should be read as "FWD4036721". In accordance with the EPD's Guidelines, the sewage flows should be estimated based on the cumulative average flows/contributing population from all the upstream catchment areas concerned. However, this methodology/approach is not adopted in your sewage flow estimation for pipe segments FWD4036721, FWD4036773 and FWD4125280. This could lead to uncertainty in the subsequent assessment, which may over-estimate or under-estimate the hydraulic impact in checking against the various upper-bound and lower-bound requirements. Please provide justifications and supporting assumptions for not using the EPD's methodology/approach in your sewage flow estimation. Please note that your proposed methodology/approach should be subject to the views and agreement of the SIG/EPD as the planning authority of sewerage infrastructure;	Regarding the pipe segments FWD4036721, FWD4036773 and FWD4125280, we assume the pipes are in full-bore flow (i.e.,100% capacitive). Based on the consultant's experience, this assumption presents the worst-case scenario and would not lead to uncertainty in the subsequent assessment (i.e. over-estimate or under-estimate the hydraulic impact). The assessment is based on the best available information to estimate the hydraulic impact. It would be more realistic and appropriate to address the above comments with latest detailed information through given approval condition in the upcoming detailed design and construction stage to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	4. Appendix 3.1 Table 3b - Please check and revise the Peak Flow (Without Swimming Pool) of Catchment B;	Noted and revised in **Appendix 3.1 Table 3b** of **Appendix E**.
	5. Appendix 3.1 Table 4a - Please verify whether the "Estimated Flow including the	Noted and revised in **Appendix 3.1 Table 4a** of **Appendix E**.

No.	Comments	Responses
	Proposed Development and Catchment Areas (L/s)" has already accounted for the upstream flows from FWD4036773 and FWD4125280; and	
	6. Please supplement your calculations in Excel format for DSD review separately.	Noted.
	Please note this is a coordinated reply of LDD and MSD of DSD. Comments on the DIA report will be provided separately.	Noted.
6.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 2 June 2025**	
	The applicant has to address all of EPD comments and demonstrate the overall environmental acceptability of the proposed development before we could lend support to the captioned application.	Noted
	EPD's comments on revised DSIA report at Appendix E	
	Specific comments	
	Section 3.2.3	
	The previous comment has not been addressed:	
	Please supplement the UFF for Job Type J11 Community, Social & Personal Services in the text for the avoidance of doubt	Noted and revised in **Section 3.2.3** of **Appendix E**.
	Section 3.2.3	
	The previous comment has not been fully addressed:	
	Typo "Private RR" is found in Section 3.2.3, please revise accordingly.	Noted and revised in **Section 3.2.3** of **Appendix E**.
	Appendix 3.1 Table 1	
	For Appendix 3.1 Table 1, please review the UFF of residential housing to be Private R-1 or Private R-2	Noted and revised in **Appendix 3.1 Table 1** of **Appendix E**.
	Section 3.4.1 Table 3.1	
	– **Part 2 Club House**	

No.	Comments	Responses
	– **Part 4 Retail** The previous comment has not been fully addressed:	
	Please supplement the design flow for commercial employee for Club House and Retail in the calculations for the avoidance of doubt.	Noted and revised in **Table 3.1** of **Appendix E**.
	Section 3.4.1 Table 3.1 – **Appendix 3.1 Table 1** – **Appendix 3.1 Table 3a** – **Appendix 3.1 Table 3b** The previous comment has not been fully addressed:	
	Please include the catchment inflow factor of East Kowloon in the calculation of peak flows	Noted and please refer to **Appendix E** for updates.
	Section 4.1.2	
	This section does not tally with Section 3.5.2 Table 3.2, please review and revise the ID of sewer segments to be upgraded.	Noted and revised in **Section 4.1.2** of **Appendix E**.
	Figure 3.1 and Figure 3.2	
	Please review and revise the ID of manhole S4	Noted and revised in **Figures 3.1 and 3.2** of **Appendix E**.
	Appendix 3.1 Table 2a	
	Given some of the invert levels in the hydraulic capacity checking are based on assumption, site surveys at the later stage to verify the invert levels and revised SIA Report should be provided accordingly	Noted and revised in **Appendix 3.1 Table 2a** of **Appendix E**.
	Appendix 3.1 Table 2a and 4	
	Please review and revise the manhole ID of sewer segment S2-S3	Noted and revised in **Appendix 3.1 Table 2a and 4** of **Appendix E**.
	Appendix 3.1 Table 3a – **Part 2 (18 Tung Yuen Street)**	

No.	Comments	Responses
	– **Part 4 (Other Proposed Residential Development ref. YTML No. 69 & YTIL No. 4RP)** – **Part 5 (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market)** – **Part 6 (Peninsula East)** – **Part 7 (Redland Concrete Limited)** The previous comment has not been fully addressed:	
	1. Please provide the breakdown of the estimation of sewage generation from the corresponding catchments.	Noted and please refer to **Appendix E** for updates.
	2. Please also delete "from EPD" for the avoidance of doubt	Noted and please refer to **Appendix E** for updates.
	– **Appendix 3.1 Table 3a, 3b and 3c** The previous comment has not been fully addressed:	
	Please indicate the sub-catchments in the layout plan for clarity	Noted and please refer to **Appendix E** for updates.
	General Comments	
	1. Please re-visit the assessment based on the above comments.	Noted.
	2. Please note that the implementation of sewerage works shall also meet the satisfaction of DSD.	Noted.
	3. Please note that EPD only provides comments on contents related to sewerage planning. For contents related to drainage impact, please seek views from DSD.	Noted.
	4. The consultant is suggested to provide softcopy of the report (in pdf) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review. {Please submit the Calculation spreadsheet (in Excel spreadsheet) to EPD	Noted.

No.	Comments	Responses
	for checking and no need to submit the spreadsheet as part of the SIA report}	
	EPD's comments on revised EA at Appendix F	
	Noise impact	
	It is expected that noise mitigation measures are available for addressing potential noise impacts (including road traffic and fixed noise) associated with the proposed development and thus we have no objection to the proposed development from noise planning point of view. Having said that, should be application be approved, the applicant is required under planning conditions to submit an updated noise impact assessment (NIA) in the detailed design for the latest development scheme to recommend noise mitigation measures to achieve full compliance with the noise criteria/requirement of the HKPSG & NCO. Please also find below our observations on the current NIA :-	Noted.
	1. Noise model : Based on Appendix 1.1, the 1st NAP has changed from 22.3m to 21.35m compared to the previous report. Please check and update noise model.	Noted. The comments would be addressed in the detailed assessment through the approval condition to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	2. s3.3.1: Please supplement TD's endorsement on traffic forecast data in Year 2047.	Noted. TD's endorsement has been attached in **Appendix 3.1** of **Appendix F (Replacement Pages of Updated Environmental Assessment)**.
	3. s4.2.2 & s4.3.1: According to Rtc (4), fixed noise sources of Ajisen Group Tower and Safer Industrial Building are out of the 300m assessment area. The mentioned buildings should be removed from s4.2.2 and s4.3.1.	Noted and updated.
	4. s4.3.1: The Hong Kong Government issued an announcement on 07/04/2025, stating that China Concrete Company Limited was closed due to illegal operations.	Noted and updated in **S4.3.1** of **Appendix F**.
	5. Table 4.2: The information from press releases by the Hong Kong Government dated 07/04/2025 mentioned that China Concrete Company Limited was closed	Noted and updated in **Table 4.2** of **Appendix F**.

No.	Comments	Responses
	down due to illegal operations. Please review if the concrete company's fixed noise sources should be removed from Table 4.2.	
	6. Table 4.5	
	– The nighttime noise criteria for F1-02, F1-03 & F1-04 were incorrectly stated.	Noted and revised in **Table 4.5** of **Appendix F**.
	– The predicted noise level for F2-02 to F2-05 & F2-07 during day & evening time should be 63 dB(A) instead of 62 dB(A). It is inconsistent with the calculation from Appendix 4.6.	Noted and revised in **Table 4.5** of **Appendix F**.
	Table 4.5 Industrial Noise Impact Assessment Results under mitigated Scenario Noise Criteria, dB(A) / Predicted Noise Level, dB(A) NSR ID | ASR | Day & Evening, dB(A) | Nighttime, dB(A) | Day & Evening, dB(A) | Nighttime, dB(A) F1-01 | C | 70 | 60 | 70 | 46 F1-02 | C | 70 | 68 | 68 | 41 F1-03 | C | 70 | 65 | 65 | 55 F1-04 | C | 70 | 65 | 65 | 52 F2-01 | B | 65 | 55 | 63 | 40 F2-02 | B | 65 | 55 | 62 | 40 F2-03 | B | 65 | 55 | 62 | 40 F2-04 | B | 65 | 55 | 62 | 40 F2-05 | B | 65 | 55 | 62 | 40 F2-06 | B | 65 | 55 | 62 | 40 F2-07 | B | 65 | 55 | 62 | 40	
	7. Rtc (6) : Typing error: The SPL of QJ_1 should be 66.2dB(A) instead of 66.8dB(A) in Appendix 4.3.	Noted and revised in **Appendix 4.3** of **Appendix F**.
	Waste management and land contamination issues	
	(1) **Response to Comment (6) - Para. 5.4.1**	
	In addition to excavation and site formation, please clarify whether C&D materials are anticipated from site clearance, demolition of existing buildings, and superstructure works. The Consultant shall update the information accordingly to tally the content under the sub header "Key source of C&D materials."	Noted and updated in **S5.4.1** of **Appendix F**.
	(2) **Response to Comment (8) and (20)-Para. 5.4.5**	
	(a) Please revise "inert and non-insert materials" to "inert and non-inert C&D materials"	Noted and revised in **S5.4.5** of **Appendix F**.

No.	Comments	Responses
	(b) Please clarify why non-inert C&D materials are anticipated during the basement excavation.	Noted and revised in **S5.4.5** of **Appendix F**.
	(c) Considering the Project Site is situated on reclaimed land, the Consultant shall review whether land-based sediment is present. The Consultant shall review the geological profile within or close to the Project Site and the excavation requirements of this Project to determine the necessity of assessing the waste management implications arising from land-based sediment in this Study. If affirmative, please briefly elaborate on the quantity estimation, handling arrangement, disposal options, and mitigation measures to be incorporated.	Noted and please refer to **Appendix F** for updates.
	(3) **Response to Comment (6)–Para. 5.4.10**	
	Based on the estimation in Para. 5.4.5, the Consultant shall review and clarify the requirement of this Project regarding the disposal of non-inert C&D materials.	Noted and revised in **S5.4.10** of **Appendix F**.
	(4) **Response to Comment (14) – Section 5.4 (Asbestos Containing Materials)**	
	Since ACM is classified as chemical waste, please relocate them to proper locations after Paragraph 5.4.14.	Noted and relocated to **S5.4.15 to 5.4.17** of **Appendix F**.
	(5) **Para. 5.4.15**	
	To evaluate the accuracy of the quantity estimation for general refuse in Table 5.1, the Consultant shall supplement the assumption adopted, including but not limited to (i) the disposal rate and (ii) the number of workers.	Noted and updated in **S5.4.15** of **Appendix F**.
	(6) **Response to Comment (15)-Table 5.1**	
	(a) Regarding the quantity for on-site and off-site reuse of C&D materials, the Consultant is advised to discuss the portion for inert and non-inert C&D materials separately for clarity.	Noted please refer to **Table 5.2** of **Appendix F**.

No.	Comments	Responses
	(b) Please clarify why non-inert C&D materials are anticipated from basement excavation.	Please note that there would be about 1,620m^3 non-inert C&D materials generated during the basement excavation.
	(c) Please review whether land-based sediment is anticipated in the basement excavation.	Please note that there would be about 4,860m^3 land-based sediment generated during the basement excavation.
	(d) The Consultant is advised to elaborate further on the assumption adopted for GFA in the quantity estimation of C&D materials for constructing new buildings/structures.	With reference the MLP and development parameter, the total GFA of the Proposed Development is not more than 16,691.1m^2.
	(e) The previous comment has not been duly addressed. Although no information is currently available for the quantity estimation for ACM, the Consultant shall specify the nature of the concerned construction activity as well as the recommended disposal outlet.	Noted please refer to **Table 5.2** of **Appendix F**.
	(f) Should land-based sediment be anticipated, please incorporate its estimation and recommended outlet for clarity.	Noted please refer to **Table 5.2** of **Appendix F**.
	(g) For consistency, please keep in either "tonnes" or tones" in footnote (c).	Noted and updated in **Table 5.1** of **Appendix F**.
	(h) The Consultant is advised to supplement the conversion factor adopted from volume-based to weight-based units for C&D materials. Please be reminded that different conversion factors shall be adopted for inert and non-inert C&D materials.	Noted and updated in **Table 5.1** of **Appendix F**.
	(i) Please discuss and estimate the number of dump trucks for inert and non-inert C&D materials separately.	Noted and updated in **Table 5.1** of **Appendix F**.
	(7) **Response to Comment (20) - Para. 5.5.17**	
	(a) Considering that Section 5.5 is designated for discussing mitigation measures during the construction phase, the Consultant is advised to relocate the content related to land-based sediment to the proper location in Section 5.4.	Noted and updated. Please refer to **S5.4.21 to S5.4.24** of **Appendix F** for updates.

No.	Comments	Responses
	(b) Please revise "marine sediment" to "land-based sediment" to avoid confusion.	Noted and updated. Please refer to **S5.4.21 to S5.4.24** of **Appendix F** for updates.
	(c) The Consultant is advised to elaborate further on the location of the reference GI records and provide further details to evaluate its relevance.	Noted and updated. Please refer to **S5.4.21 to S5.4.24** of **Appendix F** for updates
	(d) Should relevant GI records be available, the Consultant is advised to supplement such records and provide an estimation of the quantity of land-based sediment.	Noted and updated. Please refer to **Table 5.1** of **Appendix F** for updates**.**
	(e) The Consultant shall elaborate further on the measures to be taken and the corresponding requirement for reusing excavated land-based sediment on-site.	Noted and updated. Please refer to **S5.5.17 to S5.5.26** of **Appendix F** for updates
	(8) **Response to Comment (20)–Appendix 5.1**	
	The Consultant shall supplement the locational plan to show the drillhole location and its distance from the Project Site.	Noted and updated. Please refer to **Appendix 5.1** of **Appendix F** for updates.
	(9) **Response to Comment (19)–Para. 5.6.1**	
	(a) For clarity, please revise "…residential and recreational such as…" to "…residential and recreational uses such as…" in the first sentence.	Noted and revised in **S5.6.1** of **Appendix F**.
	(b) To avoid confusion, please do not quote the disposal rate for MSW in the second sentence.	Noted and revised in **S5.6.1** of **Appendix F**.
	(c) Please revise "general waste" to "general refuse" to avoid confusion.	Noted and revised in **S5.6.1** of **Appendix F**.
	(d) The quantity estimation for the disposal of general refuse is inaccurate. Based on those anticipated from the domestic use alone (i.e., 855 x 0.89 = 761kg/day) would have exceeded the current estimation of 614kg/day. The Consultant shall carefully review and estimate the quantity of general refuse that will be generated, disposed of, and recovered daily.	Noted and revised in **S5.6.1** of **Appendix F**.
	(e) To facilitate vetting, please compile a summary table with separate columns for quantity estimation of general refuse from the domestic and C&I sectors.	Noted please refer to **Table 5.2** of **Appendix F**.

No.	Comments	Responses
	(10) **Response to Comment (21)– Para. 5.6.6**	
	Please specify the personnel responsible for collecting and disposing of chemical waste during this Project's operation phase.	Noted and revised in **S5.6.6** of **Appendix F**..
	(11) **Section 5.7**	
	The Consultant is advised to elaborate further on the type of waste to be generated from the construction and operation of the Project.	Noted and revised in **S5.7** of **Appendix F**.
	(12) **Response to Comment (22)–Table 6.1**	
	(a) Please revise the description for 1972 as follow: "The Application Site was become vacant land".	Noted and revised in **Table 6.1** of **Appendix F**.
	(b) According to the aerial photograph from 1976, there were some activities on the Project Site, with suspected construction sites for the Wah Tung Godown Building. To avoid confusion, please revise the land use and description.	Noted and revised in **Table 6.1** of **Appendix F**.
	(c) The Consultant is advised to elaborate further on the land use immediately adjacent to the Wah Tung Godown Building (i.e., the two buildings adjacent to the Project Site).	Noted and updated in **Table 6.1** of **Appendix F**.
	(13) **Response to Comment (23)–Appendix 6.1**	
	The Consultant is advised to graphically indicate the location of the Redland Concrete Batch Plant to facilitate vetting.	Noted and updated in **Appendix 6.1** of **Appendix F**.
	(14) **Response to Comment (24)–Appendix 6.2**	
	(a) The previous comment has not been duly addressed. The Consultant is advised to clarify whether a site interview with the current or previous occupier was conducted.	Questionnaire with existing Site owner is not applicable as the Existing Site owner didn't join the Site walkover.
	(b) Please further elaborate on the nature of the off-site contamination source, "Redland Concrete Ltd. Ldt." as filled in item 9 of the "Observation" table in the site walkover checklist.	The **Table 6.3 (original Table 6.2)** of **Appendix F** has been updated. Irrelated information has been deleted.

No.	Comments	Responses
	(15) **Response to Comment (23)–Para. 6.2.6**	
	(a) The last sentence is confusing. Please review and clarify why potential land contamination issues within the Project Site need to be further ascertained, considering that the ground level of the existing building has been designated as a car park, with no land contamination potential.	The sentence has been deleted.
	(b) According to Photo 6 enclosed in Appendix 6.2, a suspected chemical container is identified. The Consultant shall elaborate further on its nature and clarify whether any chemical is stored at such locations.	It is the water container for planting. No chemical is stored at the locations.
	(16) **Response to Comment (25)–Para. 6.2.7**	
	(a) According to photographic records 7 & 8 in Appendix 6.2, non-road mobile machinery and suspected containers and drums were identified from the peripheral inspection. The Consultant is advised to elaborate further on the land use and potential land contaminative activities from the concrete batching plant (CBP).	Access to the plant was not granted as it is still in operation. However, a peripheral inspection of the site revealed no signs of obvious or suspected contamination, such as oil staining, abnormal odors, or dangerous goods and chemical storage. It can be considered that the potential land contamination problem arising from the CBP is not anticipated. It is recommended that a further detailed site appraisal may be required to determine whether the site is contaminated in later stage.
	(b) Please revise the second sentence as follows: *"As the plant are is still in operation, access was not granted, a site peripheral inspection outside the plant was also conducted instead."*	Noted and updated in **S6.2.7** of **Appendix F**.
	(c) While the site was inaccessible during the site walkover, the Consultant shall clarify whether questionnaire was conducted with the occupier to acquire further information of the adjacent site to evaluate its land contamination potential to the Project Site.	It is observed that the ground floor of the CBP generally consists of the carpark for loading/ unloading activities, and the ground of the plant was fully paved in good condition. No sign of obvious / suspected contamination such as oil staining, abnormal odour, dangerous goods storage and/ or chemical storage within the area during the site inspection. Therefore, it can be considered that the potential land

No.	Comments	Responses
		contamination problem arising from the CBP is not anticipated.
	(17) **Response to Comment (26) and (27) - Appendix 6.3 and Para. 6.2.8**	
	Due to the low resolution of the layout plan extracted from BRAVO, the Consultant shall review and clarify whether there is any transformer room in the building. If affirmative, the Consultant is advised to reach out to CLP for further information on the O&M of the transformer room in question, including but not limited to (i) the nature of chemical or fuel used, (ii) spillage and leakage records, (iii) paving condition, to facilitate the vetting of its land contamination potential.	Further review of the floor plan for the Wah Tung godown confirms that there is no transformer room in the building. Therefore, potential land contamination issues are not anticipated.
	(18) **Response to Comment (29)- Appendix 6.4 and Para 6.2.10**	
	The previous comment has not been duly addressed. While the Consultant specified there are 3 CWP registrations within the Application Site, please elaborate further and compile a summary table with information including but not limited to (i) identity of the CWP, (ii) nature of business, (iii) chemical type, (iv) address, and (v) activeness/validity. For clarity, please also specify the date of inspection of the registry of chemical waste producers. It is understood that information will be supplemented once available. We reserve the right to offer further comment on their land contamination potential.	Noted and updated, the information has been summarized in **Table 6.2** of **Appendix F**.
	(19) **Response to Comment (28) and (30)– Appendix 6.4 and Table 6.2**	
	(a) The reply letter from the PlanD is incomplete. The Consultant shall carefully review and supplement the full set of relevant information to facilitate vetting the summary tabulated in Table 6.2.	Noted and updated in **Table 6.3** of **Appendix F**.
	(b) Please review whether the description of "Not in a position to provide on the land contamination issues" is consistent with the return from PlansD. If not, please update it accordingly to avoid confusion.	Noted and updated in **Table 6.3** of **Appendix F**.
	(20) **Response to Comment (32)–Para. 6.3.2**	

No.	Comments	Responses
	(a) The content in Paragraph 6.3.2 does not tally the information discussed previously in Section 6.2. The Consultant is advised to incorporate an additional sub-section to discuss and evaluate the land contamination potential of the Project Site before determining whether further site investigation will be required. Please be reminded to focus on the land contamination potential (i) at the ground level of the existing industrial building and (ii) at the CBP immediately adjacent to the Project Site.	Noted and revised in **S6.3.1** of **Appendix F**.
	(b) The Consultant shall carefully distinguish the difference between "site investigation" and site appraisal". Please be advised that site investigation covers the soil and groundwater sampling works.	Noted.
	EPD's comments on revised AQIA at Appendix G	
	To be provided.	Noted.
7.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 3 June 2025**	
	Planning Application No. A/K15/132 - Further Information (No. 2)	
	AQIA Comments	
	R-to-C	
	1. R-to-C #24 & Appendix 2.11: The road link map as provided in Appendix 2.11 should be overlayed with PATH grids. Please show the 500m assessment area and remove those catchment areas. Besides, please indicate the road links with start emission; and label Road Link No.74 in the map. Please provide the map with higher resolution.	Appendix 2.11 of **Appendix G (Replacement Pages of Updated Air Quality Impact Assessment)** is updated.
	2. R-to-C #32 & Section 2.11.8: [Ref-2] is inserted in the text but no reference is provided. Please rectify it.	It should be referred to Ref 4. Typo is revised in **S2.11.8** of **Appendix G**.

No.	Comments	Responses
	3. R-to-C #39 & Figure 2.2: The locations of A05 and A06 have not been revised in Figure 2.2.	For the point of the nearest air sensitive sues from the site to the proposed development, contour ASRs have been adopted to assess and the contour map can be referred to **Appendix 2.14** of **Appendix G**.
	4. R-to-C #40 & Figure 2.4: The name of the CBP has not been included in Figure 2.4. Please also include the locations and names of Sand Depot (YTML 25 &Ext), Architectural Salvage Store(YTML 26 &Ext) and 全記五金貿易有限公司 into the figure.	Location and name of "Redland Concrete Ltd." and "YTML 25&Ext" are included in **Figure 2.4** of **Appendix G**.
	5. R-to-C #14, #46 & #48 & Appendix 2.8 & 2.11: Please review and confirm if the trucks only transport inside the CBP at the emission source L21 (i.e. road link #74 in Appendix 2.11). Also, the haul road shown in Appendix 2.11 does not match with the road on Figure 2.4. Please review and check.	Based on on-site observation, the trucks only transport inside the CBP at the emission source L21 (i.e. road link #74 in Appendix 2.11). And road link #74 in **Appendix 2.11** of **Appendix G** has been updated to ensure the presentation consistency.
	6. R-to-C #46 & Appendix 2.11, please review and clarify if the trucks in Road ID 74 include both IN and OUT directions. If yes, the Total Vehicles(Veh/hr) should be doubled to 34 instead of 17. Besides, please provide reference for the assumption of their speed.	The trucks in Road ID 74 does not include IN and OUT directions. The Total Vehicle (Veh/hr) of 17 and average speed (km/hr) of 5 are based on on-site observation. Please refer to updated **Appendix 2.11** of **Appendix G**.
	7. R-to-C #49 & #51: Please provide relevant pages from the referenced report for reference.	Referenced report for the assumption of 22 tonnes as the average weight of vehicles in the calculation of emission factor for paved road and the locations of emission sources which are identified in **Figure 2.4** are presented in **Appendix 2.22** of **Appendix G**.
	Report	
	1. Section 2.2: Please also discuss the requirements in HKPSG and the criteria for the quantitative odour impact assessment.	**Section 2.2** of **Appendix G** is updated.
	2. Table 2.1: The column label should read "Avera**ging** Time" and "No. of exceedances allowed **per calendar year**".	**Table 2.1** of **Appendix G** is revised accordingly.
	3. Table 2.1: Please provide the full name of the pollutants similar to Table 2.3.	**Table 2.1** of **Appendix G** is revised accordingly.

No.	Comments	Responses
	4. Table 2.3: Please repeat the header row if the table splits across two pages.	**Table 2.3** of **Appendix G** is revised accordingly.
	5. Tables 2.3 & 2.4: Please bold all the values which exceed the AQOs.	**Tables 2.3 and 2.4** of **Appendix G** are revised accordingly.
	6. Table 2.5: Please ensure the nearby air sensitive uses have been identified as ASRs e.g. any air sensitive uses such as office at Redland CBP and Kwun Tong Wholesale Fish Market, etc.	Please refer to updated **Table 2.6 and Figure 2.2** of **Appendix G**.
	7. Table 2.5: Please check whether A04 should be named as "The Coast Line I".	Planned Residential Development (Application No. A/K15/122) is divided into two application sites and still under construction stage, namely The Coast Line I and The Coast Line II. For better presentation. name of "The Coast Line I and The Coast Line II" is added in to description of A04 and A20 in **Table 2.6** of **Appendix G**.
	8. Section 2.5.7: Please clarify whether regular site audit would be carried out to monitor the dust mitigation measures.	For example, regular site audit would be carried out to monitor the dust mitigation measures. Please refer to updated **S2.5.7** of **Appendix G**.
	9. Section 2.7.1: Please revise as follows:…which cannot satisfy~~ied~~ the buffer distance…	**S2.7.1** of **Appendix G** is revised accordingly.
	10. Section 2.7.5 and 2.11: Please supplement in Appendix the details of site visits, including the date, time, temperature, relative humidity, patrol route, relevant photos and odour assessment results, etc.	Please refer to updated **S2.7.2, S2.11 and Figure 2.7** of **Appendix G**.
	11. Section 2.7.10: Please specify the year of the cessation of the concrete batching plants.	The year of the cessation of the concrete batching plants is updated in **S2.7.10** of **Appendix G**.
	12. Section 2.7.11: "Annex I" should read "Annex 2" and "Technical, Management and Monitoring Requirements" should read "Best Practicable Means" in the quoted BPM.	**S2.7.11** of **Appendix G** is revised accordingly.

No.	Comments	Responses
	13. Sections 2.7.13 & 23: Please revise the discussion of "three concrete batching plants" as only one CBP is considered now.	**S2.7.13 and 2.7.24 to 2.7.26** of **Appendix G** are revised accordingly.
	14. Section 2.7.14: Please provide the source of information regarding the enclosed operation environment for sand refilling activities and sand storage area of barge.	The information of the enclosed operation environment for sand refilling activities and sand storage area of barge are based on several site visits. **S2.7.14** of **Appendix G** is revised.
	15. Section 2.7.17: Please supplement the discussion on the information and assumption for the barges serving Architectural Salvage Store and Sand Depot.	The discussion on the information and assumption for the barges serving Architectural Salvage Store Architectural Salvage Store (全記五金貿易有限公司), Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext) are included in **S2.7.24, S2.7.25 and S2.7.26** of **Appendix G** respectively.
	16. Section 2.7.17: please check and clarify why there are two sources of barge serving Architectural Salvage Store (also YTML 26 & Ext) but only one such route is presented in Figure 2.5. Besides, please clarify what the marine emission source – Kam Kee Recycle Barge is in Figure 2.5, which is not discussed in this Section.	Please note there are one source of barge serving Sand Depot (YTML 25 &Ext) (i.e. Source ID: SD01 to SD27); one source of barge serving Architectural Salvage Store (YTML 26 & Ext) (i.e. Source ID: YTB01 to YTP25); and one source of barge serving Architectural Salvage Store (全記五金貿易有限公司) (i.e. Source ID: TK01 to TK21). The discussion on the information and assumption for the barges serving Architectural Salvage Store Architectural Salvage Store (全記五金貿易有限公司) is included in **S2.7.24** of **Appendix G**.
	17. Section 2.7.22: Please clarify the number of location/unloading point for the CBP (is it three?) and the maximum number of barges in operation.	In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barge in operation at any time would be one.
	18. Section 2.7.23: Please review if the discussion here is contradicting with Section 2.7.14 regarding the enclosed sand storage area.	It is clarified that the raw materials stored on the barge was not fully enclosed on some occasions, wind erosion of raw materials may impose negative impact on the Proposed Development. Therefore, the wind erosion of raw materials from barge at the concrete batching plant is included in the assessment.

No.	Comments	Responses
		S2.7.14 of **Appendix G** is revised accordingly while the paragraph in **S2.7.23** of **Appendix G** is removed.
	19. Section 2.8.9: Please update the number of road links.	**S2.8.9** of **Appendix G** is revised accordingly.
	20. Section 2.8.10: Please be reminded to provide the endorsement of TD on the traffic data.	TD's endorsement on the traffic data is provided in **Appendix 2.11** of **Appendix G**.
	21. Section 2.11: In view of the proximity of Yau Tong Sewage Pumping Station to the proposed development, please assess its odour impact in the quantitative odour impact assessment. Otherwise, strong justifications should be provided for excluding it from the quantitative odour impact assessment.	Upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. In addition, according to the reply from EPD's regional office (see **Appendix 2.18** of **Appendix G**), there is no odour complaint in the concerned area such as Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market. Based on the latest information from DSD, enhancement work would be carried out at YTSPS and the tentative completion of the enhancement project is 2032. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical sewage pumping station subject to funding and detailed design. Correspondence with DSD is provided in Appendix 2.11. Furthermore, a separate odour impact assessment for YTSPS with proposed enhancement work would be prepared for relevant departments (EPD & DSD)' approval and the occupation date of the Proposed Development would not be earlier than the completion date of YTSPS enhancement works. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated. Please refer to updated **S2.11.3-4, S3.1.5-S3.1.6** of **Appendix G**.
	22. Section 2.11.9: Please clarify if the said improvement work should be completed more than one year before the operation of the Project as the project will commence in 2032 instead.	Based on the latest information from DSD, enhancement work would be carried out at YTSPS and the tentative completion of the enhancement project is 2032. And the occupation date of the Proposed Development would not be earlier than the

No.	Comments	Responses
		completion date of YTSPS enhancement works.
	23. Section 3: Please also discuss the results for construction phase.	Adequate dust suppression mitigation measures will be implemented during construction phase of the Project so that adverse air quality impact is not anticipated.
	24. Section 3.1.1: Please supplement a separate figure to indicate the exceedance area and its concerned levels, and state that air sensitive uses, openable windows and fresh air intakes will not be located there.	Please refer to **S3.1.3-S3.1.4 and Appendix 2.21** of **Appendix G**.
	25. Figure 2.1: Please overlay the PATH grid on this figure.	**Figure 2.1** of **Appendix G** is updated.
	Appendix 2.2	
	1. Please supplement a table showing the barge schedule.	The barge schedule is supplemented in **Appendix 2.2** of **Appendix G**.
	2. Calculations of Emission Sources with Concrete Batching Plant (CBP): Please update the description with the updated BPM in Note [2].	**Note [2]** in **Appendix 2.2** of **Appendix G** is updated.
	3. Calculations of Emission Sources with Concrete Batching Plant (CBP): There is no SP information on Redland Concrete Ltd in the referenced EIA Report. Please review and revise the reference for the operation hour in Note [4].	As stated in the referenced EIA Report (Section 3.5.2.12 in approved EIA EIA-258/2018 - Lei Yue Mun Waterfront Enhancement Project), the operation hour of a CBP, typically 07:00 – 19:00, 12 hours a day.
	Appendix 2.3	
	1. The first remark under the calculation of emission factor for wind erosion at sand dunes is not shown completely.	Noted and revised in **Appendix 2.3** of **Appendix G**.
	2. Emission Factor for Barge of Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext): The input values of Time-In-Mode for Maneuvering for YTML 26&Ext are incorrect.	Time-In-Mode for Maneuvering for YTML 26&Ext is revised. In views of the distance between the emission source and Subject Site (approx. over 320m) and the infrequent event of vessel activity for Architectural Salvage Store (YTML 26 &Ext) which assumed one barge hotelling during the operation hours (i.e. 0700-1900) in the assessment, it is assumed that the emission contribution from the vessel activity for Architectural Salvage

No.	Comments	Responses
		Store (YTML 26 &Ext) is relatively low and the impact to the result shall be minimal.
	Appendix 2.4	
	1. Calculations of Time-In-Mode (TIM) for Marine Vessels: The discussion on the average travelling speed in Note [2] for the calculations of Time-In-Mode is incomplete.	Note [2] for the calculations of Time-In-Mode is revised in **Appendix 2.4** of **Appendix G**.
	Appendix 2.7	
	1. Please present the SO2 emission factor and emission rate.	SO2 emission factor and emission rate are supplemented in **Appendix 2.7** of **Appendix G**.
	Appendix 2.8	
	1. Wind Erosion of Sand Barge – Area Source [Note 1]: There is no relevant information extracted in Appendix 2.3. Please review and revise the reference.	The relevant information are extracted and presented in **Appendix 2.22** of **Appendix G**.
	2. The assumed mean sea levels are different between wind erosion and marine emissions. Please review and ensure the consistency.	Note for mean sea level under "Wind Erosion of Sand Barge - Area Source (Source ID: SB04)" are updated in **Appendix 2.8** of **Appendix G**.
	3. Please review and revise the referenced Appendix as stated in "Operation Hours" for YTML 25&Ext, YTML 26 &Ex, 全記五金貿易有限公司, fishing vessels and planned local vessel.	The referenced Appendix as stated in "Operation Hours" for YTML 25&Ext, YTML 26 &Ex, 全記五金貿易有限公司, fishing vessels and planned local vessel are revised in **Appendix 2.8** of **Appendix G**.
	4. Input Parameters of Major Point Sources in AERMOD: Please review and revise the Note numbering.	Noted and revised in **Appendix 2.8** of **Appendix G**.
	Appendix 2.10	
	1. Please present the Met Summary of all the PATH grids inside the assessment area.	Appendix 2.10 of **Appendix G** is updated.
	Appendix 2.13	
	1. AQO for SO2 is 40ug/m3. Please update it.	**Appendix 2.13** of of **Appendix G** is revised accordingly.
	2. Some largest values are not bolded. Please rectify.	All the largest values were bolded. Hourly NO2: D08_2F

No.	Comments	Responses
		Daily NO2: D08_2F Annual NO2: D08_1F Daily RSP: D06_4F Annual FSP: D06_4F Daily FSP: D06_4F Daily FSP: D06_4F 10-min SO2: D08_2F Daily SO2: D08_2F
	Appendix 2.14	
	1. Please explain the contour line with its unit in the legend.	**Appendix 2.14** of **Appendix G** is updated.
	2. Please show the concentrations of all presented contour lines.	**Appendix 2.14** of **Appendix G** is updated.
	3. The contour maps of NO2 and SO2 show the same exceedance zone as RSP/FSP. While there is no exceedance of NO2 and SO2, the exceedance zone in these maps should be removed.	**Appendix 2.14** of **Appendix G** is updated.
	4. Please shade the exceedance zones.	**Appendix 2.14** of **Appendix G** is updated.
	5. AQO for SO2 is 40ug/m3. Please update it.	**Appendix 2.14** of **Appendix G** is updated.
	Appendix 2.15	
	1. Please present the input odour rates to AERMOD.	The input odour rates are already shown in **Appendix 2.15** of **Appendix G**.
	Appendix 2.16	
	1. The criterion for odour is not an AQO. Please revise the label at the end of the table.	**Appendix 2.16** of **Appendix G** is updated.
	2. The largest value is not bolded. Please rectify.	The largest value was bolded at D05_GF.
	Appendix 2.17	
	1. Please include the contour line with its unit in the legend.	**Appendix 2.17** of **Appendix G** is updated.
	3. Please remove the exceedance zone as there is no exceedance of odour.	**Appendix 2.17** of **Appendix G** is updated.

No.	Comments	Responses
	4. The criterion for odour is not an AQO. Please revise the title.	**Appendix 2.17** of **Appendix G** is updated.
8.	**Fire Services Department, Corporate Strategy Command, Planning and Development Division, dated 2 June 2025** Please be informed that I have no specific comment on the captioned work subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the Director of Fire Services. Detailed fire services requirements will be formulated upon receipt of formal submission of STT/STW or general building plans. Furthermore, the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department.	 Noted. Noted. Noted.
9.	**Highways Department, Lighting Division, Section 2 (Kowloon, Shatin, Sai Kung, Tai Po Districts Road Lighting), dated 5 June 2025** Please note that this office has **no objection in principle** subject to the following items from public lighting point of view: i. If amendment of any existing public lighting utilities is required, including any temporary amendments, please submit the proposal with necessary lighting simulations for our consideration. Sufficient lighting level shall be maintained during construction stage. ii. Precautionary measures shall be taken to avoid any damage to the lamp posts and public lighting installations during the course of the development. The project proponent shall be responsible for rectification of any damage of public lighting installation aroused by the works at the project proponent's own cost. iii. Lighting proposal of the surrender area which forms part of public road shall be submitted to this office for agreement	 Noted. Noted. Noted.

No.	Comments	Responses
10.	**Highways Department, Urban Region, District and Maintenance Section, Special Maintenance Section, Tunnels Section (Kowloon), District Section, dated 5 June 2025** Please confirm you will provide physical demarcation to delineate the boundary of private lot and widened public road from highway maintenance point of view.	Noted and please be confirmed that the physical demarcation of the private lot boundary and widened public road will be provided upon the completion of the Proposed Development.
11.	**Marine Department, Planning & Services Division, Planning, Development and Port Security Branch, Planning and Development Section (1), dated 2 June 2025** Please note that there is a proposed promenade near the waterfront. If the project involves marine works, kindly inform the Marine Department in advance and ensure compliance with MDN 23/2020 and relevant marine legislation.	Noted.
12.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 30 May 2025** ***Key Development Parameters*** *Flat no.* R-to-C item 10: Please clarify and rectify the estimated flat no. of OZP compliance scheme *Bonus Site Coverage (SC)* Footnote (3) of Table 4-1: 2. Please clarify and rectify the bonus SC will be claimed under B(P)R22(2) should be rounded down. *Master Layout Plan (MLP) and Sections*	 Please be advised that about 285 flats are estimated with the OZP restriction under domestic PR 5.0. With the Proposed Scheme (i.e. Proposed Minor Relaxation of PR), the Application Site will be able to provide an additional 57 flats, bringing the total number to 342 flats by 2032. Noted. The bonus SC is revised to 0.256% in **footnote [3]** of **Table 4-1** in **Appendix B (Replacement Pages of Updated Supporting Planning Statement)**.

No.	Comments	Responses
	3. Please indicate the voluntary 1.5m Wide full height setback area in the LEGEND of MLP, G/F, L1 and L2 Plans.	Noted. The area of the voluntary 1.5m wide full height setback has been added. Please refer to **Appendix A (Updated Architectural Layout of the Proposed Scheme)** for details.
	4. Please consider to indicate a dimension instead of a range of figures for the width of the surrendered setback area in MLP, Basement and Floor Plans.	Noted. The range of widths for the surrendered setback area has been replaced with a single dimension of "about 1m". Please refer to **Appendix A** for details.
	Illustration of Planning and Design Merits E-0	
	5. The LEGEND of Proposed New Trees is not clear shown in the Drawing, please rectify.	Noted and please refer to **Figure E-03** of **Appendix A** for the updated illustration of Planning and Design Merits.
	Landscape Master Plan	
	6. The Block Layout is not update as shown in the Landscape Master Plan in Appendices A and B, please rectify.	Noted and please refer to **Appendices A and C (Replacement Pages of Updated LMP Report)** for the updated **Landscape Master Plan**.
	Landscape Sections	
	7. The Block Layout is not update as shown in the Key Plan of Landscape Sections in Appendix C, please rectify.	Noted and please refer to **Appendix C** for the updated **Landscape Sections A and B**.
	Technical Assessments	
	Traffic Impact Assessment	
	Table 4.4: Estimated Trip Generations of Nearby Planned Developments	
	8. Please adopt the latest figures of the planned and committed development in Yau Tong area enclosed in your traffic consultant's email dated 28.4.2025.	Noted and the latest figures of the planned and committed developments have been adopted in **Appendix H (Replacement Pages of Updated Traffic Impact Assessment)**.
	Public comments	
	9. During the 2nd publication period from 9.5.2025 to 30.5.2025, please response to the public comments as appropriate.	Please refer to the responses to comments in below section of public comments.
13.	**Planning Department, District Planning Branch, Metro District Planning Division,**	

No.	Comments	Responses
	Kowloon District Planning Office, dated 5 June 2025 Please find the comment for your consideration: **Air Ventilation** Given the site is relatively small in scale and the frontage to the sea is only about 40m, the proposed development will **unlikely** induce significant adverse air ventilation impact to the surrounding pedestrian environment.	Noted.
14.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 30 May 2025** **Visual Impact Assessment** VP1 1. **Figure 3, photomontages (Baseline Scheme and Proposed Scheme)** – The Consultant may wish to outline the extent of the proposed development for the sake of clarity. 2. **Para. 5.1.8** – Judging from the photomontage, Peninsula East will be completely screened off by the proposed development under Application No. A/K15/130. VP2 3. **Para. 5.1.15** – As commented previously, as there is very minor additional visual obstruction to the sky view compared with the Baseline Scheme, it would be more tenable to grade the overall visual impact from "negligible" to **"negligible to slightly adverse".**	Noted and please refer to **Figure 3** of **Appendix D (Replacement Pages of Updated Visual Impact Assessment)** for details. Noted and **para 5.1.8** of **Appendix D** has been revised. Noted and please be advised that the visual permeability of the Proposed Scheme could still largely maintain when compared with the Baseline Scheme from this VP. With the planned and existing development in the YTIA, the view of Quarry Bay across Victoria Harbour still can be seen under the Proposed Scheme. Moreover, the anticipated visual blockage will be mitigated by descending from the inland portion along Tung Yuen Street (100mPD) to a residential portion fronting the Victoria Harbour (80mPD) which echoes with the stepped BH profile from the hinterland to waterfront area

No.	Comments	Responses
		in the YTIA. Thus, the overall rating for this VP shall remain as **negligible**.
	VP3	
	4. **Para. 5.1.16 (2nd line)** – Judging from the photomontage, both the Baseline and Proposed Schemes would be completely screened off and would not be visible.	Noted and **para 5.1.16** of **Appendix D** has been revised.
	VP4	
	5. Paras. 5.1.22 to 5.1.27 –	
	(a) Judging from the photomontages, it seems that the Baseline Scheme will be completely screened off by Coast Line I (i.e. approved Application No. A/K15/122) under construction and a minor topmost portion of the Proposed Scheme would be visible from VP4. Please review/update the visual analysis as appropriate.	Noted and and **para 5.1.22** of **Appendix D** has been revised.
	(b) As there is very minor additional visual obstruction to the sky view compared with the Baseline Scheme, please review if the ratings from each aspect and the overall visual impact should be graded as **"negligible to slightly adverse"** instead of "negligible".	Noted and please be advised that only a minor portion (topmost part) of the Proposed Scheme will result in a slight obstruction to the sky view when compared with the Baseline Scheme. However, the Proposed Scheme does not result in any visually intrusive buildings and is harmonically blended in with the surrounding existing and planned residential developments, respecting the gradation of BH profile descending towards the Victoria Harbour which would not induce further obstruction at this VP. Thus, the overall rating for this VP shall remain as **negligible**.
	VP5	
	6. **Paras. 5.1.32** – As there is very minor additional visual obstruction to the mountain backdrop compared with the Baseline Scheme, it would be more tenable to grade the overall visual impact from "negligible" to **"negligible to slightly adverse".**	Noted and the overall rating of this VP shall refer to **para 5.1.33** of **Appendix D**. Please be advised that the Proposed Scheme would induce only slight obstruction to the mountain backdrop when compared with the Baseline Scheme. Nonetheless, the Proposed Scheme will naturally blend into the high-rise residential developments in the middle-ground which would not obstruct the ridgeline at the back. The extent of openness of the existing sky view and the visual permeability will remain unchanged. Thus,

No.	Comments	Responses
		the overall rating for this VP shall remain as **negligible**.
	Summary of Visual Impact and Conclusion	
	7. **Table 5-3** – The ratings in the table should be revised as per the comments above.	Noted and please be advised that the Proposed Scheme at all 6 VPs are considered visually acceptable as compared with the Baseline Scheme, and in full respect to the stepped BH profile of the Yau Tong waterfront area. The ratings in **Table 5.3** of **Appendix D** shall therefore remain unchanged.
	8. **Para. 6.1.3** – As commented previously, as per the above comments, it should be revised to read as "…the Proposed Scheme will result with negligible to **negligible to slightly adverse** visual impact…".	Noted and please refer to our response above.
	9. Figure 2 – The actual building height (BH) of the development should be 95.6m instead of 95.2m.	Noted and please refer to **Figure 2** of **Appendix D** for updates.
	10. **VIA, Figures 3 to 8 (VPs1 to 6), Photomontages for Baseline and Proposed Schemes** – Please check whether BHs of the proposed developments under Applications No. A/K15/112 and A/K15/130 are 60.5mPD to 120mPD.	Noted and please refer to **Figures 3-8** of **Appendix D** for updates.
15.	**Transport Department, Urban Regional Office, Traffic Engineering (Kln.) Division, Kln. District East (South) Section, dated 30 May 2025**	
	TIA Report	
	Section 2.2.2 - Please clarify whether "Yau Tong Estate Phase 3" shall read "Lei Yue Mun Estate Phase 3".	Noted. Please refer to **Section 2.2.2** of **Appendix H**.
	Drawing nos. 3.1 & 3.4 - The width of vehicular access should not be wider than 7.3m.	Noted. The width of vehicular access is reduced to 7.3m. Please refer to latest **Drawing 3.4** of **Appendix H**.
	Section 3.2.3, Table 3.2 and Appendix I - Our comments on the justifications for parking provisions provided to the applicant on 24 April 2025 has not been addressed yet.	Noted. Please refer to **Appendix I (Updated Justifications for Parking Provisions)** for details.

No.	Comments	Responses
	(See attached file: 20250424 TD comment on parking provisions.pdf)  20250424 TD comment on parkin(	
	With reference to the current master layout plan, it is considered that more parking spaces could be allowed on the basement floors. By relocating the E&M rooms and optimising the layout design for basement and aboveground floors, provision of more parking spaces should be able to archive.	After reviewing the parking space, E&M rooms and ramps, the provision of parking spaces is maximized. A total of 66 car parking spaces can be provided in the Proposed Scheme.
	Please also supplement the written records of agreements on voluntary building setback, 5m-wide public passage and waterfront promenade.	Further to the consultation with KTF (Harbourfront Commission - Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing) on 14 Mar 2025, it is noted that the KTF appreciates the Applicants' genuine intention to provide a voluntary waterfront promenade that open for public enjoyment on a 24/7 basis, and to take up management and maintenance responsibilities. Additionally, the provision of retail activities at lower floors is also supported, as it would increase harbourfront vitality. Please find the presentation materials on the consultation with KTF and the Draft minutes of the KTF meeting in March in **Attachments A to C** of **Appendix I** for details.
	Section 5.1 and RtoC - Some of our previous comments have not been addressed yet, i.e. the on-going improvement works at J/O Cha Kwo Ling Road / Ko Chiu Road under the PWP Item No. B812CL should also be included. *(See attached file: B812CL-GZ01.pdf)*  B812CL-GZ01.pdf	Noted. The improvement works are included in the assessment. Please refer to **Section 5.1.3** of **Appendix H**.

No.	Comments	Responses
	Section 5.1.2 and RtoC - The proposed improvement works at J/O Cha Kwo Ling Road / Yau Tong Road was not included in the approved TIA report for A/K15/130 Section 16 application of the Yau Tong Bay Comprehensive Development. Please remove this improvement works from the report.	Noted. The J/O Cha Kwo Ling Road / Yau Tong Road is assessed based on current layout in **Appendix H**.
	Section 5.1.5 - Please advise the proponent of the cancellation of on-street metered parking spaces and propose relocation of the parking spaces.	Noted, the relocation of the on-street parking spaces is proposed in the TIA report. Please refer to **Section 5.1.5** of **Appendix H**.
	Section 6.1.2 - Please incorporate the population growth arising from intake from other residential developments in the vicinity in your capacity assessment.	Noted, the assessment is updated accordingly. Please refer to **Section 6.2.2** of **Appendix H**.
	Follow-up comments on Planning Statement	
	General - As there is no pedestrian assessment in the TIA report, the ODP-required setback areas at footpath, voluntary public passageway at ground floor linking to promenade are not essential nor necessary from traffic perspectives.	Noted.
	Section 4.2.3 - Please delete "safety" unless demonstrated by traffic assessments.	Noted and relevant paragraphs of **Appendix B** related to pedestrian safety have been revised.
	Table 4-1 - The numbers of parking provision should be updated as per our comments in the TIA report.	Noted and the parking provision of **Table 4-1** in **Appendix B** has been updated.

(Last Updated: 23 June 2025)

PUBLIC COMMENTS

Summary of Public Comments No. 18

No.	Summary of Comments	Responses
1.	**Comments on Planning Considerations** There are opposing views on the minor relaxation of building height and plot ratio restrictions as the proposed development will cause adverse impacts to the surroundings and views of nearby developments.	Findings in our submitted VIA confirmed that the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points. It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be relaxed to 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and thus creating a more dynamic BH profile within the Application Site.
2.	**Comments on Impacts to Surrounding Developments** There are concerns on the stepped building height profile of the proposed development which may set an undesirable precedent leading other developments to follow in the future.	Please refer to response to public comment item no. 1.

(Last Updated: 23 Jun 2025)

Appendix A

Updated Architectural Layout of the Proposed Scheme

TUNG YUEN STREET

SHUNG TAK WAI

18290

1500

Pavement Widening

ABOUT 1M

150

5000

+4.40

+100.00MPD

T1

+109.50MPD

2F
+14.40

OUTDOOR
POOL

+20.15

+80.00MPD

YAU TONG SEWAGE
PUMPING STATION

CONCRETE BATCHING PLANT
(YTML 68)

THE COAST LINE I

+4.40

15M
PROMENADE

海堤 Seawall

SEAWALL

VICTORIA HARBOUR

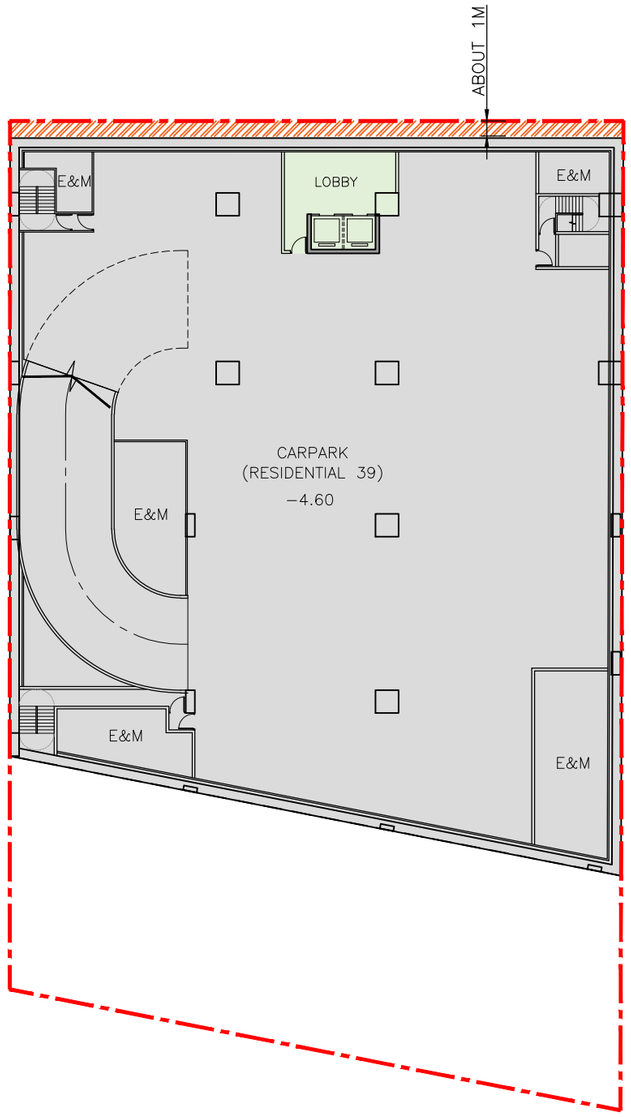
LEGEND

- SURRENDERED SETBACK AREA (39.586m^2)
- VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK (65.219m^2)
- VOLUNTARY WATERFRONT PROMENADE (NOT LESS THAN 608m^2)
- +100mPD PORTION
- +80mPD PORTION

0 1 2 5 10 20m

A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



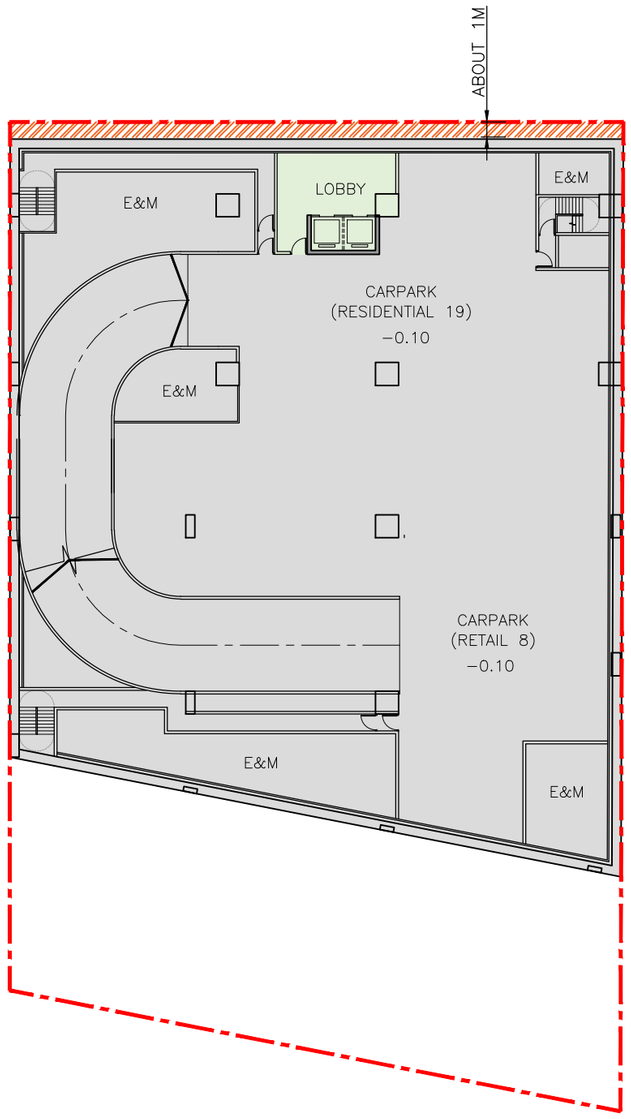
LEGEND

SURRENDERED SETBACK AREA
(39.586m^2)

0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



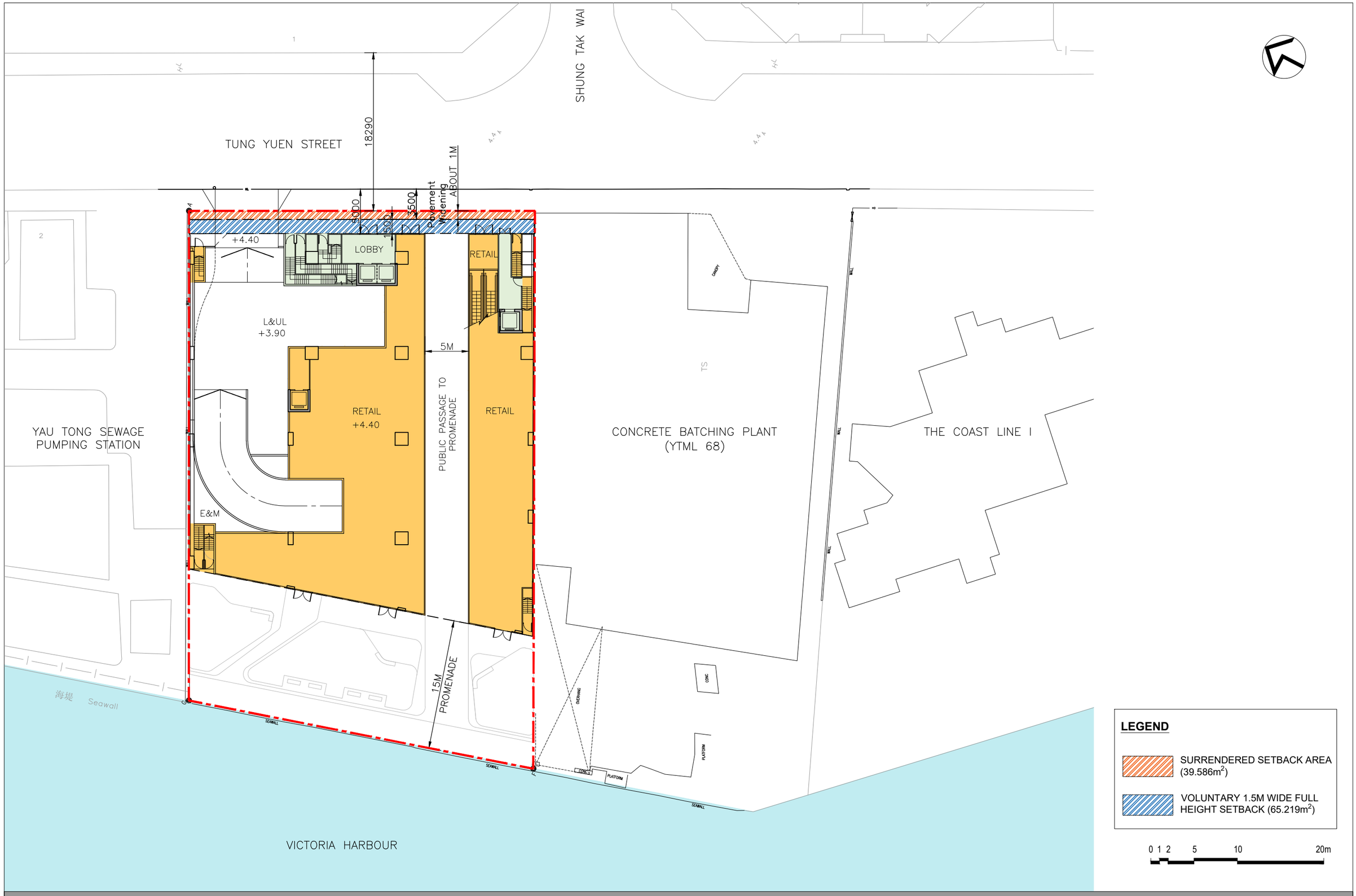
LEGEND

SURRENDERED SETBACK AREA
(39.586m^2)

0 1 2 5 10 20m

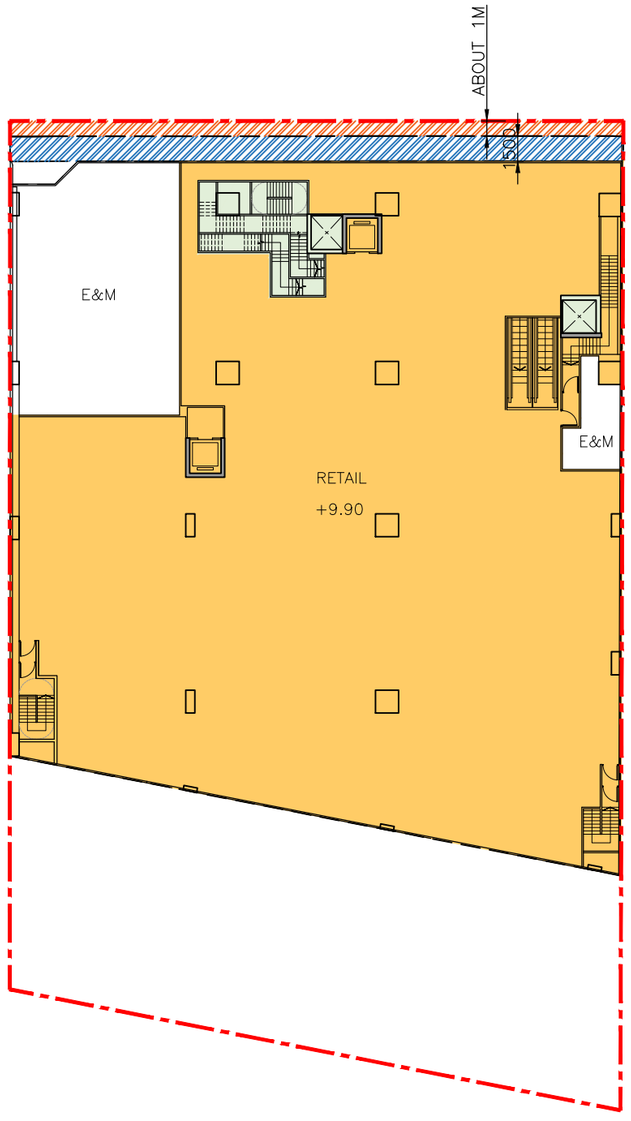
A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level (GF) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

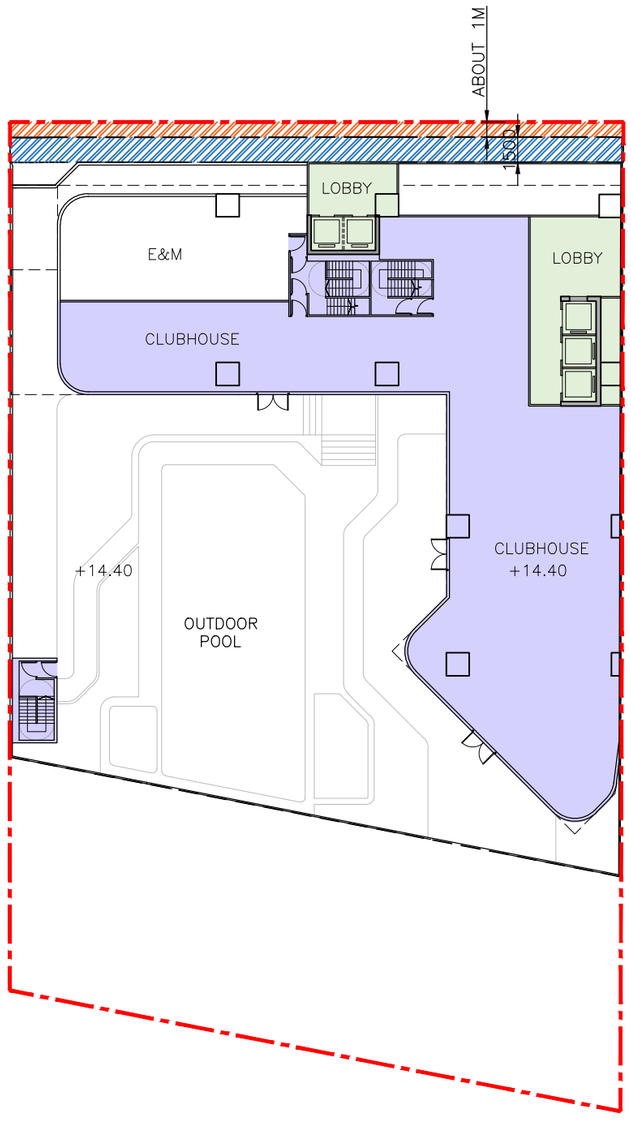
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK ($65.219m^2$)

0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

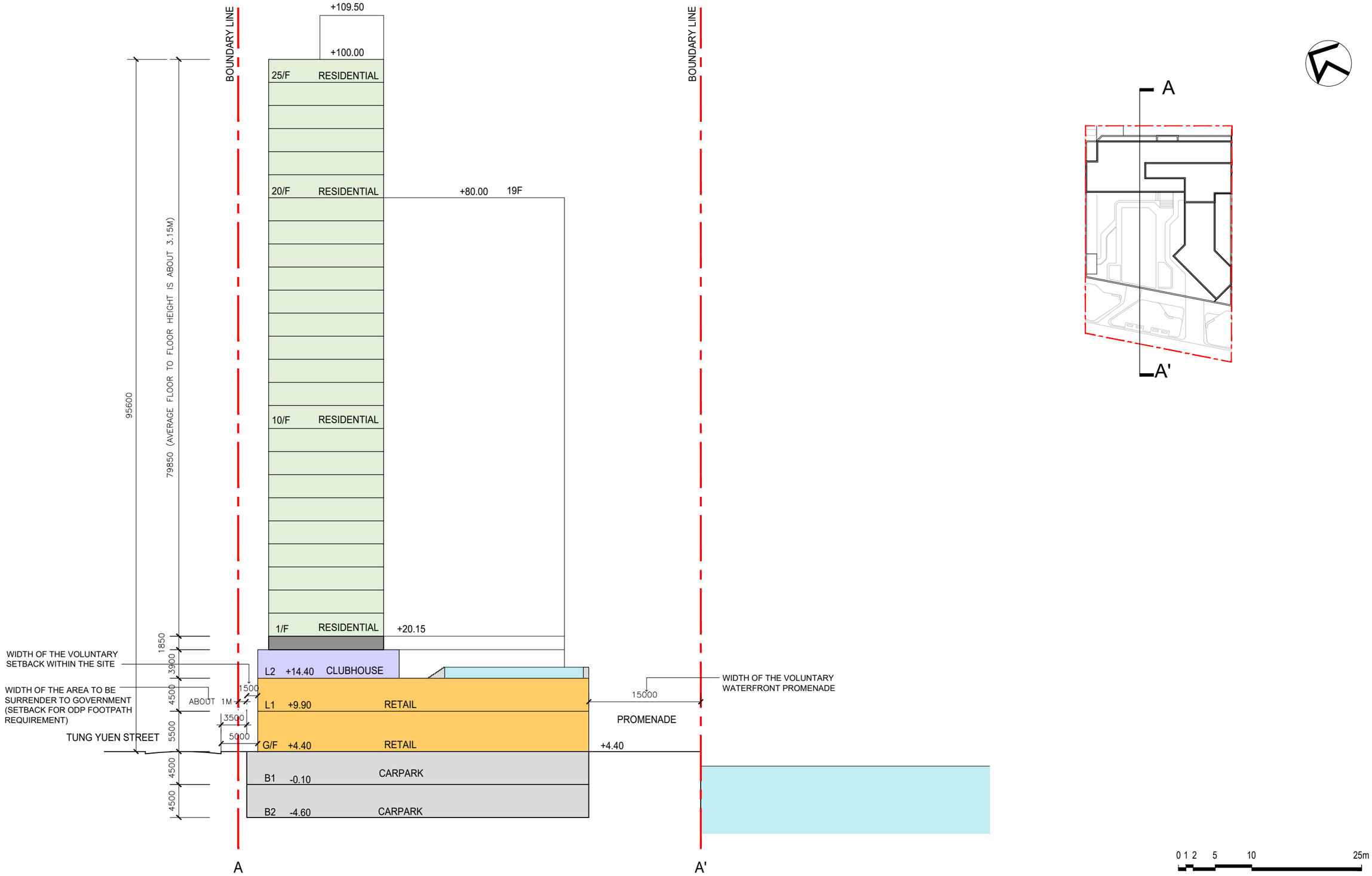
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK ($65.219m^2$)

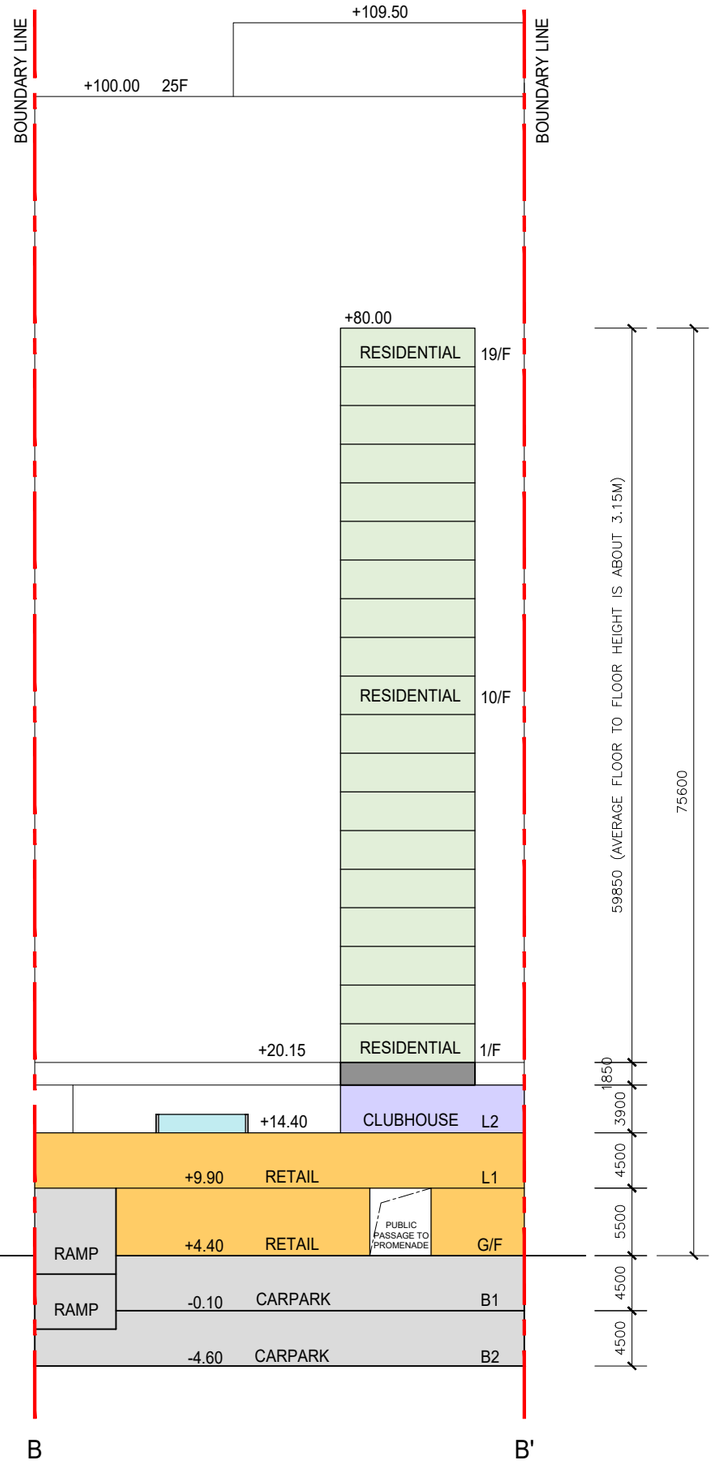
0 1 2 5 10 20m

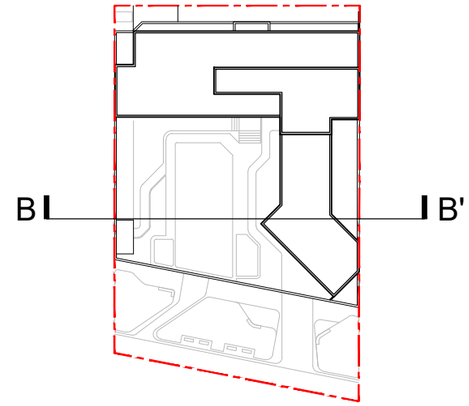
A-06 Level 2 (L2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70


BOUNDARY LINE
BOUNDARY LINE
+109.50
+100.00
25/F RESIDENTIAL
20/F RESIDENTIAL
+80.00
19F
10/F RESIDENTIAL
1/F RESIDENTIAL
+20.15
95600
79850 (AVERAGE FLOOR TO FLOOR HEIGHT IS ABOUT 3.15M)
1850
3900
4500
5500
4500
4500
WIDTH OF THE VOLUNTARY SETBACK WITHIN THE SITE
WIDTH OF THE AREA TO BE SURRENDER TO GOVERNMENT (SETBACK FOR ODP FOOTPATH REQUIREMENT)
ABOUT 1M
1500
3500
5000
TUNG YUEN STREET
L2 +14.40 CLUBHOUSE
L1 +9.90 RETAIL
G/F +4.40 RETAIL
B1 -0.10 CARPARK
B2 -4.60 CARPARK
15000
WIDTH OF THE VOLUNTARY WATERFRONT PROMENADE
PROMENADE
+4.40
A
A'
A
A'
0 1 2 5 10 25m

A
A'





0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

TUNG YUEN STREET

SHUNG TAK WAI

18290

1500

Pavement Widening

ABOUT 1M

500

3000

+4.40

5000

+100.00MPD

T1

+109.50MPD

2F
+14.40

+20.15

+80.00MPD

OUTDOOR
POOL

YAU TONG SEWAGE
PUMPING STATION

CONCRETE BATCHING PLANT
(YTML 68)

THE COAST LINE I

CANOPY

WALL

TS

Possible future
connection to the
wider Kowloon East
promenade.

+4.40

15M
PROMENADE

海堤 Seawall

SEAWALL

OVERHANG

CONC

PLATFORM

Possible future connection
to the waterfront
promenade at the
concrete batching plant

VICTORIA HARBOUR

LEGEND

- Proposed new trees
- Full height setback from the northeastern boundary along Tung Yuen Street for provision of a 3.5m-wide footpath
- The voluntary 1.5m-wide full height setback abutting the building façade within the Application Site
- 5m-wide covered public passage, open 24/7, from Tung Yuen Street to the waterfront promenade through the G/F of the proposed building.
- 15m-wide waterfront promenade (Not less than 608m^2) would be publicly accessible and open 24/7
- Greenery at grade (+4.40mPD)
- Greenery at podium roof (+14.40mPD)

0 1 2 5 10 20m

E-03 Illustration of Planning and Design Merits

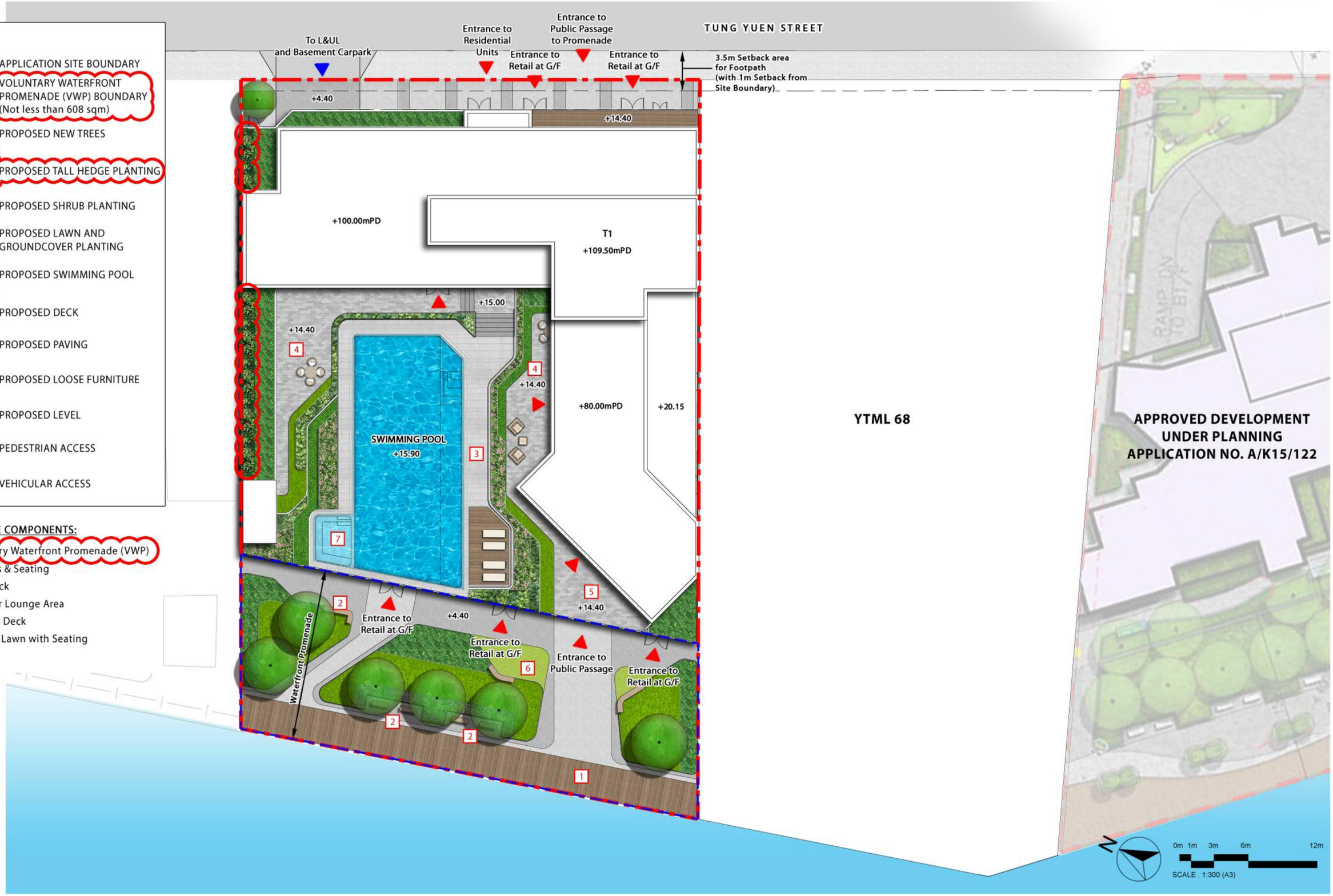
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- PROPOSED NEW TREES
- PROPOSED TALL HEDGE PLANTING
- PROPOSED SHRUB PLANTING
- PROPOSED LAWN AND GROUNDCOVER PLANTING
- PROPOSED SWIMMING POOL
- PROPOSED DECK
- PROPOSED PAVING
- PROPOSED LOOSE FURNITURE
- +4.00 PROPOSED LEVEL
- PEDESTRIAN ACCESS
- VEHICULAR ACCESS

LANDSCAPE COMPONENTS:

1. Voluntary Waterfront Promenade (VWP)
2. Benches & Seating
3. Pool Deck
4. Outdoor Lounge Area
5. Viewing Deck
6. Activity Lawn with Seating
7. Jacuzzi



Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01a

Date : APR 2025
(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-04-23 LMP\2023204-LMP-01a

Appendix B

Replacement Pages of Updated Supporting Planning Statement

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Replacement Pages of Updated Supporting Planning Statement

V3 | June 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

Arup Hong Kong Limited
Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon
Hong Kong
arup.com

1. INTRODUCTION

1.1.1 Pursuant to Section 16 of the Town Planning Ordinance (TPO), this Supporting Planning Statement is prepared and submitted to seek approval from Town Planning Board (TPB) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio (PR) and Building Height (BH) restrictions (Proposed Scheme) in the "Residential (Group E)" ("R(E)") zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (Application Site).

1.1.2 The Application Site, with an area of about 2,419m^2, is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) where the Yau Tong Mass Transit Railway (MTR) Station is at its northeast within a walkable distance. The Application Site is currently occupied by an existing Industrial Building (IB) (i.e. Wah Tong Godown).

1.1.3 The Application Site falls within "R(E)" zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP). According to the Notes of the OZP, the planning intention for "R(E)" zone is for "*phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the TPB*". As specified in the Schedule I of the "R(E)" zone in the Notes of the OZP, the proposed 'Flat', 'Shop and Services' and 'Eating Place' uses are all under Column 2 uses. Hence, a Section 16 Application is herewith submitted to seek approval from the TPB.

1.1.4 According to the OZP and Remark (1) for "R(E)" zone of the Notes, the Application Site is subject to a maximum domestic PR of 5.0 and maximum non-domestic PR of 1.0, or the PR of existing building(s); and a maximum BH of 80mPD, or the height of the existing building(s), whichever is the greater. In addition, Remark (6) for "R(E)" zone also indicated that minor relaxation of the PR/BH restrictions may be considered by the TPB based on the individual merits of a development or redevelopment proposal.

1.1.5 With a view to addressing the acute demand on territorial housing needs, the Government has paid the best of its endeavour to increase housing supply from public and private initiatives, as well as impose a minimum flat size requirement of 26m^2 (i.e. 280ft^2) for residential plots in recent land sale. In accordance with the Government's aspiration, the Applicants intend to realise the planning intention of the subject "R(E)" zone to phase out existing industrial uses through redevelopment for residential use in order to address the industrial/residential (I/R) interface problem. Despite that the Application Site does not fall within the planning briefs (PBs) for the Yau Tong Bay (YTB) and the YTIA "Comprehensive Development Area" ("CDA") zones, the Applicants have taken initiative to provide an additional waterfront promenade of not less than 15m-wide within the Application Site alongside with a 5m-wide public passageway connecting to the Tung Yuen Street, to link up with waterfront area of Lei Yue Mun, Yau Tong Bay and Kai Tak and form a continuous waterfront promenade in East Kowloon. The said waterfront promenade and 5m-wide public passageway from Tung Yuen Street will be opened on a 24/7 basis for public enjoyment. Besides, opportunities are also taken to provide retail facilities and pedestrian comfort improvement measures to activate local streets and enhance walkability. Therefore, this Application also seeks minor relaxation of PR and

covered public passageway adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors, connecting to Tung Yuen Street. The additional waterfront promenade, owned by the Applicants, will be open for public enjoyment on a 24/7 basis and the Applicants would take up the responsibility for its construction, maintenance and management, ensuring it is a well-maintained and inviting space for all visitors. Upon its completion, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. The landscape design will also be coherent with the adjoining waterfront promenade for coherent walking experience along the harbourfront.

4.2.3 **Enhancing Pedestrian Connectivity and Comfort in addition to the Planned Setback – To fully respect the ODP requirements, a full-height setback of about 5m-wide from Tung Yuen Street, of which including a footpath of 3.5m-wide under ODP requirement and an additional setback of 1.5m-wide within the Application Site, is incorporated in the Proposed Scheme to improve pedestrian circulation in the YTIA. Tree plantings will also be provided to further improve pedestrian comfort and walking experience.

4.2.4 **Respecting the Harbour Planning Principles and Guidelines and Local Expectations –** In view of the harbourfront location of the Application Site, the planning and design of the Proposed Scheme has fully respected the Vision and Mission Statements as well as the Harbour Planning Principles and Guidelines promulgated by the former Harbourfront Enhancement Committee. Besides, the Proposed Scheme with a voluntary waterfront promenade for public enjoyment would also respect the Harbour Planning Guidelines and relevant Urban Design Guidelines in Chapter 11 of HKPSG to "*bring people to the harbour and the harbour to the people*".

4.2.5 **Providing Suitable Amount of Non-domestic Floor Space for Retail Uses to Serve Surrounding Residents –** Respecting the planning intention of "R(E)" zone, the Proposed Scheme would obtain PR of 0.9 for non-domestic uses, in the form of 'Shop and Services' and 'Eating Place' uses at the lower floors of the Proposed Scheme. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade would create active frontages for a more vibrant street life and serve local essential needs.

4.2.6 **Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront –** Despite the proposed residential band in the inland portion is with a minor relaxed BH of 100mPD, the residential band fronting the Victoria Harbour would be kept at 80mPD, which is fully in line with the BH restriction on the "R(E)" zone along the waterfront. Besides, the relaxed BH for the residential band at inland portion will not exceed the BH restriction (i.e.100mPD) across Tung Yuen Street. The stepped BH profile for the Proposed Scheme will maintain the distinct gradation of height profile with descending BH towards the harbourfront, while at the same time accommodate additional flat supply and the additional waterfront promenade, resulting in a win-win scenario.

4.2.7 Please refer to the architectural layout of the Proposed Scheme in **Appendix A**, as well as the summary of planning and design merits of the Proposed Scheme in **Appendix B**.

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	-
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691.1m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177.1m^2 [2]	-
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.081 [3] (to be included in Domestic PR) (Not more than 197.93m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
Floor-to-Floor Height	N/A	Basement: about 4.5m Retail: about 4.5-5.5m Clubhouse: about 3.9m Transfer Plate: about 1.85m	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
		Typical Residential: about 3.15m	
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-
Site Coverage (SC) - Below 15m - Above 15m	 N/A N/A	 Not more than 70% Not more than 33.3%	 -
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	Total area of not less than 855m^2, which includes a voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20% [5]	-
Car Parking Spaces Private Car Parking Spaces - Residential - Visitor - Shop and Services/ Eating Place Motorcycle Parking Spaces	 N/A N/A N/A N/A N/A	 66 (incl. 2 accessible car parking spaces) 53 5 8 6	 - - -
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m^2) and SC of 0.256% will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR and SC will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design

BH from 80mPD to 100mPD (for one residential band in the inland portion only) to accommodate the domestic and non-domestic PR put forward in the Proposed Scheme.

5.4.4 With the "incremental approach" adopted by the Government in recent years to expedite the connection of different parts of the waterfront in Hong Kong including Kowloon East, approval of the Proposed Scheme will set a desirable precedent encouraging private-sector's contribution to collaboratively realise public aspiration for a connected waterfront which is proven to be viable and technically feasible.

5.5 Introducing Multiple Planning and Design Merits to Enhance the Pedestrian Connectivity and Comfort

5.5.1 The Proposed Scheme would introduce multiple planning and design merits to benefit the pedestrian environment in terms of connectivity and comfort.

5.5.2 To improve pedestrian circulation, a full-height setback of about 5m-wide from Tung Yuen Street, of which including for the 3.5m-wide footpath under ODP requirement and the further setback of 1.5m-wide, is proposed to improve pedestrian connectivity and provide a buffer zone between pedestrians and vehicular traffic. A new tree is proposed at northwestern part of the Application Site to improve the pedestrian comfort and walking experience on Tung Yuen Street. For details, please refers to the Illustrations in **Appendix B**.

5.5.3 Besides, along adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors. Active retail shop frontages will be provided under a 5m-wide covered public passageway along the waterfront promenade. The shop frontages not only improve the pedestrian interest and street vibrancy of the area, but also provide the needed retail services to the residents at the Application Site and the adjacent area. For details, please refers to the Illustrations in **Appendix B**.

5.6 Respecting the Harbour Vision Statement and the Harbour Planning Principles

5.6.1 Full respect had also been made to the Harbour Vision Statement and the Harbour Planning Principles promulgated by the Harbourfront Commission, which aims to "*provide a quality harbourfront through innovative building design and a variety of recreational activities, to enhance the waterfront as a unique attractive, to enhance the scenic views and maintain visual access to the harbourfront, and to bring the people to the Harbour and the Harbour to the people*" etc.

5.6.2 The Proposed Scheme includes the provision of an additional waterfront promenade of not less than 15m-wide for public enjoyment on a 24/7 basis, to expediate the provision of a vibrant and connected waterfront promenade to the wider area and to improve the physical linkage and connectivity with the rest of Kowloon East.

5.6.3 To bring people to the Harbour and the Harbour to the people, the Proposed Scheme introduces a 5m-wide public passageway within the Application Site that improves the at-grade pedestrian connectivity to the YTIA waterfront. Together with the pedestrian improvement measure as mentioned in **Section 5.5**, the new pedestrian linkage encourages the public to visit and connect with the Victoria Harbour in a convenient manner and serve

Appendix C

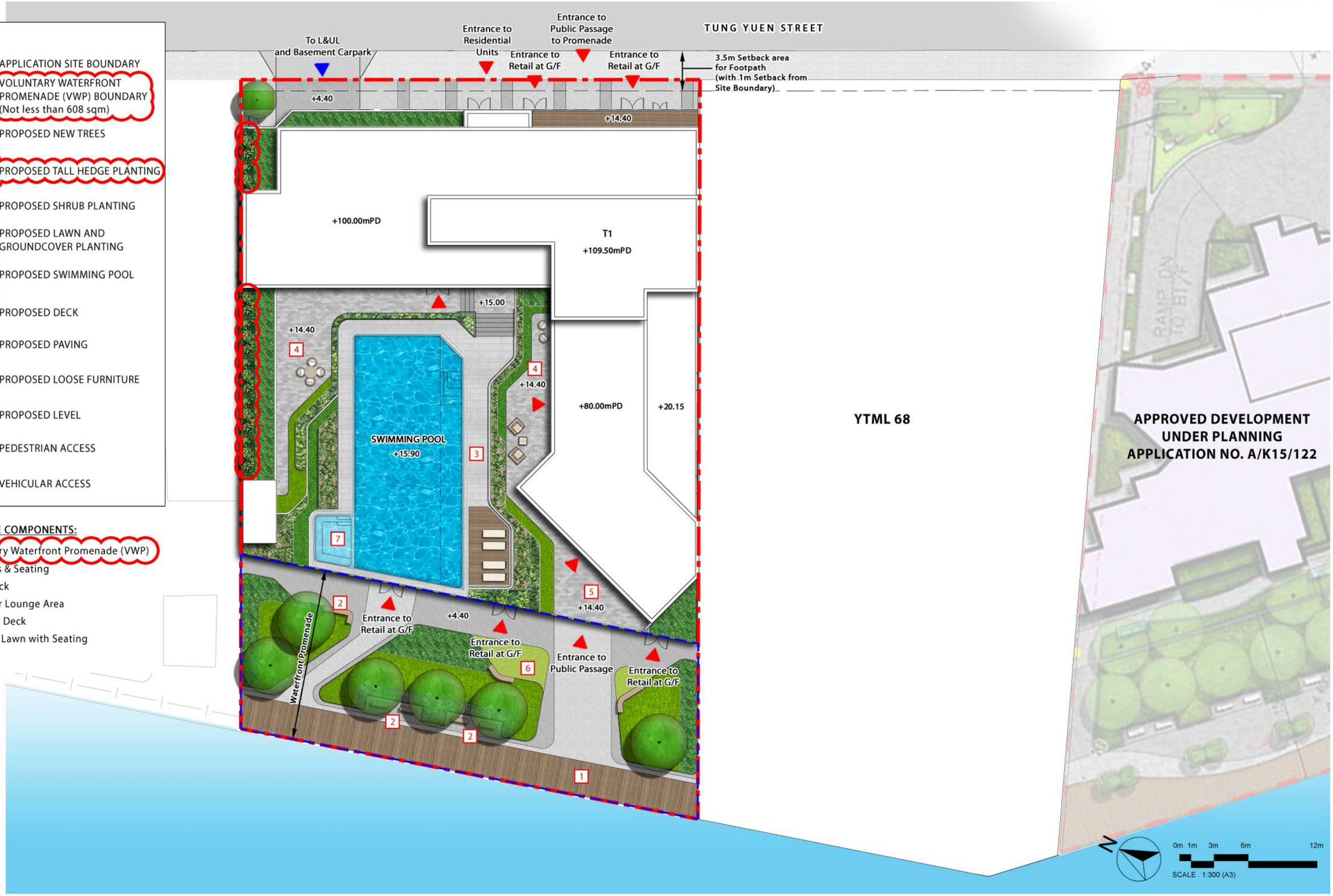
Replacement Pages of Updated LMP Report

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- PROPOSED NEW TREES
- PROPOSED TALL HEDGE PLANTING
- PROPOSED SHRUB PLANTING
- PROPOSED LAWN AND GROUNDCOVER PLANTING
- PROPOSED SWIMMING POOL
- PROPOSED DECK
- PROPOSED PAVING
- PROPOSED LOOSE FURNITURE
- +4.00 PROPOSED LEVEL
- PEDESTRIAN ACCESS
- VEHICULAR ACCESS

LANDSCAPE COMPONENTS:

1. Voluntary Waterfront Promenade (VWP)
2. Benches & Seating
3. Pool Deck
4. Outdoor Lounge Area
5. Viewing Deck
6. Activity Lawn with Seating
7. Jacuzzi



Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

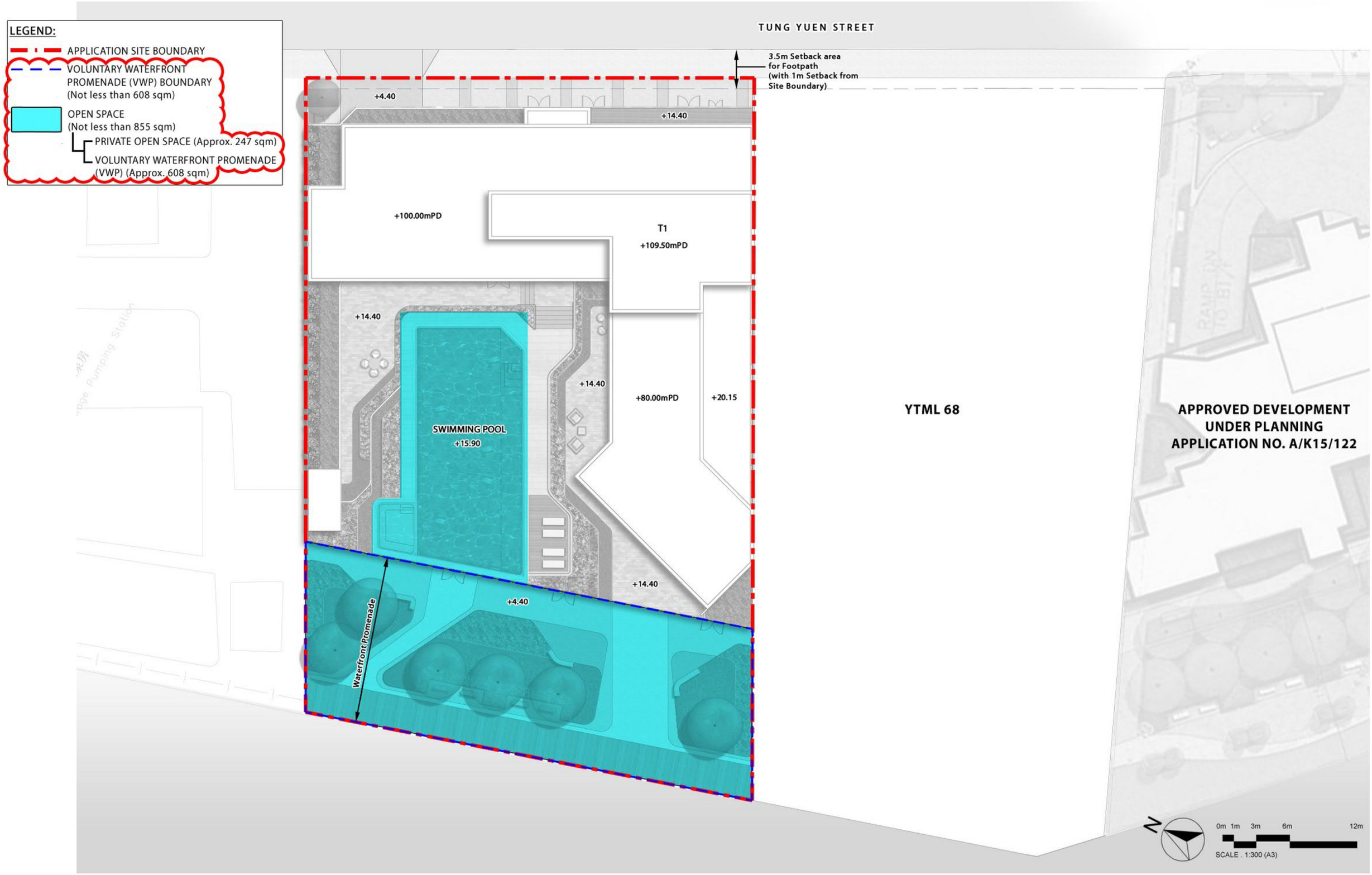
Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01a

Date : APR 2025
(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-04-23 LMP\2023204-LMP-01a



Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Open Space Demarcation Plan

Dwg. No. : 2023204-ODP-01a

Date : APR 2025

(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-04-23 LMP\2023204-ODP-01a

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- UNCOVERED
- COVERED

TOTAL GREENERY COVERAGE (Not less than 20% of the Site Area)

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

E&M

CLUBHOUSE
+14.40

+14.40

+15.00

BUILDING LINE ABOVE

SWIMMING POOL
+15.90

CLUBHOUSE
+14.40

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

Waterfront Promenade

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

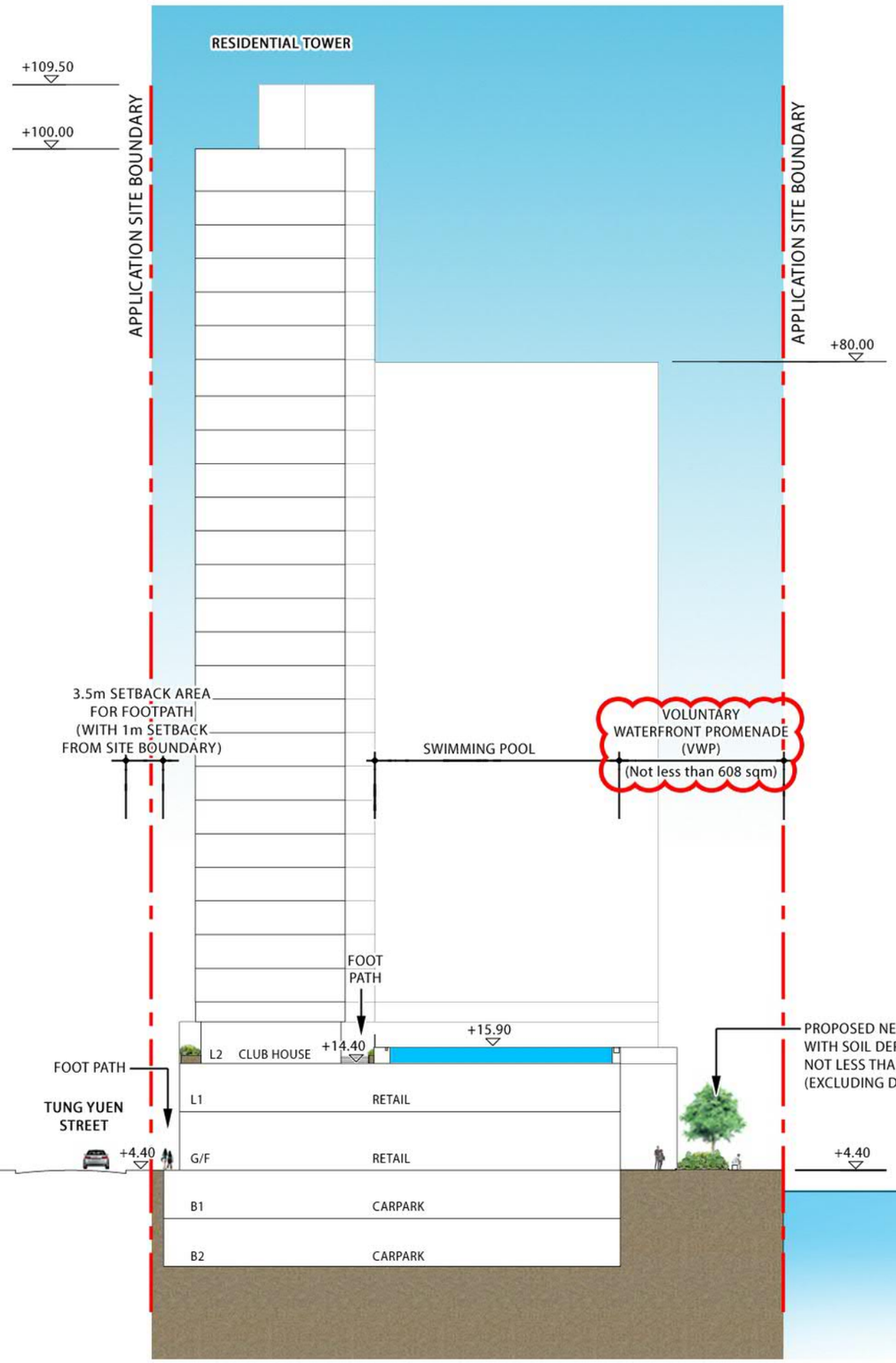
Greenery Demarcation Plan

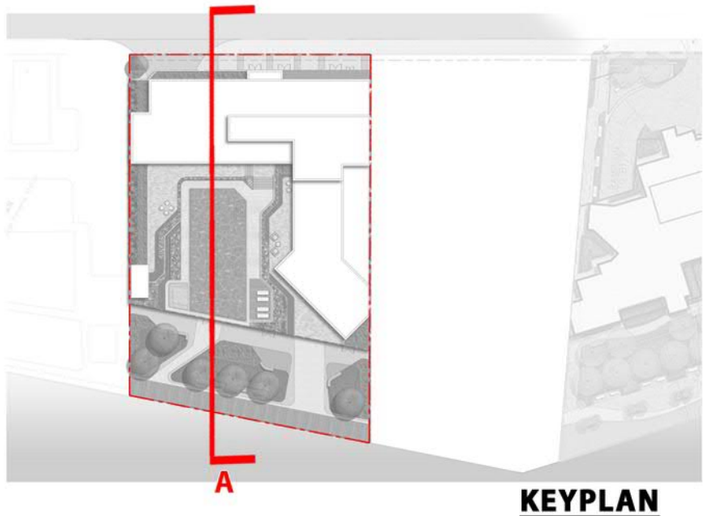
Dwg. No. : 2023204-GDP-01a

Date : APR 2025
(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-04-23 LMP\2023204-GDP-01a





KEYPLAN

LANDSCAPE SECTION A

0m 2m 5m 10m 20m

SCALE . 1:500 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section A

Dwg. No. : 2023204-SEC-01a

Date : APR 2025

(A3-size)

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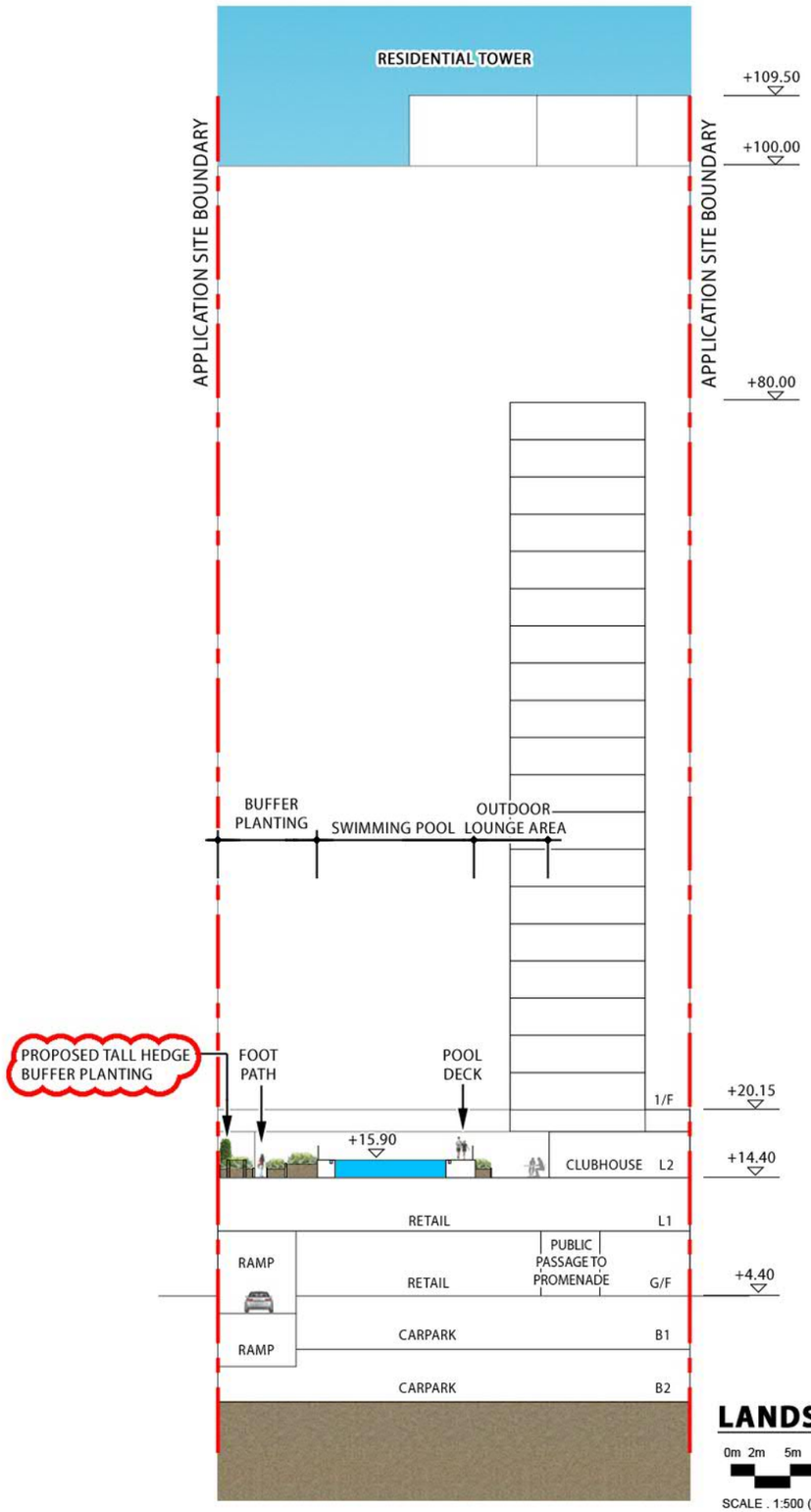

LANDSCAPE SECTION B

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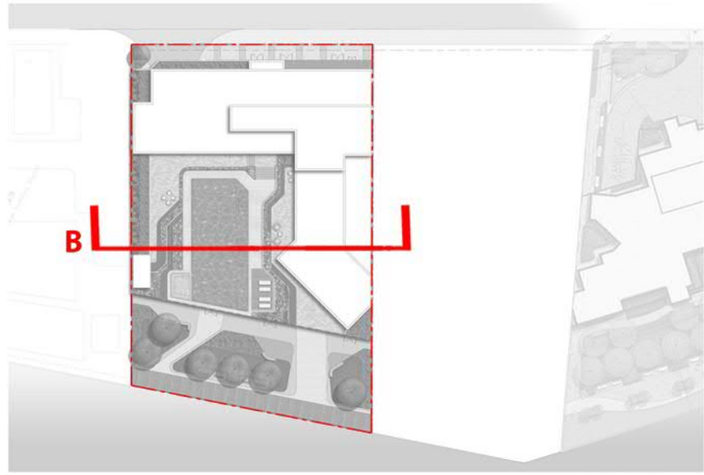

KEYPLAN

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section B

Dwg. No. : 2023204-SEC-02a

Date : APR 2025

(A3-size)

axxa group

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Appendix D

Replacement Pages of Updated Visual Impact Assessment

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Replacement Pages of Updated Visual Impact Assessment

V3 | June 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

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Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon
Hong Kong
arup.com

would create an active shop frontage for a more vibrant street life and serve local essential needs.

3.1.6 **Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront –** Despite that the proposed residential band in the inland portion is with minor relaxed BH of 100mPD, the residential band fronting the Victoria Harbour would be kept at 80mPD, which is fully in line with the BH restriction on the "R(E)" zone along the waterfront. Besides, the relaxed BH for the residential band at inland portion will not exceed the BH restriction (i.e.100mPD) along Tung Yuen Street. The stepped BH profile for the Proposed Scheme will maintain the distinct gradation of height profile with descending BH towards the harbourfront, while at the same time accommodate additional flat supply and the additional waterfront promenade, resulting in a win-win scenario.

3.2 Key Development Parameters

3.2.1 The key development parameters of the Proposed Scheme as compared with the Baseline Scheme (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 3-1** below.

Table 3-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat', 'Shop and Services' and 'Eating Place' are Column 2 uses while 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	-
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691.1m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177.1m^2 [2]	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.081 [3] (to be included in Domestic PR) (Not more than 197.93m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
Floor-to-Floor Height	N/A	Basement: about 4.5m Retail: about 4.5-5.5m Clubhouse: about 3.9m Transfer Plate: about 1.85m Typical Residential: about 3.15m	-
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	Total area of not less than 855m^2, which includes a voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20% [5]	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	66 (incl. 2 accessible car parking spaces)	
- Residential	N/A	53	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	6	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m^2) and SC of 0.256% will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR and SC will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR and SC have been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

[5] The total greenery provision is located at Primary Zone, i.e. 15m vertical zone, of the Application Site which accounts for not less than 20% of SC of greenery.

viewers' attention with the minor relaxation of BH as compared to the Baseline Scheme. Therefore, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.8 **Effects on Visual Elements/Resources –** The Proposed Scheme will not be visible as it will blend in well to building clusters in the background of this VP. The cul-de-sac with roadside greenery within Yau Lai Estate in the foreground and high-rise residential developments such as the Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (60.5 to 120mPD) will remain as significant components of the VP with the Proposed Scheme. The open sky view will not be affected by the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.9 Based on the above, the Proposed Scheme will bring **negligible** visual impact to the public viewers in this VP.

VP2: The Rooftop Garden (the Outdoor Maze area) atop Domain Mall (Figure 4)

5.1.10 This medium-range VP represents views of local residents or visitors from other districts who enjoyed passive recreation activities at the Rooftop Garden atop Domain Mall (the Outdoor Maze area). From this VP, only the topmost part of the Baseline Scheme or Proposed Scheme is visible at the background as they are mostly intercepted by existing developments in the foreground.

5.1.11 **Effects on Visual Composition –** The visual composition from this VP consists of low to medium-rise IBs in the foreground as well as the existing and planned high-rise residential developments in the YTIA and the YTB such as planned residential under Approved Application No. A/K15/127 (120mPD), Maya (140mPD), Peninsula East (147mPD) and The Coast Line II (100mPD) under construction etc. As compared with Baseline Scheme, only a very minor portion of open sky view would be obstructed by the Proposed Scheme. In view of that both the Baseline and Proposed Scheme blends in well with the existing and planned high-rise residential developments with only the topmost portion visible, views to the waterfront will not be affected with the minor relaxation of BH under the Proposed Scheme. The impact to visual composition caused by the Proposed Scheme is thus **negligible**.

5.1.12 **Effects on Visual Obstruction and Visual Permeability –** In view of the insignificant visual change of the Proposed Scheme at this VP, slight additional visual obstruction created by the Proposed Scheme to the open sky view is considered minimal at this VP as compared to the Baseline Scheme. While those high-rise developments near Quarry Bay across the Victoria Harbour still can be seen in this VP, the Proposed Scheme largely maintains the visual permeability which is comparable to the Baseline Scheme. Hence, the potential effects visual obstruction and visual permeability caused by the Proposed Scheme are **negligible to slightly adverse**.

5.1.13 **Effects on Public Viewers –** Only the upper levels of the Proposed Scheme will be visible between the planned residential developments and blends in well with the high-rise residential developments in the surrounding. The change of BH under the Proposed Scheme might be unnoticeable to the public viewers given that existing and planned high-rise developments (e.g. Peninsula East with BH of 147mPD, Maya with BH of 140mPD and Approved Application No. A/K15/127 of 120mPD) will likely attract visual attention at this VP. The Proposed Scheme remains highly compatible and integrated with the

design of the building masses of the surrounding high-rise developments. Hence, the Proposed Scheme has caused **negligible** effect on public viewers.

5.1.14 **Effects on Visual Elements/Resources –** In view of that Proposed Scheme is visually integrated into the high-rise existing and planned residential developments in the background, the cityscape of this VP would generally be remained. The minor relaxation of BH might not be highly noticeable from this VP. The visual resources have been gradually amended by the on-going transformation of the YTB and YTIA under the Baseline Condition. The Proposed Scheme would bring no significant changes on the key visual elements/ resources from this VP, including the view towards Victoria Harbour. Only a very minor portion of open sky view would be obstructed by the Proposed Scheme compared with Baseline Scheme. The effect on visual elements/ resources is therefore considered **negligible**.

5.1.15 Based on the above, the Proposed Scheme will bring **negligible** visual impact to the recreational users in the Rooftop Garden atop Domain Mall.

VP3: Devil's Peak – Wilson Trail (Figure 5)

5.1.16 This long-range VP represents views of hikers and travellers who are hiking along the Wilson Trail of Devil's Peak. With the existing residential developments including Montego Bay, Canaryside, One East Coast, Ocean One, Maya, The Spectacle, Peninsula East and Lei Yue Mun Estate Phase 1 – 3 as well as the planned Lei Yue Mun Estate Phase 4 in the foreground, the Baseline and Proposed Schemes will be completely screened off and will not be visible to viewers at this VP.

5.1.17 **Effects on Visual Composition –** The visual composition from this VP consists of vegetations in the foreground and high-rise residential developments in the YTIA and Lei Yue Mun in the middle-ground (i.e. Lei Yue Mun Estate Phase 1-3, planned Lei Yue Mun Estate Phase 4, and other existing and planned residential developments such as The Spectacle, Maya, Ocean One, Canaryside, One East Coast and Montego Bay). The Victoria Harbour view constitutes the background of this VP. In view of that the Proposed Scheme would be completely screened off by the existing and planned high-rise residential developments, the view towards the waterfront is not affected as compared to the Baseline Condition. Hence, the impact to visual composition caused by the Proposed Scheme is considered **negligible**.

5.1.18 **Effects on Visual Obstruction and Visual Permeability –** In view of the insignificant visual change of the Proposed Scheme at this VP, no additional visual obstruction created by the Proposed Scheme is observed at this VP. The visual permeability to the Victoria Harbour at the background is largely maintained in the Proposed Condition with the minor relaxation. Hence, potential effects visual obstruction and visual permeability caused by the Proposed Scheme are **negligible**.

5.1.19 **Effects on Public Viewers –** The upper levels of the Proposed Scheme will not be visible as it would be completely hidden behind the planned residential clusters at the foreground and blends in well with the residential development at the backdrop. The change in the BH is largely unnoticeable to the public viewers hiking along the trail. The Proposed Scheme remains highly compatible and integrated with the design of the building masses of the surrounding high-rise developments. The public viewers may pay attention to the overall urban profile of the YTIA and Lei Yue Mun area instead of the minor relaxation

of BH of the Proposed Scheme. Hence, the Proposed Scheme has caused **negligible** effect on public viewers.

5.1.20 **Effects on Visual Elements/Resources –** The Proposed Scheme is visually integrated into the existing and planned high-rise residential developments in the middle-ground and is hardly noticeable from this VP. The visual resources have been gradually amended by the on-going transformation of the YTIA and Lei Yue Mun area under the Baseline Scheme. The Proposed Scheme would bring no significant changes on the key visual elements/resources from this VP, including the view towards Victoria Harbour and Hong Kong Island in this VP. The effect on visual elements/ resources is therefore considered **negligible**.

5.1.21 In gist, the Proposed Scheme will bring **negligible** visual impact at this VP on the visual composition, visual obstruction and permeability, public viewers, and visual elements/resources.

VP4: Lighthouse at Lei Yue Mun Rest Garden (Figure 6)

5.1.22 This VP is located at the waterfront area of Lei Yue Mun Rest Garden. This medium-range VP is taken to represent the public view of the visitors enjoying in this recreational area and local villages/residents in Lei Yue Mun Village. Only a minor topmost portion of the Proposed Scheme is visible in the middle-ground of the VP.

5.1.23 **Effects on Visual Composition –** The existing view from this medium range VP primarily comprises the beach in the foreground with some high-rise residential developments in the middle-ground, with open sky view, Victoria Harbour and the Lion Rock at the background. The Proposed Scheme located behind the planned residential under construction (i.e. The Coast Line I) at the centre of the middle-ground will integrate with the planned and existing residential development at both sides of Tung Yuen Street with BH ranging from 80mPD to 147mPD in the background. Upon completion, the form and scale of the Proposed Scheme (80mPD to 100mPD) will be in harmony with the surroundings, echoing with the stepped BH profile of YTIA as observed at this VP. Therefore, impact to the visual composition caused by the Proposed Scheme is thus **negligible**.

5.1.24 **Effects on Visual Obstruction and Visual Permeability –** Only the topmost portion of the Proposed Scheme will be observed at this VP, with majority part of the building bulk screened off by planned residential development in front. The minor relaxation of BH at the inland portion of the Application Site will not bring obstruction of views towards the skyline and waterfront, indeed in harmony with the stepped BH profile from this VP. Thus, visual obstruction and visual permeability under the Proposed Scheme would be **negligible**.

5.1.25 **Effects on Public Viewers –** The public viewers from this VP at the lighthouse of Lei Yue Mun Rest Garden will be able to view the Proposed Scheme in the centre of middle-ground. Besides, the public viewers are more interested to appreciate the open view of the Victoria Harbour with the cityscape as the backdrop for this VP. Provided that the development scale of the Proposed Scheme is compatible with other surrounding residential development upon completion, the effect on public viewers will be finite as it

relaxation of BH at its inland portion. Therefore, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.32 **Effects on Visual Elements/Resource –** The Proposed Scheme will not be highly visible as it will be mixed into the clusters of building in the middle-ground of this VP. Views to the Victoria Harbour in the foreground and the open sky view in the background will remain as a significant component of the VP with the Proposed Scheme. The view to the ridgelines in Kowloon will not be affected upon completion of the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.33 Based on the above, the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster which would not obstruct the ridgeline at the back, resulting in **negligible** effects on the visual composition, public viewers and visual resources associated with this VP.

VP6: Kai Tak Runway Park (Figure 8)

5.1.34 This VP is located approximately 2100m to the northwest from the Application Site and is selected due to its representation of a major long-range vantage point towards the Application Site along the harbour, as well as its popularity with local users for outdoor recreational activities, sitting-out and walking and overseas visitors from the Kai Tak Cruise Terminal. It is a VP to assess visual impacts of the Proposed Scheme with the considerations of the overall visual composition of Kowloon East against the backdrop of Kowloon Peak and Devil's Peak from Kai Tak. Due to its prominent location and containing both passive and active recreational space with a medium duration of view, the visual sensitivity of this VP is considered **high**.

5.1.35 **Effects on Visual Composition –** The visual composition of this VP comprises of Kai Tak Runway Park and the Victoria Harbour in the foreground, and clusters of buildings and green knolls of Cha Kwo Ling in the middle-ground. The ridgeline of Kowloon and open sky view occupies the background of this VP. While both the Baseline and the Proposed Scheme will not be standout from this VP as both of them will be well-blended with other planned and existing residential developments along Kowloon East waterfront, the stepped BH profile design under the Proposed Scheme will be coherent with the gradual descending ridgeline towards Victoria Harbour. Therefore, the effects on visual composition will be **negligible**.

5.1.36 **Effects on Visual Obstruction and Visual Permeability** – Given that the Proposed Scheme in the middle ground will be fully blended into the stepped BH profile of the Yau Tong waterfront, there will be no noticeable additional visual obstruction to the cityscape along the harbourfront. Besides, the visual permeability with the proposed minor relaxation of BH towards visual elements such as the Victoria Harbour, the Kowloon ridgelines and the open skyline would generally be remined as compared to the Proposed Scheme. Therefore, the Proposed Scheme will cause **negligible** visual obstruction as compared to the Baseline Scheme with the adjacent planned residential developments.

5.1.37 **Effects on Public Viewers –** The public viewers visiting Kai Tak Runway Park will only be able to view the Proposed Scheme as part of the urban landscape of Kowloon East from this VP. Given that the Proposed Scheme will be well blend with building cluster and form part of the stepped BH profile in Yau Tong, it is unlikely to attract public viewers'

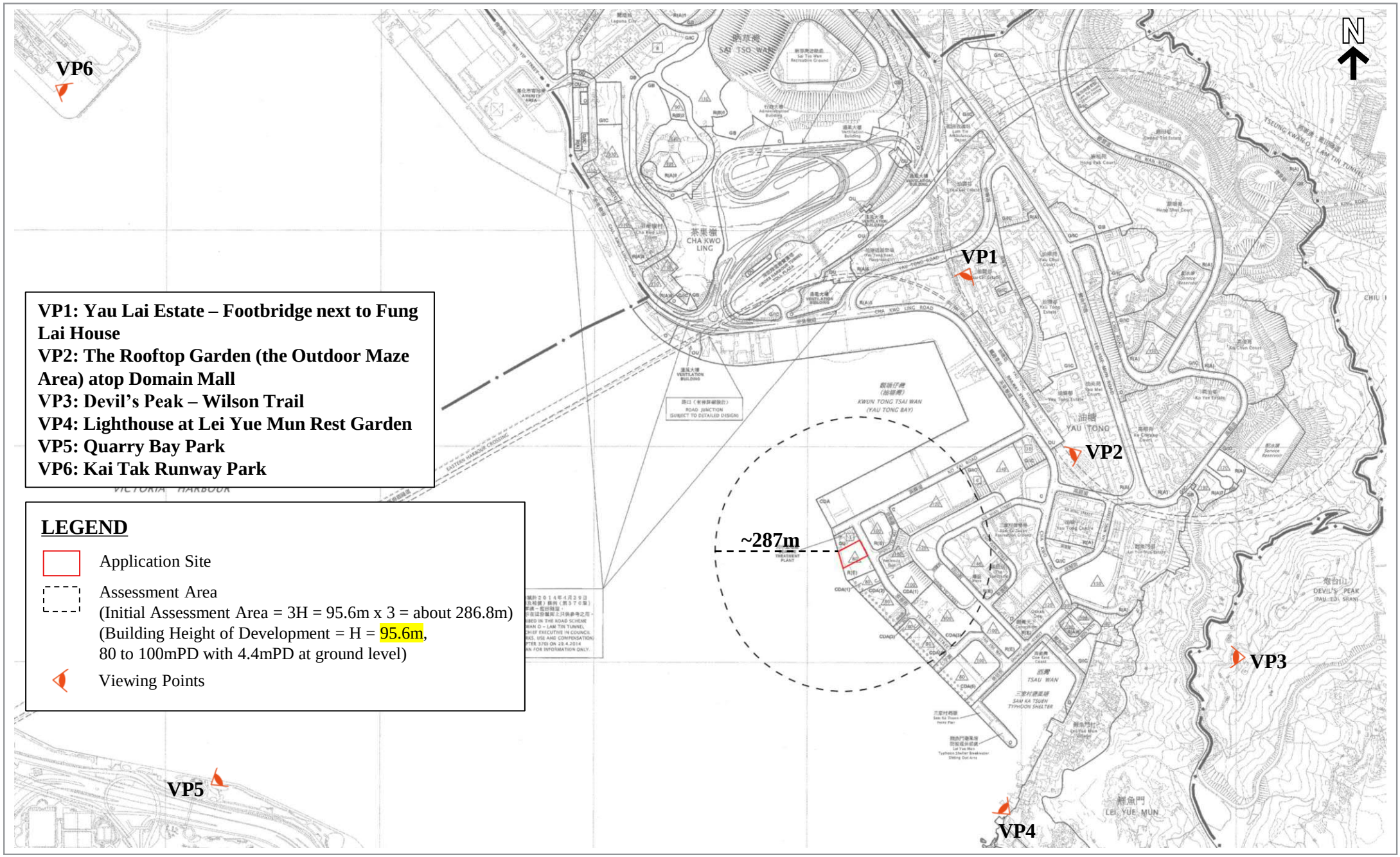
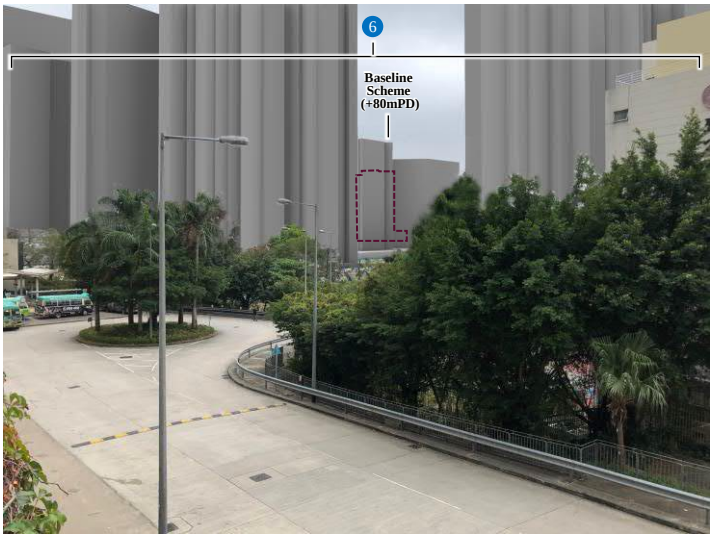


Figure No.	Scale	Figure Title	
2	1:8,000		**Location Plan**
ARUP	Date: June 2025	Source	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

Existing Condition



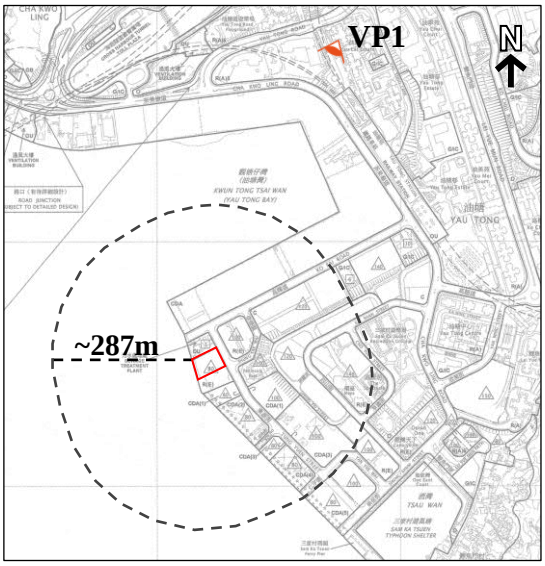
Baseline Scheme



Proposed Scheme



Key Plan



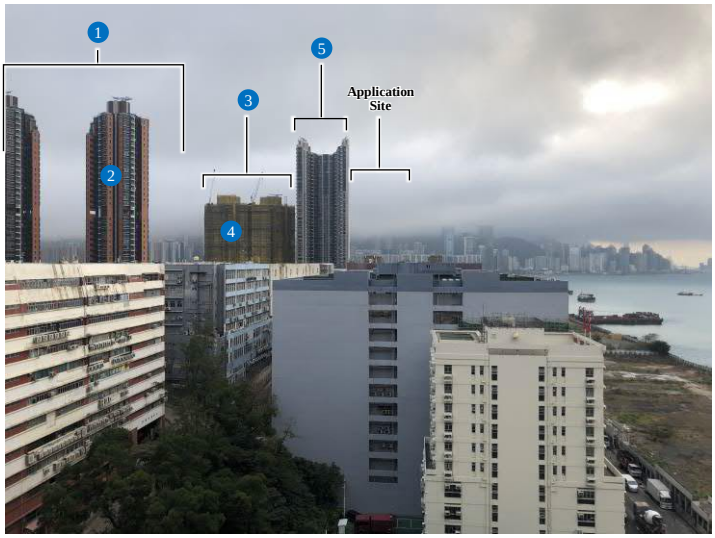
LEGEND

- Application Site
- Assessment Area
- Viewing Point

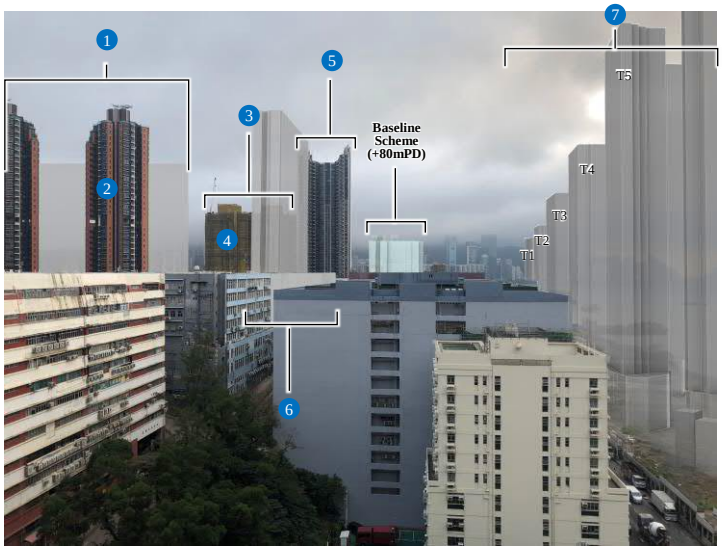
1. One East Coast (+100mPD)
2. The Spectacle (+148mPD)
3. Maya (+140mPD)
4. Coast Line II (Under Construction) (+100mPD)
5. Peninsula East (+147mPD)
6. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 1: Yau Lai Estate – Footbridge next to Fung Lai House**
3	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

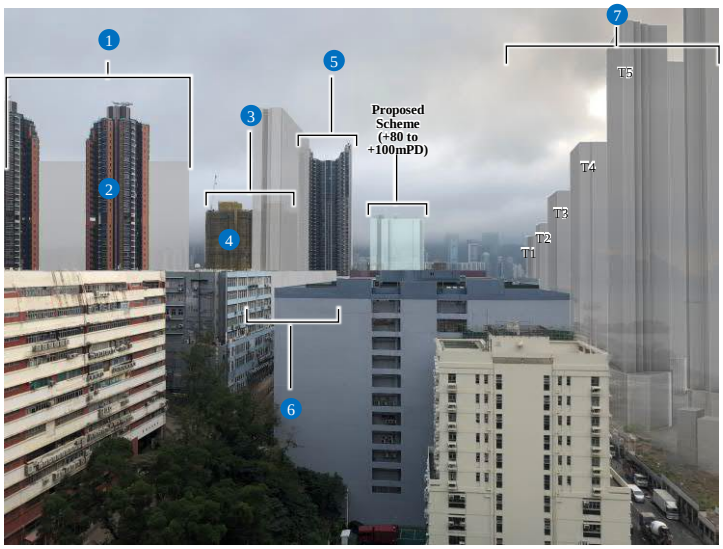
Existing Condition



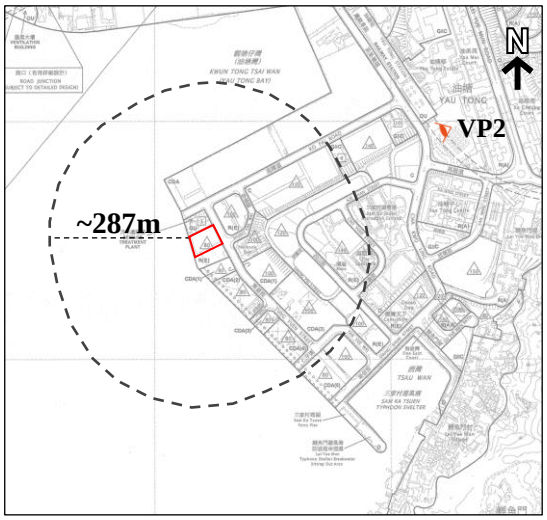
Baseline Scheme



Proposed Scheme



Key Plan



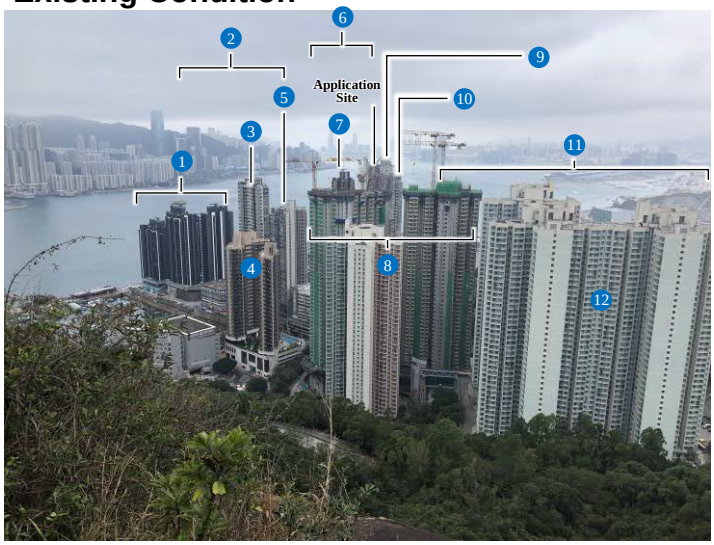
LEGEND

- Application Site
- Assessment Area
- Viewing Point

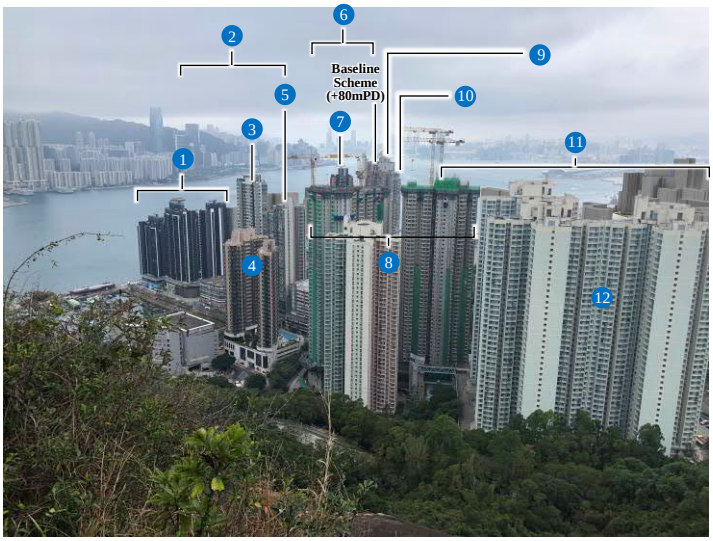
1. Approved Residential Development under Application No. A/K15/129 (+120mPD)
2. Maya (+140mPD)
3. Approved Comprehensive Residential Development under Application No. A/K15/122 (+100mPD)
4. Coast Line II (Under Construction) (+100mPD)
5. Peninsula East (+147mPD)
6. Approved Residential Development under Application No. A/K15/127 (+120mPD)
7. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 2 : The Rooftop Garden (the Outdoor Maze area) atop Domain Mall**
4	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

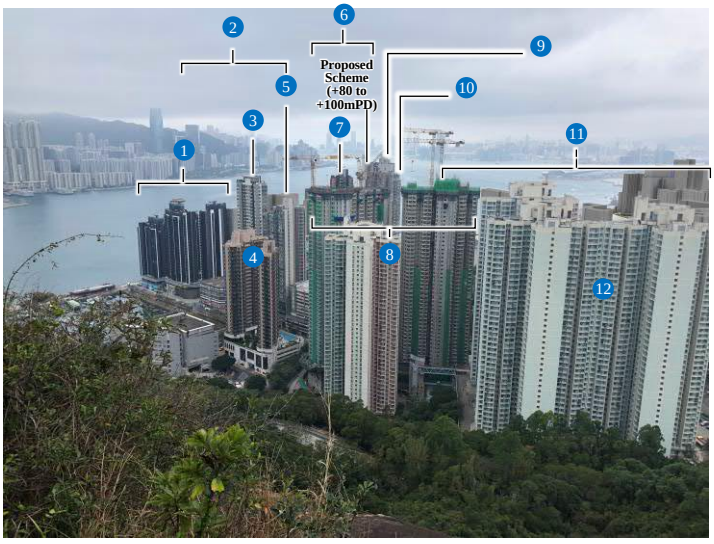
Existing Condition



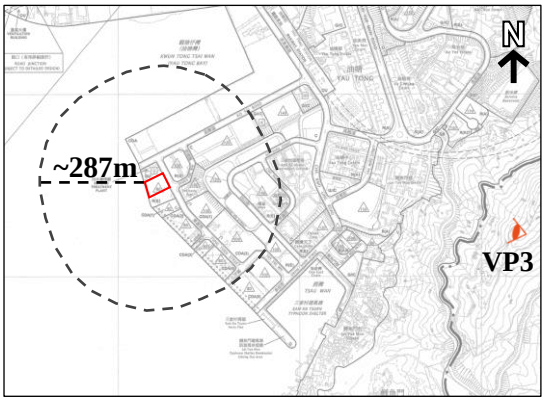
Baseline Scheme



Proposed Scheme



Key Plan



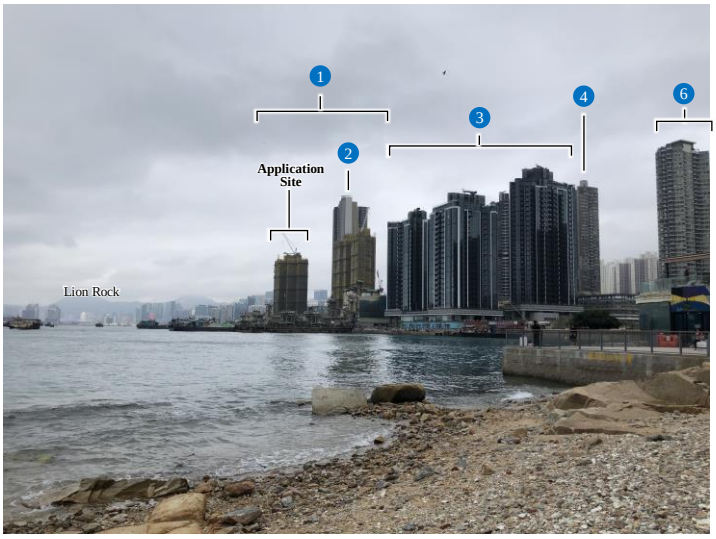
LEGEND

- Application Site
- Assessment Area
- Viewing Point

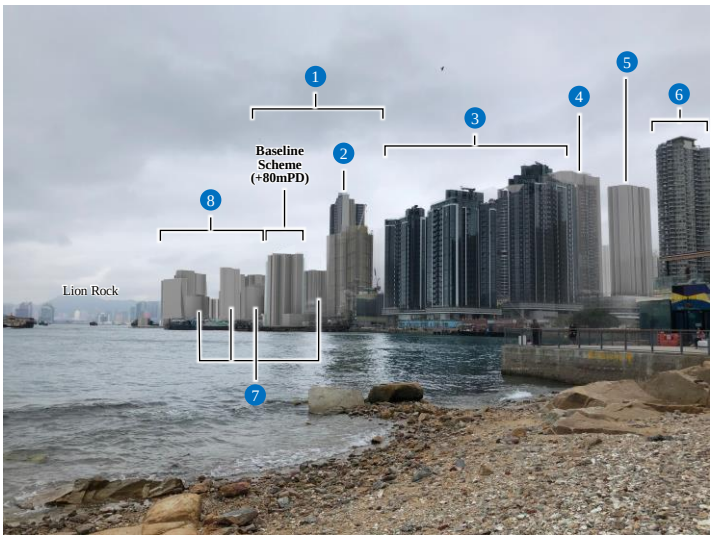
1. Montego Bay (+80mPD to +100mPD)
2. Approved Residential Developments under Applications No. A/K15/122, 121 and 126 (+80mPD to +100mPD)
3. Canaryside (+140mPD)
4. One East Coast (+100mPD)
5. Ocean One (+120mPD)
6. Approved Residential Development under Application No. A/K15/129 (+120mPD)
7. Maya (+140mPD)
8. Planned Lei Yue Mun Estate Phase 4 (+150mPD)
9. Peninsula East (+147mPD)
10. The Spectacle (+148mPD)
11. Approved YTB Comprehensive Development under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
12. Lei Yue Mun Estate Phase 1 to 3 (+126 to +151mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 3: Devil's Hill – Wilson Trail**
5	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

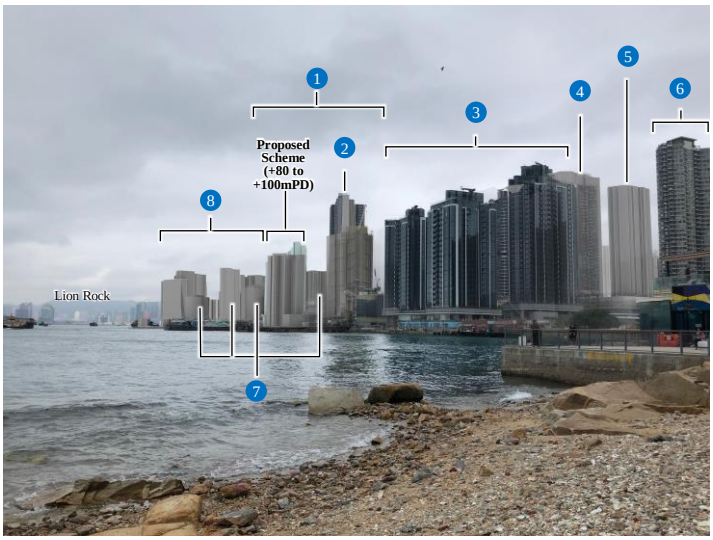
Existing Condition



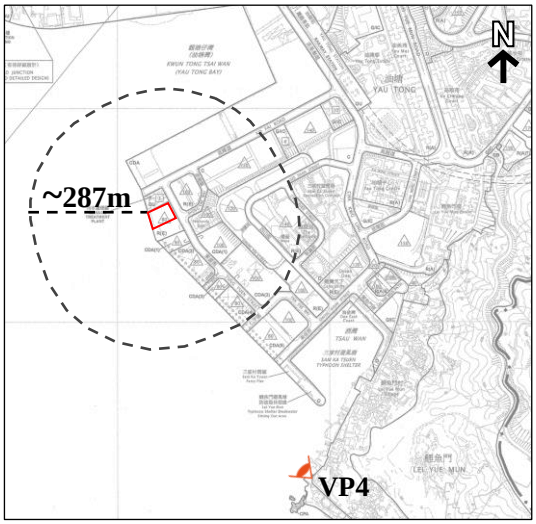
Baseline Scheme



Proposed Scheme



Key Plan



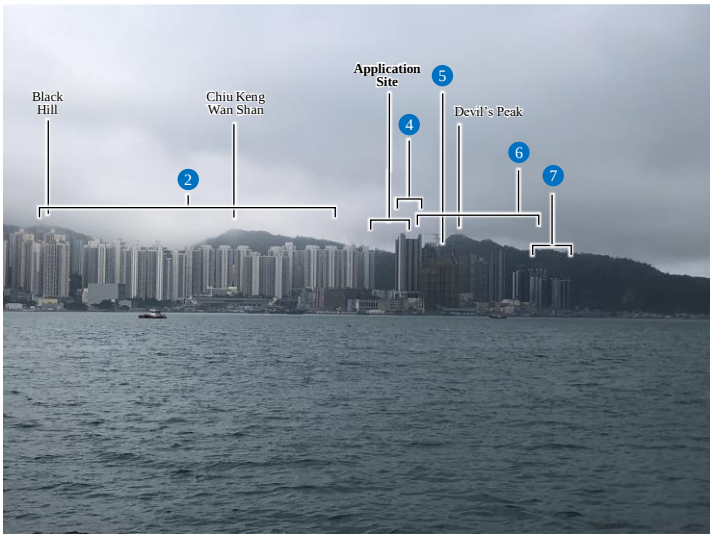
LEGEND

- Application Site
- Assessment Area
- Viewing Point

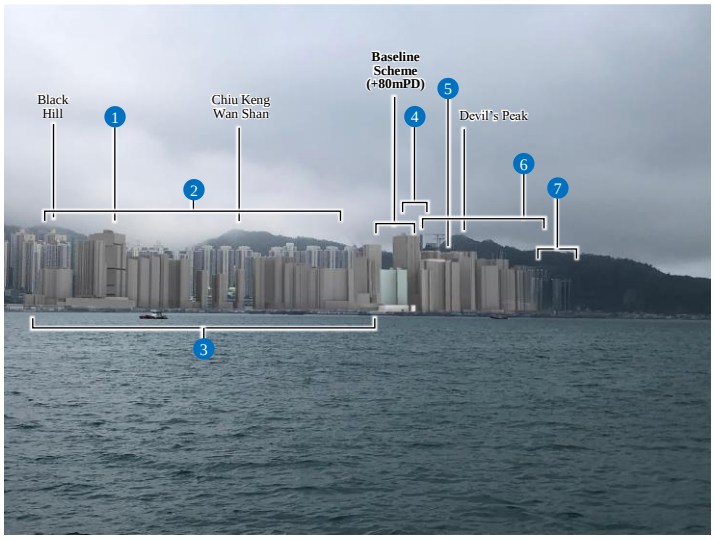
1. Planned Residential Developments under Approved Applications No. A/K15/122, 121 and 126 (+80mPD to +100mPD)
2. Peninsula East (+147mPD)
3. Montego Bay (+80mPD to +100mPD)
4. The Spectacle (+148mPD)
5. Approved Residential Development under Application No. A/K15/90 (+100mPD)
6. Canaryside (+140mPD)
7. Approved YTB Comprehensive Development under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
8. Planned CKLV Public Housing Development & Planned Ex-CKLKMS Public Housing Development (Phase 2) (+110 to +140mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 4: Lighthouse at Lei Yue Mun Rest Garden**
6	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

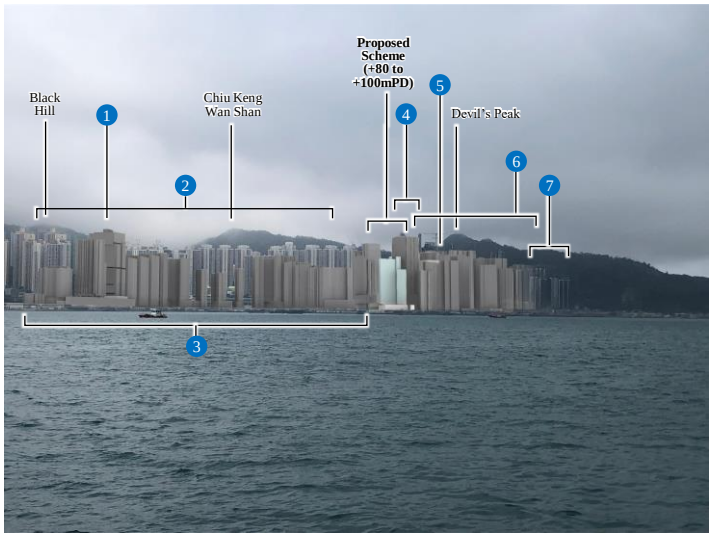
Existing Condition



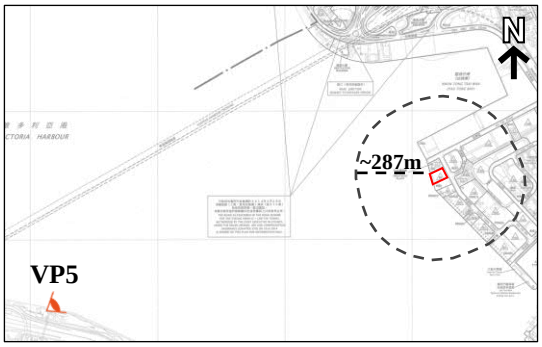
Baseline Scheme



Proposed Scheme



Key Plan



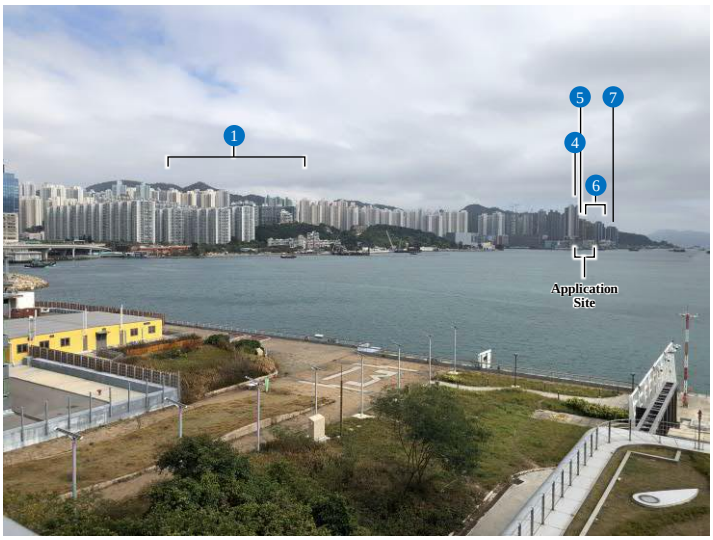
LEGEND

- Application Site
- Assessment Area
- Viewing Point

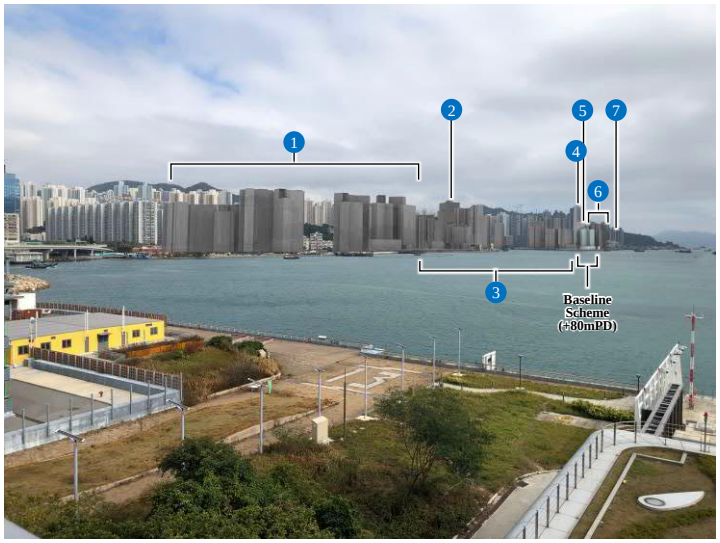
1. Indicative Commercial Tower under the Planning Application No. Y/K15/6 (+120mPD)
2. Yau Lai Estate, Yau Tong Estate and Yau Mei Court (+132 to +167mPD)
3. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
4. Peninsula East (+147mPD)
5. Approved Residential Developments under the Application No. A/K15/129 (+120mPD)
6. Approved No. A/K15/122, 121 and 126 (+80 to +100mPD) Residential Developments under the Applications
7. Montego Bay (+80 to +100mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 5: Quarry Bay Park**
7	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

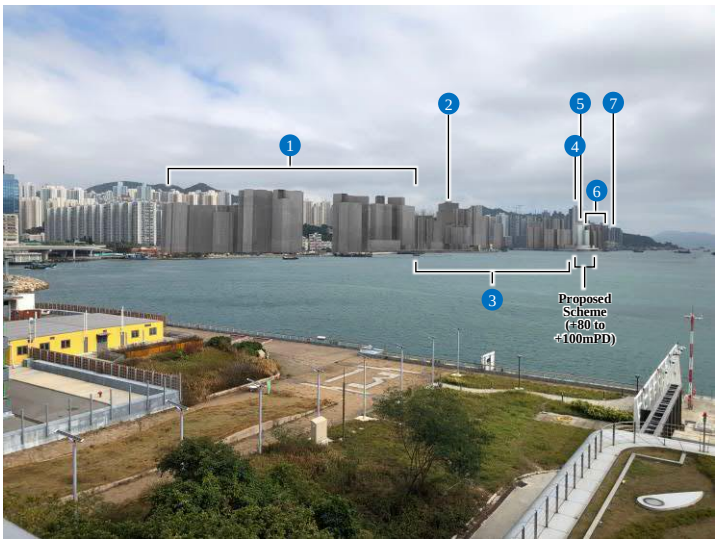
Existing Condition



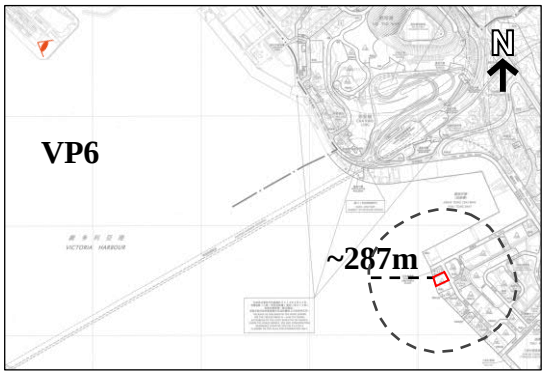
Baseline Scheme



Proposed Scheme



Key Plan



LEGEND

- Application Site
- Assessment Area
- Viewing Point

1. Planned CKLV Public Housing Development & Planned Ex-CKLKMS Public Housing Development (Phase 2) (+110 to +140mPD)
2. Indicative Commercial Tower under the Planning Application No. Y/K15/6 (+120mPD)
3. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
4. Peninsula East (+147mPD)
5. Approved Residential Developments under the Application No. A/K15/129 (+120mPD)
6. Approved Residential Developments under the Applications No. A/K15/122, 121 and 126 (+80 to +100mPD)
7. Montego Bay (+80 to +100mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 6: Kai Tak Runaway Garden**
8	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

Appendix E

Updated Drainage & Sewerage Impact Assessment

SECTION 16 APPLICATION FOR PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACES WITH MINOR RELAXATION AND DOMESTIC AND NON-DOMESTIC PLOT RATIO AND BUILDING HEIGHT RESTRICTION IN "RESIDENTIAL (GROUP E)" ZONE AT NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

DRAINAGE & SEWERAGE IMPACT ASSESSMENT

Date	June 2025
Prepared by	Sally Chiu Assistant Environmental Consultant
Signed	
Approved by	Tony Cheng Senior Manager
Signed	
Project Reference	CRC_4TYSEI00
Document No.	R9291_v1.3

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Appendix 1.1 Key Developiment Parameters

Appendix 3.1 Detailed Sewerage Impact Assessment Calculations

Appendix 3.2 Detailed Sewerage Impact Assessment Calculations

1. INTRODUCTION

1.1 Background and Objectives

1.1.1 The Proposed Development is located at No. 4 Tung Yuen Street, Yau Tong ("Application Site"). It is zoned as "R(E)" site under OZP S/K15/27 Cha Kwo Ling, Yau Tong, Lei Yue Mun, gazetted on 18/11/2022.

1.1.2 This S16 application is submitted to the Town Planning Board for the Proposed Flat, Shop and Services, and Eating Places with Minor Relaxation of Plot Ratio and Building Height Restrictions at the Application Site.

1.1.3 Ramboll Hong Kong Limited is commissioned by the Applicants to prepare this Drainage and Sewerage Impact Assessment (DSIA) Mitigation measures will be identified if it is necessary. Development parameters of the Proposed Development are provided by project architect, P&T.

1.2 Application Site and its Environ

1.2.1 The Application Site has an area of about 2,419 m^2, which are situated in Yau Tong area. The Application Site is bounded by Yau Tong Sewage Pumping Station to the Northwest, Tung Yuen Street to the Northeast, The Coastline to the Southeast. Figure 1.1 shows the location of the Application Site and its environ.

1.3 Proposed Residential Development

1.3.1 The Proposed Development consist of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium for shop and services, eating place, and clubhouse with two level of basements for carparking and loading/ unloading spaces.

1.3.2 The tentative completion year of the Proposed Development would be Years 2032.

1.3.3 The development parameters of the Proposed Development are shown in Appendix 1.1.

2. DRAINAGE IMPACT ASSESSMENT

2.1 Existing Drainage and Condition of the Application Site

2.1.1 The Application Site is consisting with an industrial building (i.e., ground level 4.40 mPD) and is almost 100% paved under existing conditions. As confirmed by the Project Proponent, there will be no change in the gradient of the Application Site after redevelopment.

2.1.2 According to APP-152, at least 20% of greenery will be provided after development. The provision of a greenery area of approximately 484 m^2 will further increase filtration of stormwater and minimize surface runoff. The paved / unpaved ratio of the Application Site before and after the Proposed Development were reviewed and summarized in Table 2.1.

Table 2.1 Estimated Peak Flow

	Before Development	After Development
Paved Area	2,419 m^2(99%)	1,935 m^2 (80%)
Unpaved Area	36 m^2 (1%)	484 m^2 (20%)

2.1.3 As change in land use would affect the amount of surface runoff flowing into the existing drainage system. Meanwhile, there is a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. Adverse impact to the public drainage system is thus not anticipated. Upgrading works is considered not necessary.

2.2 Sea Level Rise due to Climate Change

Site Constraints

2.2.1 With reference to the Outline Zoning Plan (OZP) and confirmation from the Project Proponent, the design of the promenade within the Application Site should align directly with the design of the waterfront (i.e., at 4.40 mPD). Therefore, the current ground level of the proposed design is 4.40 mPD.

2.2.2 With reference the Table 8, and Table 29 in the *Stormwater Drainage Manual-Corrigendum No. 1/2022*. Based on the preliminary calculation, the design extreme sea level would be 4.39 mPD (i.e. 4.19+0.20 mPD) with reference the return period years 200 and the mean sea level rise in Mid-21st Century, compared with the the ground level (i.e., 4.40 mPD) of the Proposed Development, which is adequate to protect the Proposed Development from seawater inundation.

Table 8 Design Extreme Sea Levels (in mPD)

Return Period (Years)	North Point / Quarry Bay (1954- 2019)	Tai Po Kau (1962-2019)	Tsim Bei Tsui (1954-2019)	Tai O (1954-2019)
2	2.82	2.97	3.07	2.87
5	3.03	3.27	3.31	3.16
10	3.20	3.54	3.52	3.36
20	3.38	3.56	3.74	3.57
50	3.66	4.41	4.09	3.84

100	3.91	4.93	4.41	4.06
200	4.19	5.59	4.78	4.28

Note:

1. *The extreme sea levels at Tsim Bei Tsui and Tai O were based on the frequency analysis of instrumental data and correlated data from North Point/ Quarry Bay for an extended data set of 66 years (from 1954 to 2019).*
2. *For facilities which are vulnerable and sensitive to sea water level, e.g. E&M installations, where more stringent design is desirable, designers can make reference to the extreme sea levels as shown in Appendix 1. These extreme sea levels were derived with inclusion of significant storm surge events in Hong Kong before 1954.*

Table 29 Mean Sea Level Rise due to Climate Change

	Mean Sea Level Rise
Mid-21st Century	0.20 m
End of 21st Century	0.47 m

Notes:

1. *The mean sea level rise is relative to the average of 1995-2014.*
2. *Median projection values are adopted in the table.*
3. *Mid-21st century refers to period around 2050; end of 21st century refers to period around 2090.*

Mitigation Measures

2.2.3 For the Proposed Development design, the façade of the Proposed Development facing the waterfront on the ground floor primarily consists of blank walls with few entrances. Furthermore, there will be a basement for 2-story carpark and will be at about -4.6 mPD. The entrance of the basement carpark is faces to Tung Yuen Street.

2.2.4 Apart from the scheme design, demountable flood barrier would be installed manually in front of the entrances of buildings, and carparks to prevent floodwater intrusion, and in open spaces to contain floodwater within the area. This type of barrier is widely used in Hong Kong to minimize flooding impact. Therefore, with proper mitigation measures there would be no adverse flooding impact.

3. SEWERAGE IMPACT ASSESSMENT

3.1 Scope of Work

3.1.1 The aim of this SIA is to assess whether the capacity of the sewerage network serving the Application Site is sufficient to cope with the sewage flow from the proposed development.

3.2 Assessment Criteria and Methodology

3.2.1 The Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department has been used to determine the worker density for various economic activities and planned usage types.

3.2.2 Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1 (GESF) has been referred to for the purposes of estimating the quantity of the sewage generated from the Proposed Development and the existing catchment area. Sewage flow parameters and global peaking factors in this document have been adopted for this SIA.

3.2.3 According to the GESF, the overall unit flow is composed of flows due to employees and the associated activities. The following unit flow factors have been adopted in the SIA calculation in accordance with Tables T-1, T-2 and T-3 of the GESF:

- Residential housing: 0.27m^3/day (Private R2)
- Restaurant & Hotel: 1.58m^3/day (Commercial Employee and J10 – Restaurant & Hotel)
- Wholesale & Retail: 0.28m^3/day (Commercial Employee and J4 – Wholesale & Retail)
- Industrial: 1.08m^3/day (Industrial Employee and J1 – Yau Tong)
- Community, Social & Personal Services: 0.20m^3/day (Commercial Employee and J11- Community, Social & Personal Services)

3.2.4 The catchment inflow factor, PCIF of 1.1 (East Kowloon), is adopted in catchment calculations.

3.3 Existing and Future Sewerage System

3.3.1 With reference to the sewerage system shown in Geo-info Map, all the sewage generated from the proposed development will be discharged to the terminal manhole (T0) which is located at the eastern side of the proposed development. The terminal manhole TMH-01 (S0) is connected to the exciting manhole FMH4034524 (S1) outside the proposed development via a new Ø300mm polyethylene pipe. The sewer eventually discharges the collected sewage to Yau Tong Sewage Pumping Station.

3.3.2 The Yau Tong Sewage Pumping Station (YTSPS) is located at the junction of Ko Fai Road and Tung Yuen Street which is next to the Application Site. Based on the information for DSD, The YTSPS currently has a design capacity with 28,800m^3/day.

3.3.3 The existing sewers and catchment areas in the vicinity of Application Site are shown in Figure 3.1.

3.4 Wastewater Generated by the Proposed Development

3.4.1 The sewage generated by the proposed development will be mainly contributed by the residential units, club house, retail and F&B facilities. Detailed calculation of

sewage generation from the proposed development is given in Table 3.1 below and in Appendix 3.1.

Table 3.1 Estimated Peak Flow

Calculation for Sewage Generation Rate of the Proposed Development at the Application Site			
1. Proposed Residential Development			
Total number of residential units	=	342	units
Total number of residents	=	855	residents (refer to Census and Statistics Department 2021 data - average household size of 2.5 in Yau Tong West)
Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	230.9	m^3/day
2. Club House			
Assumed Area	=	735	m^2 (refer to Appendix 1.1)
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS – Community, Social & Personal Services)
Total number of employees	=	24	employees
Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
Design flow	=	200	litre/employee/day -- (refer to Table T-2 of GESF - J11 Community, Social & Personal Services)
Sewage generation rate	=	6.7	m^3/day
3. Swimming Pool			
Assumed Area of Swimming Pool	=	250	m^2
Average Depth of Water	=	1.5	m
Volume of Swimming Pool	=	375	m^3
Turnover Rate	=	6	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
Surface Loading Rate of Filter	=	50	m^3/m^2/hr
Filter Areas required	=	1.3	m^2
Backwash flow rate	=	30	m^3/m^2/hr
Design flow for Swimming Pool Backwashing	=	37.5	m^3/hr
Backwash Duration	=	7	min/day (With reference to Section B8.5.5 of General Specification for Swimming Pool Water Treatment Installation in Government Buildings of the HKSAR published by the ArchSD)
Backwash generation rate	=	3.75	m^3/day
Design flow for Swimming Pool Backwashing	=	10.4	litre/sec
4. Retail			
Assumed area	=	1306.3	m^2
Assumed floor area per employee	=	28.6	m^2 per employee – (refer to Table 8 of CIFSUS – Retail Trade)
Total number of employees	=	46	employees
Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
Design flow	=	200	litre/employee/day -- (refer to Table T-2 of GESF – J4 Wholesale & Retail)
Sewage generation rate	=	12.9	m^3/day
5. F&B			
Assumed used area	=	870.8	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	44	employees
Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
Sewage generation rate	=	69.5	m^3/day
Flow rate (without swimming pool)	=	320.0	m^3/day
Flow rate with P_{CIF} (without swimming pool)	=	352.0	m^3/day (refer to Table T-4 of GESF – East Kowloon - 1.1)
Contributing population	=	1304	people

Peaking factor	=	6	(refer to Table T-5 of GESF for a population between 1000-5000 incl. stormwater allowance)
Peak flow (without swimming pool)	=	24.4	litre/sec
Peak flow (with swimming pool)	=	34.9	litre/sec

3.5 Assessment of Sewerage Impact

3.5.1 The potential sewerage impact due to the Proposed Development has been quantitatively addressed. Total sewage generation rate from the Proposed Development is estimated to be 352.0 m^3/day (i.e. peak flow 34.9 litre/sec).

3.5.2 Based on the assessment results, it is found that the capacity of sewers FWD4036746, and FWD4036747 are not sufficient for the sewerage generated from the Proposed Development and the surrounding catchment. Therefore, sewers FWD4036746, and FWD4036747 are proposed to upgrade. The proposed upgrading works are summarized in Table 3.2 and Figure 3.2.

Table 3.2 Proposed Upgrading Works

Segment	Manhole Reference	Manhole Reference	Length (m)	Original Size (Ø)	Upgraded Size (Ø)
S1-S2	FMH4034524	FMH4034525	41.7	675	825
S2-S3	FMH4034525	FMH4034509	8.0	675	825

3.5.3 Hence, upgrading works on the public sewers FWD4036746, and FWD4036747 by the project proponent are required.

3.5.4 With reference the information from DSD, the average daily flow at YTSPS of March 2025 is 17,443 m^3/day, and the estimated sewage generated Proposed Development is about 352 m^3/day. Therefore, the estimated sewage generated Proposed Development with average daily flow at YTSPS is 17795 m^3/day, which the flow is occupied about 62% of the current capacity of YTSPS. It is unlikely that the YTSPS will be overloaded. Detailed calculation for the capacities of YTSPS is given in Appendix 3.1.

4. OVERALL CONCLUSION

4.1.1 With a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. The proposed development can be completed without aggravating the flooding conditions within, upstream, or downstream of the Application Site. Therefore, it is anticipated that there will not be any impact on the existing drainage system. As such, upgrading work on the drainage system is NOT required.

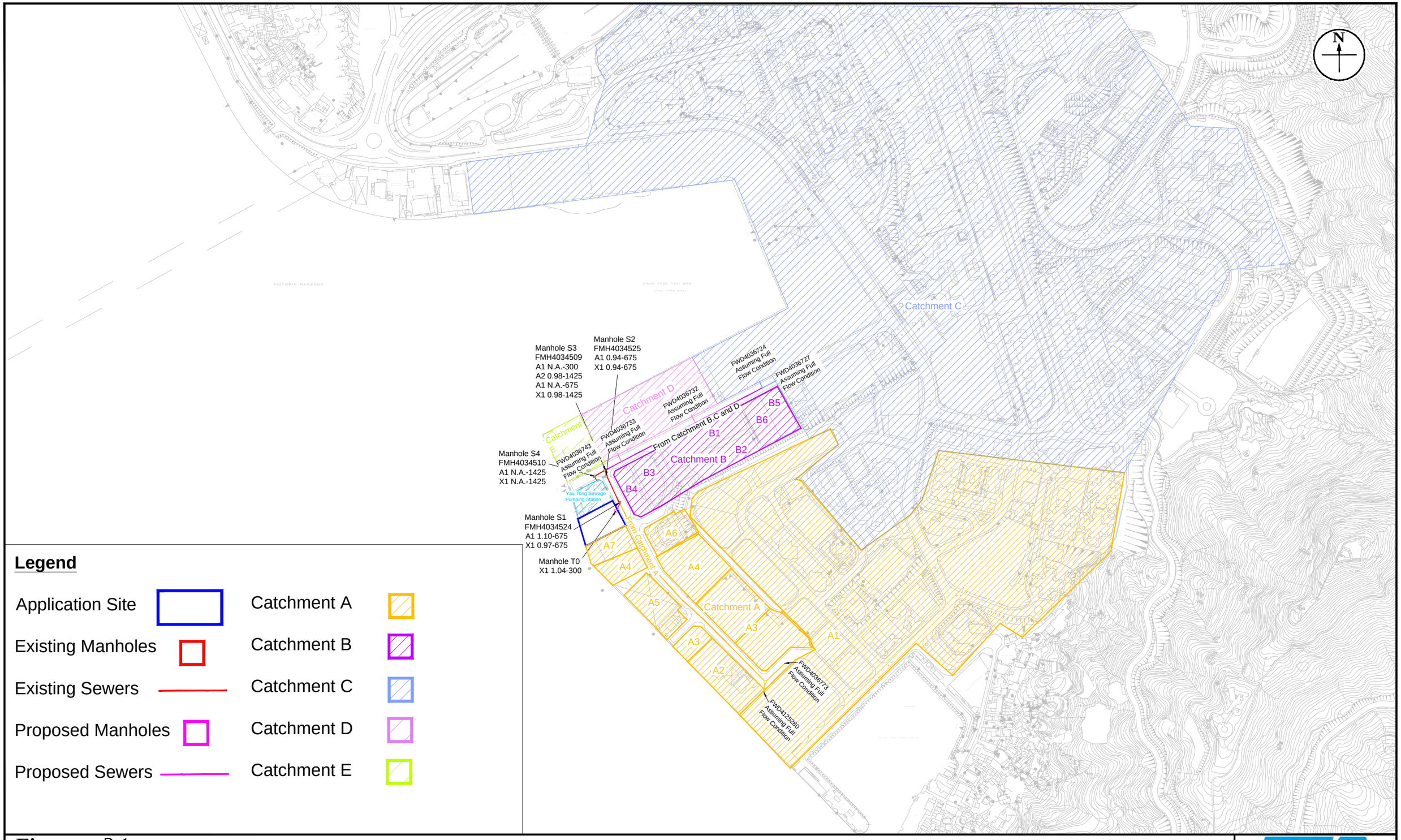
4.1.2 The potential sewerage impact arisen from the Proposed Development has been quantitatively assessed. Two of existing Ø675mm sewerage pipe (S1-S2 and S2-S3) will be upgraded to Ø825mm sewerage pipes. New Ø300mm sewerage pipes and manhole will be proposed to connect the existing pipe.

4.1.3 The TYSPS that the sewerage system would be connecting to has adequate capacity for the expected daily flows from the Proposed Development based on the assessment results.

4.1.4 With the proposed new connection and upgrading works in place, this SIA confirms the feasibility of the Proposed Development with no adverse impacts imposed to the public sewerage system.

4.1.5 This DIA and SIA confirm the feasibility of the proposed development in terms of its drainage and sewerage impact.

Figures



Legend

- Application Site
- Existing Manholes
- Existing Sewers
- Proposed Manholes
- Proposed Sewers
- Catchment A
- Catchment B
- Catchment C
- Catchment D
- Catchment E

Figure: 3.1a	RAMBOLL
Title: Sewerage System and Catchment Areas in the Vicinity of the Application Site_overall	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.3 Date: Jun 2025

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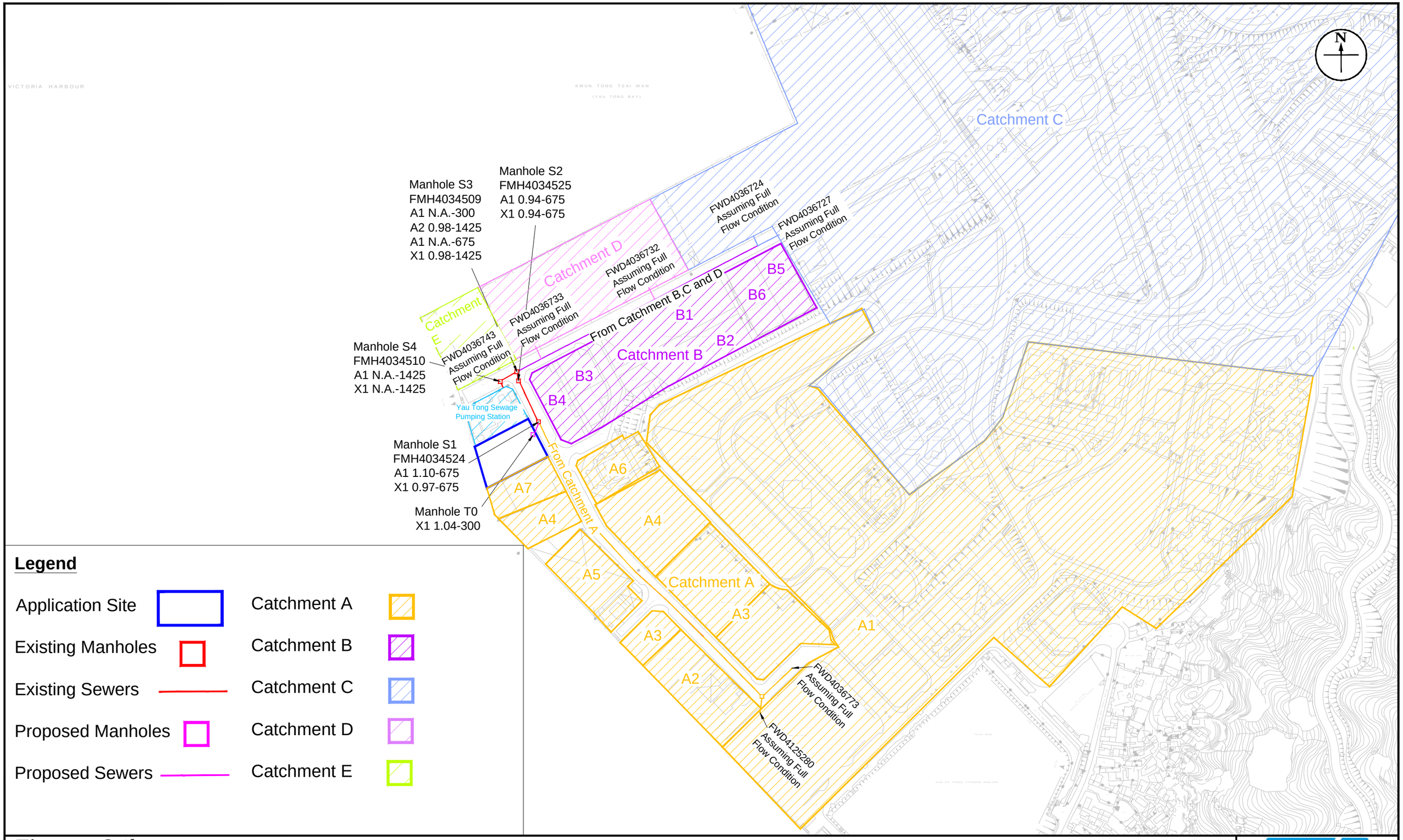

Figure: 3.1b

Title: Sewerage System and Catchment Areas in the Vicinity of the Application Site_zoom

Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	SC
Checked by:	TC
Rev.:	1.3
Date:	Jun 2025

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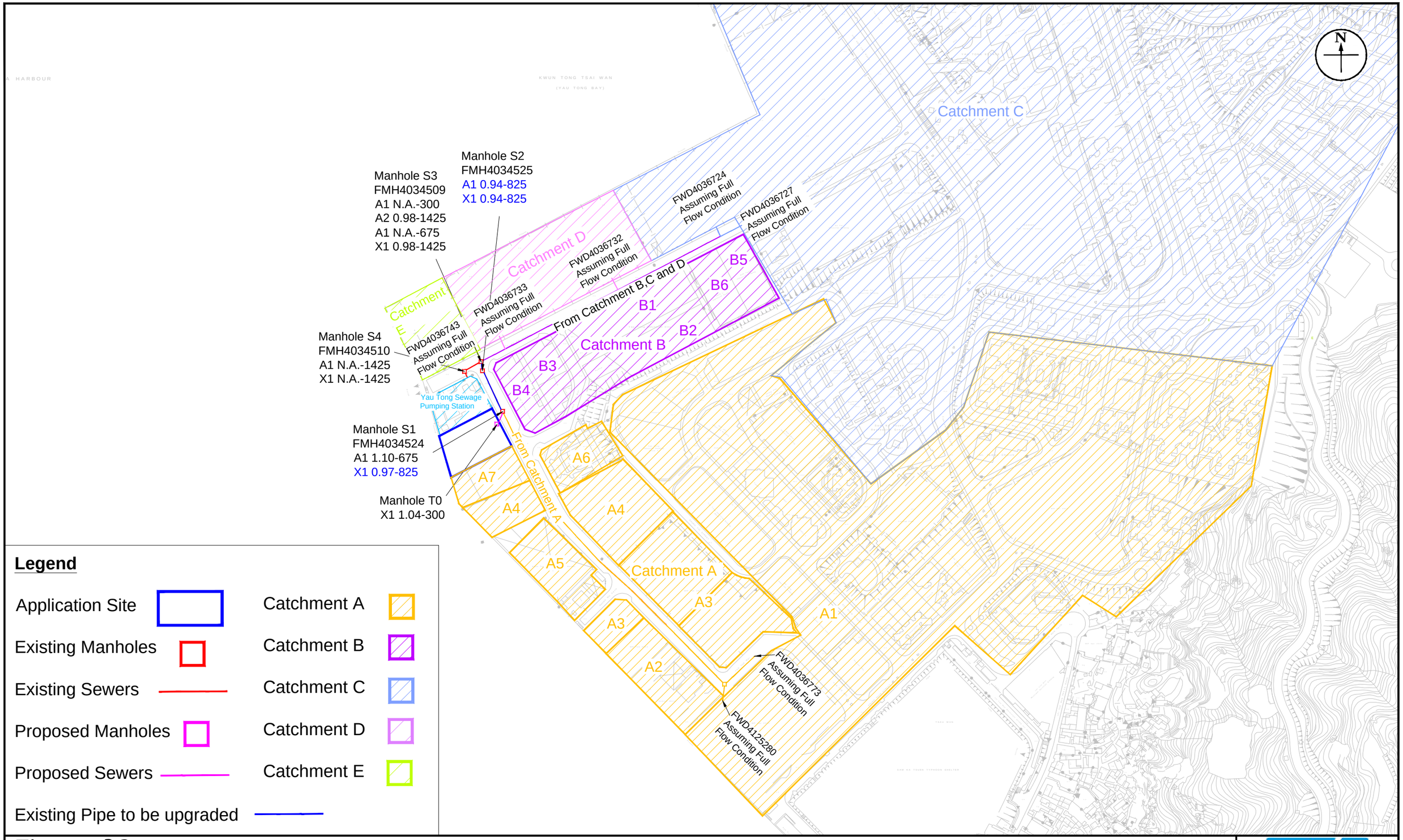

Legend

- Application Site
- Existing Manholes
- Existing Sewers
- Proposed Manholes
- Proposed Sewers
- Existing Pipe to be upgraded
- Catchment A
- Catchment B
- Catchment C
- Catchment D
- Catchment E

Figure: 3.2

Title: Proposed Sewerage System

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Appendix

Appendix 1.1 Key Development Parameters

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	- 10%
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177m^2 [2]	- 10%
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.082 [3] (to be included in Domestic PR) (Not more than 198m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	• Not less than 855m^2 • A voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20%	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	66 (incl. 2 accessible car parking spaces)	
- Residential	N/A	53	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	6	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is considered as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of about 0.081 (rounded down, equivalent to a GFA of about 197.93m^2) and SC of 0.256% will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

Appendix 3.1 Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Proposed Residential Development at the Application Site

1. Proposed Residential Development			**Remarks**
1. Residential Towers (T1-T3)			
a. Total number of units	=	342	units
b. Total number of residents	=	855	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**230.9**	m^3/day
2. Club House			
a. Assumed used area	=	725	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	24	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**6.7**	m^3/day
3. Swimming Pool			
a. Assumed Area of Swimming Pool	=	250	m2
b. Average Depth of Water	=	1.5	m
c. Volume of Swimming Pool	=	375	m3
d. Turnover Rate	=	6	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
e. Surface Loading Rate of Filter	=	50	m3/m2/hr
f. Filter Areas required	=	1.3	m2
g. Backwash flow rate	=	30	$m^3/m^2/hr$
h. Design flow for Swimming Pool Backwashing	=	37.5	m^3/hr
i. Backwash Duration	=	7	min/day
j. Backwash generation rate	=	3.75	m^3/day
k. Design flow for Swimming Pool Backwashing	=	**10.4**	litre/sec
4. Retail			
a. Assumed used area	=	1306.2	m^2
b. Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
c. Total number of employees	=	46	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J4)
f. Sewage generation rate	=	**12.9**	m^3/day
5. F&B			
a. Assumed used area	=	870.8	m^2
b. Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
c. Total number of employees	=	44	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
f. Sewage generation rate	=	**69.5**	m^3/day
Total Flow at Manhole T0			
Flow Rate (Without Swimming Pool)	=	320.0	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	352.0	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	1304	people
Peaking factor	=	6	Refer to Table T-5 of GESF for population 1,000 - 5,000 including stormwater allowance
Peak Flow (Without Swimming Pool)	=	24.4	litre/sec
Peak Flow (With Swimming Pool)	=	**34.9**	litre/sec

Table 2a Hydraulic Capacity at Sewers along Tung Yuen Street, Yau Tong

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	675	41.7	0.97	0.94	9.81	0.0060	0.001	0.000001	0.51	0.36	0.18	183
S2-S3	FMH4034525	FMH4034509	675	8.0	-	-	9.81	0.0060	0.001	0.000001	0.51	0.36	0.18	183
S3-S4	FMH4034509	FMH4034510	1425	17.6	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186
S4-S5	FMH4034510	Yau Tong Sewage Puminp Station	1425	6.4	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(3) The value of k_s = 3 mm and 6 mm are used with reference to Slimed Concrete Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)

(7) According to DSD Drainage Records, the downstream invert level of manholes FMH4034525 is missing, as a conservative approach, the slope of the upstream Segment (i.e. S1-S2) is used instead.

(8) According to DSD Drainage Records, the invert level of manholes FMH4034509 and FMH4034510 are missing, as a conservative approach, the slope 0.002 is used .

The Invert Level 1 is reference the FWD4036916 downstream 1.22mPD and the Invert Level 2 is reference the FWD4036741 downstream 0.98mPD with length

Table 3a Hydraulic Capacity of Sewers (Catchment A)

1. Full Bore of Pipes FWD4036773 and FWD4125280 (Assumption)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Upstream Invert Level	Downstream Invert Level	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
FWD4036773	FMH4034555	FMH4034556	600	38.9	1.89	1.86	9.81	0.006	0.001	0.000001	0.49	0.28	0.14	138
FWD4125280	FMH4099933	FMH4034556	225	6.1	2.15	2.10	9.81	0.006	0.008	0.000001	0.81	0.04	0.03	32
													Sub-total	**170**

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

(5) The pipe information is obtained from Geoinfo Map.

2. 18 Tung Yuen Street Application No A/K15/121

Residential (Phase 1)

a. Total number of units	=	135	units
b. Total number of residents	=	338	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**91**	m^3/day

Residential (Phase 2)

a. Total number of units	=	201	units
b. Total number of residents	=	503	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**136**	m^3/day

Total Dewerage Generate rate = **227** m^3/day

3. With reference Planning Application No. A/K15/126 (https://www.tpb.gov.hk/tc/plan_application/Attachment/20200828/s16_A_K15_126_0_gist.pdf)

Residential

a. Total number of units	=	1393	units
b. Total number of residents	=	3483	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**940.3**	m^3/day

Club House

a. Assumed used area	=	950	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	31	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**8.7**	m^3/day

Outdoor Swimming Pool

a.Assumed area	=	112.1	m^2
b. Assumed depth of water	=	1.5	m
c. Volume of water	=	168.2	m^3
d. Turnover Rate	=	6.0	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
e. Surface loading rate of filter	=	50.0	$m^3/m^2/hr$
f. Filter areas required	=	0.6	m^2
g. Backwashing flow rate	=	30.0	$m^3/m^2/hr$
h. Design flow for backwashing	=	16.8	m^3/hr
i. Backwash duration	=	7.0	min/day
j. Backwash generation rate	=	1.96	m^3/day
k. Backwash generation rate	=	**4.67**	litre/sec

4. Residential (Other Proposed Residential Development ref. YTML No. 69 & YTIL No. 4RP) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

1a. Total number of units	=	929	units
1b. Total number of residents	=	2323	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
1c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
a. Sewage Generation rate	=	**627**	m^3/day

5. Commercial (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Assumed used Area	=	4,870.0	m^2 (Refer to Table 5)
b. Assumed floor area per employee	=	45.45	m^2 per employee (worker densities refer to Table 8 in CIFSUS- Wholesale Trade)
c. Total number of employees	=	107	employees
d. Design flow for industrial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for industrial activities	=	200	litre/employee/day -- (refer to Table T-2 of J4 GESF)
f. Sewage generation rate	=	**30.0**	m^3/day

6. Peninsula East (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

1a. Total number of units	=	256	units
1b. Total number of residents	=	640	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
1c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
1d. Sewage Generation rate	=	**172.8**	m^3/day

7. Industrial (Redland Concrete Limited) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

2a. Assumed used Area	=	1,098.5	m^2
2b. Assumed floor area per employee	=	43.5	m^2 per employee (worker densities refer to Table 8 in CIFSUS- Manufacturing)
2c. Total number of employees	=	25	employees
2d. Design flow for industrial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
2e. Design flow for industrial activities	=	1,000.00	litre/employee/day -- (refer to Table T-3 - Yau Tong)
2f. Sewage generation rate	=	**27.0**	m^3/day

Total Flow at Manhole S1 (FMH4034524), including Proposed Development and Catchment A

Flow Rate (Without Swimming Pool & Item 1 o	=	2352.6	m^3/day
Flow Rate with inflow factor (Without Swimmi	=	2587.8	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	9585	people
Peaking factor	=	5	Refer to Table T-5 of GESF for population 5,000 - 10,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	320.1	litre/sec
Peak Flow (With Swimming Pool)	=	**335.2**	litre/sec

Table 3b Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment B)

1. Yau Tong industrial City Block A			
a. Assumed used area	=	38543	m^2
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	886	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**956.9**	m^3/day
2. Yau Tong industrial City Block B			
a. Assumed used area	=	32379	m^2
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	745	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**804.6**	m^3/day
3. Union Industrial Building Blook A&B			
a. Assumed used area	=	8376	m^2
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	193	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**208.4**	m^3/day
4. Gloria Weaving & Knitting Factory Limited			
a. Assumed used area	=	7834	m^2
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	180	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**194.4**	m^3/day

Table 3b Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment B)

5. Well Town Industrial Building

a. Assumed used area	=	9298	m^2
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	214	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**231.1**	m^3/day

6. Long Lift Industrial Building

a. Assumed used area	=	9595	m^2
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	221	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**238.7**	m^3/day

Total Flow of Catchment B

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	2634.1	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	2897.5	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	10732	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	**134.1**	litre/sec

Total Flow at Manhole S3 (FMH4034509), including Catchment A and Catchment B

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	4986.7	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	5485.3	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	20316	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	254.0	litre/sec
Peak Flow (With Swimming Pool)	=	**268.4**	litre/sec

Table 3c Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment C)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Upstream Invert Level	Downstream Invert Level	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
Catchment C (Assume Full Bore of Pipes FWD4036724 and FWD4036727)														
FWD4036724	FMH4034505	FMH4034501	300	7.9	1.74	1.15	9.81	0.006	0.075	0.000001	3.00	0.07	0.21	212
FWD4036727	FMH4034506	FMH4034501	1125	17.1	1.17	1.15	9.81	0.006	0.001	0.000001	0.91	0.99	0.91	906
Catchment D (Assume Full Bore of Pipes FWD4036732 and FWD4036733)														
FWD4036732	FMH4034511	FMH4034512	225	37.6	2.49	1.90	9.81	0.006	0.016	0.000001	1.13	0.04	0.04	45
FWD4036733	FMH4034513	FMH4034514	225	15.8	2.59	1.73	9.81	0.006	0.054	0.000001	2.10	0.04	0.08	83
Catchment E (Assume Full Bore of Pipe FWD4036743)														
FWD4036743	FMH4034521	FMH4034509	300	9.1	-	-	9.81	0.006	0.001	0.000001	0.29	0.07	0.02	21
												Sub-total		**1268**

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used: $$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(5) The pipe information is obtained from Geoinfo Map.

Total Flow at Manhole S1 (FMH4034524), including Proposed development, Cathment A, Catchment B, Catchment C, Catchment D, and Catchment E

Peak Flow (Without Swimming Pool) = 1521.6 litre/sec

Peak Flow (With Swimming Pool) = **1536.7** litre/sec

Table 4 Hydraulic Capacity at Sewers After Upgrading

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	825	41.7	0.97	0.94	9.81	0.0015	0.001	0.000001	0.71	0.53	0.38	379
S2-S3	FMH4034525	FMH4034509	825	8.0	-	-	9.81	0.0015	0.001	0.000001	0.71	0.53	0.38	379
S3-S4	FMH4034509	FMH4034510	1425	17.6	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186
S4-S5	FMH4034510	Yau Tong Sewage Puminp Station	1425	6.4	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186

Remarks:
(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity
(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.
(3) The value of k_s = 3 mm and 6 mm are used with reference to Slimed Concrete Sewers, poor example in Table 5 of Sewerage Manual Part 1.
(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)
(5) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)
(7) According to DSD Drainage Records, the downstream invert level of manholes FMH4034525 is missing, as a conservative approach, the slope of the upstream Segment (i.e. S1-S2) is used instead.
(8) According to DSD Drainage Records, the invert level of manholes FMH4034509 and FMH4034510 are missing, as a conservative approach, the slope 0.002 is used .
The Invert Level 1 is reference the FWD4036916 downstream 1.22mPD and the Invert Level 2 is reference the FWD4036741 downstream 0.98mPD with length

Table 4a Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	34.9	41.4%	OK	34.9	41.4%	OK	--
S1-S2	675	41.7	0.0007	183	34.9	19.1%	OK	335.2	183.7%	Spill	A
S2-S3	675	8.0	0.0007	183	34.9	19.1%	OK	335.2	183.7%	Spill	A
S3-S4	1425	17.6	0.0016	2186	34.9	1.6%	OK	1536.7	70.3%	OK	A+B+C+D+E
S4-S5	1425	6.4	0.0016	2186	34.9	1.6%	OK	1536.7	70.3%	OK	A+B+C+D+E

Table 4b Comparision of the Hydraulic Capacity of Upgrading Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	34.9	41.4%	OK	34.9	41.4%	OK	--
S1-S2	825	41.7	0.0007	379	34.9	9.2%	OK	335.2	88.5%	OK	A
S2-S3	825	8.0	0.0007	379	34.9	9.2%	OK	335.2	88.5%	OK	A
S3-S4	1425	17.6	0.0016	2186	34.9	1.6%	OK	1536.7	70.3%	OK	A+B+C+D+E
S4-S5	1425	6.4	0.0016	2186	34.9	1.6%	OK	1536.7	70.3%	OK	A+B+C+D+E

Table 5 Future Flows to Yau Tong Seage Pumping Station

Existing Designed Capacity	28800	m^3/day (DSD)
Estimated Flow from the Proposed Development - (With Catchment Inflow Factor)	352.0	m^3/day
Average Daily Flow at YTSPS (From DSD's Data of Mar 2025))	17443.0	m^3/day
Contribution	62%	(of designed capacity)

Appendix F

Replacement Pages of Updated Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN “RESIDENTIAL (GROUP E)” ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

ENVIRONMENTAL ASSESSMENT

Date	June 2025
Prepared by	Wendy Tin / Kyle Kam Environmental Consultant / Assistant Environmental Consultant
Signed	
Approved by	Tony Cheng Senior Manager
Signed	
Project Reference	CRC_4TYSEI00
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Appendix 3.1 Traffic Forecast of Year 2047

Appendix 3.2 Road Traffic Noise Impact Assessment Result (Base Case)

Appendix 3.3 Indicative Design of EAB(BT)-(EPD-PN) & AW(BT)-(EPD-PN) Adopted in the Proposed Development

Appendix 3.4 Sound Attenuation Adjustment of EAB(BT)-(EPD-PN) & AW(BT)-(EPD-PN) Adopted in the Proposed Development

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Appendix 4.1 Photo Records of Site Investigation

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Appendix 4.5 Catalogues of Cooling Towers

Appendix 4.6 Industrial Noise Impact Assessment Result (Mitigated Case)

Appendix 5.1 Drillhole Record of project "East Kowloon Sewerage Improvements and Pollution Control, Stage I"

Appendix 6.1 The Relevant Aerial Photographs from LandsD

Appendix 6.2 Photo Records of Site Inspection

Appendix 6.3 The captured shown from BRAVO

Appendix 6.4 Correspondences from Government Departments

Completion year	2032
Site Area (m^2)	2,419

1.3.4 The master layout plan, floor plans and section plan of the Proposed Development are shown in Appendix 1.1.

1.4 Key Environmental Issues and Study Approach

Noise

1.4.1 As mentioned, the Application Site is situated immediate to nearby carriageways including Tung Yuen Street and Ko Fai Road. Road traffic noise impact assessment (detailed in Section 3) was therefore conducted to address the potential adverse traffic noise impact that would be generated from these local roads.

1.4.2 Apart from road traffic noise impact, the Application Site is surrounded by various industrial establishments such as concrete batching plants, vehicle repair workshop, Kwun Tong Wholesale Fish Market, Tung Yuen Street Food Market, Yau Tong Saltwater Pumping Station and recycling workshop. In view of the Application Site is located in close proximity to the nearby industrial uses, an industrial noise impact assessment (detailed in Section 4) was carried out to address the potential adverse industrial noise impact on the Proposed Development.

1.4.3 There is no railway noise source identified in the vicinity within 300m of the Application Site and thus, no adverse railway noise impact is anticipated on the Proposed Development.

Air Quality

1.4.4 The Application Site is subject to the nearby emissions from road traffic, concrete batching plants, marine emissions and active chimneys in the industrial areas, so an air quality impact assessment was conducted to assess the air quality concentrations and to recommend mitigation measures, if applicable, to be incorporated in the Proposed Development. The quantitative air quality impacts are addressed in a separate assessment report.

Waste Management and Land Contamination Review

1.4.5 The historical land use and existing condition have been studied for the purpose to identify if there is/was any potentially land contaminating activity held onsite, and actions recommended to be taken afterwards. The details will be discussed in Section 5.

1.4.6 The potential waste management issues in connection with the construction and operation of the Proposed Development Sites will be discussed in Section 5. Waste management Practices and mitigation measures will be recommended in order to alleviate the impacts, where necessary.

1.5 Interim Industrial / Residential Interface

1.5.1 The presence of Industrial / Residential ("I/R") interface scenario has long been a circumstance when the Yau Tong Bay was first zoned as CDA. The Application Site is located at the southwestern fringe of Yau Tong Industrial Area (YTIA). Based on the information, the YTIA is rezoned to "CDA", "R(E)", and "Commercial" zone with the intention of phasing out the existing industrial activities. Currently there are still a number of existing industrial operations in the vicinity of the Application Site under other "CDA" sub-zones and "R(E)" zone, for example the fish market to the southwest

Table 4.1 Acceptable Noise Level (ANLs), dB(A)

Time Period	ASR	
	B	C
Day and Evening (0700 to 2300 hours)	65	70
Night (2300 to 0700 hours)	55	60

4.3 Industrial Noise Sources

Site Inspections

4.3.1 According to the recent site surveys carried out in Aug, Sep, Nov, Dec 2023, and Feb, Oct and Nov 2024, there are various industrial establishments in the vicinity of the Application Site. During site surveys, the industrial noise sources identified would include Saltwater Pumping Station, Redland Concrete Ltd., Kwun Tong Wholesale Fish Market, Tung Yuen Street Cooked Food Market, and Tung Lee Motor Services Centre. The information from press releases by the Hong Kong Government dated 07 April 2025 mentioned that both concrete batching plants (CBPs) of China Concrete Company Limited that immediately next to Site A were shut down due to illegal operations. Additionally, to the further north of the Application Site, industrial noise generated from material screening and loading & unloading activities as well as were observed temporary recycling workshop "全記" at YTML No.1-4.

4.3.2 Site inspections, for both day & evening time and night-time, were conducted in Aug, Sep, Nov & Dec 2023, and Feb, Oct and Nov 2024 to verify and update the industrial activities information, if necessary. Figure 4.2 shows the locations of the identified noise sources in the vicinity of the Application Site.

4.3.3 Photo records of site investigation are shown in Appendix 4.1.

Noise Measurement for the Industrial Activities

4.3.4 Noise measurements were carried out by using a calibrated Bruel&Kjaer (B&K) Precision Integration Sound Level Meter Type 2250L, which complies with International Electrotechnical Commission Publications 651:1979 (Type 1) and 804:1985 (Type 1). The weather condition was fine with calm wind during measurements, which satisfied the required criteria. The equipment was properly calibrated immediately prior to and following each measurement by a B&K Sound Level Calibrator Type 4321.

4.3.5 Sound Power Levels (SWLs) of the noise activities are determined in accordance with standard acoustical principles, and "International Standard ISO 3746: Acoustics – Determination of sound power levels of noise sources using sound pressure – survey method using an enveloping measurement surface over a reflecting plane" (herein referred as ISO 3746), where necessary and practicable.

4.3.6 For 全記, standard acoustic principle was adopted for measuring the noise level generated from the industrial activities carried out in it. Details is shown in Appendix 4.2.

4.3.7 Measurement locations and data of the industrial noise sources are shown in Appendix 4.2.

4.3.8 Calculations of the SWLs are shown in Appendix 4.3.

4.3.9 Table 4.2 below lists out the identified industrial noise sources and the respective SWLs based on the findings of recent site surveys. The derived SWLs have taken into

Table 4.2 Identified Industrial Noise Sources

Noise Sources	Observations	Key Noise Sources	Noise Source IDs	Type of Industrial Noise Sources (Point Source/ Area Source)	Sound Power Level (SWLs), dB(A)	
					Day & Evening time	Nighttime
Kwun Tong Wholesale Fish market	General Description and Characteristics • According to site investigations and as confirmed with the staff of the Wholesale Fish Market, peak hours of the operation of Fish Market are 07:00 – 12:00 for day-time and 04:00 – 6:00 for night-time. During day-time (07:00-12:00), noisy activities include fish unloading activities from fishing boats and lorries from restaurants or supermarkets picking up and packing from the Fish Market before noon which started from the early morning. During night-time (04:00-06:00), there are mainly fish unloading activities from fishing boats. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 64.3 dB(A) to 76.2 dB(A) for day-time and 63.3 dB(A) to 74.3 dB(A) for night-time. • Please refer to Appendix 4.2 for noise measurement details. Time Period of Operation • Both daytime and night-time operations were observed.	Operation Noise	Day & Evening time: WFM_1; Night-time: WFM_1N	Area Source	92.9	91.6
		Loading and Unloading By Marine Vessels	Day & Evening time: WFM_2; Night-time: WFM_2N	Point Source	96.7	94.8
Cooked Food Stall	General Description and Characteristics • The Cooked Food Stall comprises two ordinary cooking stove equipment which are considered to be the major noise sources. Derivation of Sound Power Level • The measured noise levels of the opening was 63.8 dB(A). • Given the size of the openings are considerably large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • The operating hours is observed to be between 07:30 to 17:00. Thus, no night-time operation is anticipated.	Operation Noise	CFS_1	Area Source	75.3	Nil
Yau Tong Salt Water Pumping Station	General Description and Characteristics • The operational plant was enclosed within the building. It was observed that there were only small sized louvers and window that emit sound. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 71.4 dB(A) to 71.8 dB(A) for day-time and 63.9 dB(A) to 64.5 dB(A) at night-time. • Given the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • Both day-time and night-time operations were observed.	Operation Noise	WPS_1	Area Source	84.3	84.3
Tung Lee Motor	General Description and Characteristics • Tung Lee Motor Service Centre is located at Shung Tak Wai to the further north of the Application Site. Based on observations from site surveys, the operation mainly involves insignificant grinding hammering and air-compressor noise.	Operation Noise	TLM_1	Area Source	80.8	Nil

Service Centre	Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 61.3 dB(A) to 61.9 dB(A). • Given the size of the openings are considerable large, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • No night-time operation was being observed.					
Redland Concrete Limited	General Description and Characteristics • The concrete batching plant is enclosed without any opening at the top and sides. There are only openings at the entrance / exit in front of Tung Yuen Street. Derivation of Sound Power Level (SWL) • The measured noise levels of the openings range from 74.8 dB(A) to 75.7 dB(A). • Given the size of the openings are considerably large and the close proximity between the noise source and the NSRs, the SWL is therefore derived in accordance with ISO 3746 (Please refer to Appendix 4.2 and Appendix 4.3 for noise measurement details and derivation of sound power level, respectively). Time Period of Operation • No night-time operation was being observed.	Operation Noise	RLC_1	Area Source	97.9	Nil
	General Description and Characteristics • Two cooling towers were identified located at the roof of Redland concrete plant. According to observations from site surveys, the diameter of cooling towers are less than 4m. Derivation of Sound Power Level (SWL) • Since noise measurement was unable to conduct due to restriction of access, SWLs are derived from the SPL* provided from a catalogue in Appendix 4.5 based on their estimated size. For a conservative approach, two cooling towers are assumed as model FT-225 – FT-250 with SPL* of 63 dB(A). **SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level according to the catalogue in Appendix 3.5.* Time Period of Operation • No night-time operation was being observed.	Cooling Tower	RLC_2	Point Source	95.1	Nil
		Cooling Tower	RLC_3	Point Source	95.1	Nil
	Derivation of Sound Power Level (SWL) • Noise measurement was not able to conduct due to restriction of access. SWL used for the industrial noise impact assessment was referenced from "TECHNICAL MEMORANDUM ON NOISE FROM CONSTRUCTION WORK OTHER THAN PERCUSSIVE PILING" (GW-TM). Time Period of Operation • No night-time operation was being observed.	Derrick Barge	RLC_4	Point Source	102.0	Nil
全記	General Description and Characteristics • As observed from site surveys, the industrial activities of the recycling workshop mainly involve screening material and loading and unloading. • Derivation of Sound Power Level (SWL) • The measured noise levels of the activities about 105 dB(A). • Appendix 4.3 shows noise measurement details and derivation of sound power level, respectively). Based on the analysis of the measurement data, no tonality correction is to be adopted in the calculation. The analysis is also shown in Appendix 4.3. Time Period of Operation • No night-time operation was being observed during the site visits.	Operation Noise	QJ_1	Area Source	105.1	Nil

4.8 Assessment Result (Mitigated Case)

4.8.1 The predicted Industrial noise levels at selected NSRs for mitigated scenario are tabulated in Table 4.5. Detailed calculation is shown in Appendix 4.6. With the proposed mitigation measures in place, all NSRs comply with industrial noise standard. No exceedance is found.

Table 4.5 Industrial Noise Impact Assessment Results under mitigated Scenario

NSR ID	ASR	Noise Criteria, dB(A)		Predicted Noise Level, dB(A)	
		Day & Evening, dB(A)	Nighttime, dB(A)	Day & Evening, dB(A)	Nighttime, dB(A)
F1-01	C	70	60	70	46
F1-02	C	70	60	68	41
F1-03	C	70	60	65	55
F1-04	C	70	60	65	52
F2-01	B	65	55	63	40
F2-02	B	65	55	63	40
F2-03	B	65	55	63	40
F2-04	B	65	55	63	40
F2-05	B	65	55	63	40
F2-06	B	65	55	62	40
F2-07	B	65	55	63	40

4.9 Conclusion

4.9.1 An industrial noise impact assessment has been carried out. No unacceptable noise impact is envisaged without noise mitigation measure in place.

4.9.2 In order to avoid adverse noise impact of the future industrial noise sources onsite on the surrounding NSRs, the future contractor shall ensure that the equipment within the Proposed Development would be designed and installed to meet the HKPSG criteria.

5. WASTE MANAGEMENT

5.1 Introduction

5.1.1 This section presents the management and disposal strategy of the wastes generated from the construction work and operation phase. The options for waste minimization, reuse, recycling, collection, transportation and disposal of wastes arising from the construction, demolition work and operation phase have been examined. Where appropriate, procedures for waste reduction and management are considered and environmental control measures for avoiding and minimising the potential impacts are recommended.

5.2 Legislation

5.2.1 The following legislations and guidelines are relevant to the handling, treatment and disposal of waste in HKSAR and references were made in assessing the potential impacts and their avoidance or mitigation:

- *Waste Disposal Ordinance (Cap. 354);*
- *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C);*
- *Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N);*
- *Practice Note for Authorized Persons and Registered Structural Engineers – Construction and Demolition Waste (PNAP ADV-19, also known as PN for AR&RSE No. 243);*
- *Public Health and Municipal Services Ordinance (Cap 132);*
- *Land (Miscellaneous Provisions) Ordinance (Cap 28);*
- Dumping at Sea Ordinance (Cap.466)*;*
- *Monitoring of Solid Waste in Hong Kong 2023; and*
- *Project Administration Handbook (PAH) for Civil Engineering Works, Section 4.1.3 of Chapter 4.*

5.2.2 The following guidelines also relate to waste management and disposal:

- *Waste Disposal Plan for Hong Kong (1989);*
- *Hong Kong Planning Standards and Guidelines (HKPSG), Chapter 9 – Environment;*
- *WBTC No. 2/93, Public Dumps;*
- *WBTC No. 2/93B, Public Filling Facilities;*
- *WBTC No. 12/2000, Fill Management, Hong Kong SAR Government;*
- *WBTC No. 12/2002, Specification Facilitating the Use of Recycled Aggregates, Works Bureau, Hong Kong SAR Government;*
- *WBTC No. 32/92, The Use of Tropical Hard Wood on Construction Site;*
- *ETWB TC(W) No. 19/2005 Environmental Management on Construction Sites;*
- *DEVB TC(W) No. 2/2011, Encouraging the Use of Recycled and other Green Materials in Public Works Projects;*
- *DEVB TC(W) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials, Development Bureau, Hong Kong SAR Government;*
- *DEVB TC(W) No. 8/2010, Enhanced Specification for Site Cleanliness and Tidiness, Works Bureau, Hong Kong SAR Government;*

- *CEDD TC No. 11/2019, Management of Construction and Demolition Materials;*
- *Code of Practice on the Handling, Transportation and Disposal of Asbestos Waste (1993) Environmental Protection Department;*
- *Code of Practice on Asbestos Control: Preparation of Asbestos Investigation Report, Asbestos Management Plan and Asbestos Abatement Plan (1997) Environmental Protection Department;*
- *ProPECC PN2/97, Handling of Asbestos Containing Materials in Buildings;*
- *PNAP No. 252 (ADV-21), Management Framework for Disposal of Dredged / Excavated Sediment*
- *Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes, EPD (1992)*; and
- Guidance Note. No. 1/2024" under Dumping at Sea Ordinance, Cap. 466"

5.3 Assessment Methodology

5.3.1 The assessment of the potential waste management implications during the construction and operation phases of the Project has been conducted in accordance with Annexes 7 and 15 of the EIAO-TM, including the following tasks:

- Estimation of the types and quantities of the wastes generated;
- Evaluation of opportunities for waste reduction and re-use;
- Identification of disposal options for each type of wastes;
- Assessment of potential environmental impacts arising from the wastes management with respect of potential hazards, air and odour emissions, noise, wastewater discharge, and public transport; and
- Assessment of the impacts caused by handling, collection, transportation and re-use /disposal of wastes.

5.3.2 Prior to considering the disposal options for various types of waste, opportunities for reducing waste generation, on-site or off-site reuse and recycling have been evaluated. Measures which can be taken in the planning and design phases (e.g. by modifying the design approach) and in the construction phase for maximizing waste reduction have been separately considered. Practices to promote segregation of waste materials are additionally considered for advancing the waste management efficiency.

5.3.3 After considering the opportunities for reducing waste generation and maximizing reuse, the types and quantities of the waste required to be disposed of have been estimated and the disposal options for each type of waste have been described. The disposal method recommended for each type of waste has been taken into account the result of the assessment. The impacts caused by handling (including stockpiling, labelling, packaging and storage), collection and reuse / disposal of waste have been addressed and appropriate mitigation measures have been proposed.

5.4 Identification and Evaluation of Potential Impact during Construction Stage

5.4.1 The construction activities to be carried out for the proposed Project would generate a variety of wastes that can be divided into distinct categories based on their composition and ultimate method of disposal. The identified waste types include:

- Construction and Demolition (C&D) materials due to excavation and site formation;

- General refuse generated by the workforce;
- Chemical and oily wastes due to maintenance of equipment; and
- Asbestos Containing Materials (ACM)

Key sources of C&D materials

It is anticipated that the majority of C&D materials will be generated from the following key construction activities:

- Demolition existing industrial buildings;
- Site Clearance.
- Site formation;
- Excavation of ground for basement of the Proposed Development; and
- Building construction.

C&D Materials

5.4.2 C&D materials comprise mainly of unwanted materials, including surplus materials arising from excavations that are generated from the works (e.g. site clearance, demolition works of substructure, site formation works, excavation work for basement). Inert soft C&D materials comprise of soil, sand, clay, slurry, etc., while hard C&D materials comprise of crushed concrete, asphalt, rock, etc. The amount of non-inert C&D materials generated during site clearance would be minor (as there is little vegetation at the Application Site). C&D materials may comprise different types of materials, including:

- Inert C&D materials (also known as public fill, including soil, rock debris, rubble earth, concrete, etc.) do not decompose and are suitable to reuse as filling materials for land reclamation and site formation. Inert C&D materials could be reused on-site as filling materials. For those inert C&D materials that cannot be reused should be delivered to CEDD designated public fill reception facilities.
- Non-inert C&D materials (also known as C&D waste, including bamboo, timber, paper, metal, glass, plastic, packaging wastes, etc.). Non-inert C&D materials should be reused or recycled as far as possible. For those non-inert C&D materials that cannot be reused or recycled, they should be disposed of at designated landfill sites as last resort.

5.4.3 The general waste management strategy is to avoid waste generation in the first place. Should it be unavoidable, reduction and segregation at-source should be exercised as far as practicable, and recycling and reuse should be adopted at the same time to salvage all the recyclable and reusable materials as much as possible.

5.4.4 According to ETWB TC(W) 19/2005 on "Environmental Management on Construction Sites", waste management plan (WMP) becomes part of Environmental Management Plan (EMP) to be submitted to Architect/ Engineer for approval before construction works. The Project team will require the Contractor(s) to submit WMPs for approval. The WMPs will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. It will ensure that the day-to-day operations on site comply with the approved WMPs. It will control the delivery of inert C&D materials and non-inert C&D materials to public fill reception facilities and landfills, respectively, through a trip-ticket system. It will require the Contractor(s) to separate public fill from C&D materials for delivery at appropriate facilities. It will record the delivery, reuse and recycling of C&D materials for monitoring purposes.

5.4.5 The site area of the Application Site is approximately 2,419m^2 with 1 existing industrial building. It is assumed that all buildings are 7-story with 3m floor height. Assuming

the inert and non-inert C&D materials produced during the demolition is 90% and 10%, 36,900m^3 and 4,100m^3 of inert and non-inert C&D materials will be produced in this stage. For the area of the basement in the Proposed Development is 1,800m^2 with 9m depth (which is a conventional headroom for basement level). Considerations will be made to minimise the excavation extent as practicable as possible while ensuring the parking provision can meet the HKPSG standard. It is estimated that 16,200m^3 of inert C&D materials are generated from excavation, assuming 100% inert C&D materials. During the building construction, appropriately 1,669 m^3 C&D materials will be produced. Assuming 90% are inert C&D materials and 10% non-inert C&D materials, 1,530m^3 and 170m^3 of inert and non-inert C&D materials will be produced. Therefore, it is estimated that about 56,809m^3 of inert C&D material and 4,510m^3 of non-inert C&D material will be generated during the course of construction (including demolition, excavation and building construction). Adequate areas for sorting and storage of segregated materials should be provided onsite. Construction wastes shall be sorted, with the inert C&D materials broken up into small pieces for delivery at public fill reception facility, and the non-inert C&D materials should be disposed of at landfill.

5.4.6 The Contractor(s) should be responsible for ensuring that all on-site wastes will be collected by approved waste collectors and appropriate measures should be undertaken to minimise adverse impacts to the surrounding environment, such as dust generation. The Contractor(s) must also ensure that all necessary waste disposal permits have been obtained before actions.

5.4.7 Prior to disposal of non-inert C&D materials, it is recommended that wood, steel, glass and other metals will be collected separately for re-use and/or recycling and inert C&D materials utilized as fill materials to minimize the quantity of waste to be delivered to the Public Fill Reception Facilities and landfill. The details are shown in Table 5.1.

5.4.8 All the soil generated from the underground work should be refill on site to form the site to the required level. Other C&D materials should be used on-site as far as practicable.

5.4.9 Project Administration Handbook for Civil Engineering Works, Section 4.1.3 Management of Construction and Demolition Material Including Rock published by CEDD to enhance the management of C&D materials and to minimise their generation at source. The enhancement measures include drawing up a Construction and Demolition Material Management Plan (C&DMMP) at an early design stage to minimise C&D materials generation and encourage proper management of such materials.

5.4.10 Under DEVB TCW No. 6/2010 Trip Ticket System for Disposal of Construction and Demolition Materials, for all contracts that are expected to generate inert C&D materials requiring disposal from site, the project office should write to the Public Fill Committee (PFC) through Secretary of the PFC to request a designated disposal ground for incorporation into the tender documents. For contracts where the estimated amount of non-inert C&D materials to be generated from the contract is less than 50,000 m^3, the project office is not required to apply to DEP for designated landfill facilities, but it should still specify in the tender documents of the appropriate landfill facilities for disposal.

Chemical Waste

5.4.11 Construction plant and equipment will require regular maintenance and servicing, which would generate waste such as solvents, lubrication oil and fuel, etc. Chemical wastes arising during the construction phase may pose serious environmental, health and safety hazards if not stored and disposed of in an appropriate manner.

5.4.12 It is difficult to quantify the amount of chemical wastes as it will solely depend on the contractor's on-site maintenance practice and the quantities of plant and vehicles utilized at the construction site. Nevertheless, it is anticipated that the quantity of chemical waste such as lubrication oil and solvent produced from equipment maintenance would be small and less than hundred litres per month.

5.4.13 The contractor is required to register as a chemical waste producer if chemical wastes would be produced from the construction activities. The Waste Disposal Ordinance (Cap 354) and its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation should be observed and complied with for control of chemical wastes. The amount of chemical waste to be generated shall be quantified in the Waste Management Plan (WMP) as part of the Environmental Management Plan (EMP) to be prepared by the Contractor in the subsequent construction stage. Also, the requirements to register with EPD as a chemical producer is observed and will be duly followed by the Project Proponent or its Contractor.

5.4.14 Storage, handling, transportation and disposal of chemical waste should be arranged in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Waste published by the EPD. Chemical wastes such as wasted solvents, lubrication oil and fuel, etc. will need special handling and storage arrangements and should be collected by licensed chemical waste collectors for subsequent disposal and appropriate treatment at licensed waste disposal facilities, for example the Chemical Waste Treatment Facility Centre (CWTC) in Tsing Yi. Mitigation and control requirements for chemical waste are provided in the "Recommended Pollution Control Clauses for Construction Contracts" available in EPD website mentioned the handling, storage and disposal of chemical wastes. With good management and site particles, adverse environmental impacts should not result.

Asbestos Containing Materials (ACM)

5.4.15 Asbestos was widely used in the construction industry prior to the early 1980s for fireproofing, thermal and electrical insulation as well as in sound absorption materials. However, asbestos is currently recognized as hazardous materials, due to its etiological effects on human respiratory system.

5.4.16 As the Schemes involve the demolition of buildings/ structures that were built before 1980s, ACM may be present in the buildings within the Schemes. It is requires that all asbestos wastes must be disposed of at designated or licensed facilities. In Hong Kong, the only proven method of disposing of asbestos is by secure burial in a landfill site, so as to avoid the release of harmful asbestos fibres to environment and minimise potential hazard.

5.4.17 All ACM if confirmed to be present within the existing premises must be removed and disposed of in accordance with the Air Pollution Control Ordinance (APCO) and WDO prior to the demolition works. A Registered Asbestos Consultant and Registered Asbestos Laboratory shall be engaged to conduct investigation for the presence of ACM. An Asbestos Investigation Report, an Asbestos Abatement Plan (AAP) (if required) and a notification of commencement of asbestos abatement works commences. Also, the removal of ACMs should be carried out by a Registered Asbestos Contractor according to the approved AAP under the supervision of a Registered Asbestos Consultant. The asbestos waste generated shall be disposed of by a licensed chemical waste collectors in compliance with the WDO.

General Refuse

5.4.18 Throughout the construction stage, the workforce would generate general refuse comprising food scraps, wastepaper, empty containers, etc. A generation rate of 0.65

kg per worker per day is assumed. About 50 workers are assumed for this project so that daily general refuse generation rate is about 33 kg/day. Release of general refuse into the nearby storm drain should not be permitted as introduction of these wastes is likely to have detrimental effects on water quality in the area. Effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into the surrounding environment, and odour nuisance. The work site may also attract pests and vermin if the waste storage area is not well maintained and cleaned regularly.

5.4.19 Recyclable materials (i.e., food scraps and container, paper, plastic bottles and aluminium cans) will be separated for recycling, in order to reduce the amount of general refuse to be disposed of at landfill. Adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. The non-recyclable refuse will be placed in bags and stored in enclosed containers and disposed of on a daily basis to designated landfill.

5.4.20 With the implementation of recommended waste management practices at the site, adverse environmental impacts would not arise from the storage, handling and transportation of general refuse.

Land-based Sediment

5.4.21 It is noted that the Application Site is situated on reclaimed land. However, at this planning stage, there is no detailed information on the land-based sediment (i.e., GI record) within the Site. The GI record of project "East Kowloon Sewerage Improvements and Pollution Control, Stage I" (shown Appendix 5.1), which is located to the Northeast (~20.86m) from the site boundary. The report presented that there are no marine deposits observed above -2.18mPD (i.e. below ground 6.3m) and no record below -2.18mPD. Meanwhile, as shown in the MLP (Appendix 1.1), the concrete structure of the proposed basement carpark may reach -4.65mPD (i.e. below ground 9m). In view of this, the land-based maybe expected within the Project Site and maybe encountered during the piling and excavation works associated with the construction of the basement.

5.4.22 Once the relevant information such as GI records are available the presence of land-based sediment shall be further reviewed and studied in the subsequent stage. In case land-based sediment are anticipated. In case land-based sediment are anticipated, the Consultant shall adequately address its associated the potential environmental impacts, including but not limited to, quantity estimation, handling arrangement, disposal options, and mitigation measures to be taken. It is recommended that the Land-based sediment would be reused onsite as much as possible; otherwise, the handling and disposal of these excavated materials in accordance with "Guidance Note. No. 1/2024" under the Dumping at Sea Ordinance, Cap. 466" and "Dumping at Sea Ordinance (Cap.466)".

5.4.23 Pursuant to Appendix E, 3(i) of ESB-332/2020, a Sediment Sampling and Testing Plan (SSTP) will be prepared with reference to PNAP No. 252 (ADV-21) and submitted to EPD for approval. This Plan details the ranges of parameters to be analysed; the number, type and methods of sampling; sample preservation; and chemical and biological laboratory test methods to be used.

5.4.24 The allocation of sediment disposal space at sea will not be considered until the need for removal of the sediment has first been satisfactorily demonstrated. The rationale for sediment removal must therefore be provided to the Secretary of MFC for agreement, as early as possible, preferably at the Environmental Impact Assessment

Stage, if one is conducted. Volumes of Category L sediment below 50,000 m^3 are exempted from this requirement.

5.4.25 Table 5.1 below presents the estimation of C&D materials generated during construction phase.

Table 5.1 Summary Table of Estimated C&D Materials during Construction Phase

Construction activities	Factor / Assumption adopted	Estimated Quantities of C&D Materials Generated
Demolition of Existing Building	• Site Area:2,149 m^2 • Existing Building Height: 21m (7-Story with 3m floor height) • Ratio for Inert and Non-Inert C&D Materials: 9:1	• Inert C&D Materials generated: 36,900 $m^{3(c)}$ • Non-inert C&D Materials generated: 4,100$m^{3(d)}$
Site formation	• Site Area:2,149 m^2 • Anticipated Site Formation Depth: 1m	• Inert C&D Materials generated: 2,179 $m^{3(c)}$ • Non-inert C&D Materials generated: 240$m^{3(d)}$
Excavation of Basements	• Excavation Area:1,800 m^2 • Excavation Depth: 9m • Ratio for Inert and Non-Inert C&D Materials: 9:1 • Anticipated Land-based Sediment Depth: 2.7m (i.e. 9m -6.3m)	• Inert C&D Materials generated: 16,200 $m^{3(c)}$ • Maximum Volume Land based Sediment: 4,860m^3 (The actual volume is subject to the detail design stage)
Buildings Construction	• GFA: 16,691m^2 (Refer Appendix 1.1) • Ratio for Inert and Non-Inert C&D Materials: 9:1	• Inert C&D Materials generated: 1,530 $m^{3(c)}$ • Non-inert C&D Materials generated: 170$m^{3(d)}$

Note:

(a) The above estimated quantities are subject to detailed design.

(b) Assuming the density of inert C&D materials is 1.8 tones/m^3. With ~102,256 tones inert C&D material, the number of dump truck is anticipated to be less than 25 trucks/day (assuming each truck can carry 15 tones and there is around 270 working day per year) (reference Approved Planning Application Y/H5/8)

(c) Assuming the density of non-inert C&D materials is 1.0 tones/m^3. With ~4,510 tones non-inert C&D material, the number of dump truck is anticipated to be less than 2 trucks/day (assuming each truck can carry 15 tones and there is around 270 working day per year) (reference Approved Planning Application Y/H5/8)

(d) The destination of inert C&D materials is subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010

(e) The disposal of non- inert C&D materials is subject to agreement with relevant section of the EPD

5.4.26 Table 5.2 presents the estimation of waste generated during construction phase.

Table 5.2 Estimated Quantities of Waste during Construction Phase

Waste Material	Estimated Waste Generation	Proposed Disposal Method and Destination
Inert C&D Material	~56,809 m^3	~0.5% (i.e. 284 m^3) would be reused and the remaining (i.e. 99.5% or ~56,525 m^3) would be delivered offsite to public fill reception facilities
Non-Inert C&D Material	~4,510 m^3	Disposal to landfill
General Refuse	Generation rate: 0.65 kg/ worker/ day Workers: ~ 50 ppl ~33 kg/day	Recyclables to recyclers; Non-recyclables to landfill
Chemical Waste	Anticipated to be limited (not more than 100L of chemical waste) ACM: TBP	To be collected by licensed chemical waste collectors and deliver to Chemical Waste Treatment Centre For ACM, the only proven method for disposing of asbestos in Hong Kong is by secure burial in a landfill site
Land-based Sediment	4,860 m^3 (The actual volume is subject to the detail design stage)	To be reused onsite as much as possible Handling and disposal of sediment to the sediment disposal space at sea, detailed refer to Section 5.4.23 and Section 5.4.24

5.5 Mitigation Measures During Construction Phase

5.5.1 The mitigation measures for construction phase are recommended based on the waste management hierarchy principles. Recommendations of good site practices, waste reduction measures as well as the waste transportation, storage and collection are described in following sub-sections.

Good Site Practices

5.5.2 Appropriate waste handling, transportation and disposal methods for all waste arisings generated during the construction phase should be implemented to ensure that construction waste do not enter the nearby sensitive receivers.

5.5.3 It is expected that adverse impacts from waste management would not arise, provided that good site practices are strictly followed. Recommendations for good site practices during construction include:

- Nomination of approved personnel, such as a site manager, to be responsible for good site practices, and making arrangements for collection of all wastes generated at the site and effective disposal to appropriate facilities;
- Training of site personnel in proper waste management and chemical waste handling procedures;
- Provision of sufficient waste disposal points and regular collection for disposal;

- Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers;
- Regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors.

5.5.4 In order to monitor the disposal of C&D material at landfills and public fill reception facilities, as appropriate, and to control fly tipping, a trip-ticket system should be included as one of the contractual requirements to be implemented by the Contractor. Reference shall be made to DEVB TCW No. 6/2010 for details.

Waste Reduction Measures

5.5.5 Good management and control can prevent the generation of significant amounts of waste. Waste reduction is best achieved at the planning and design stage, as well as by ensuring the implementation of good site practices. Recommendations to achieve waste reduction include:

- Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal;
- Separate labelled bins shall be provided to segregate aluminium cans from other general refuse generated by the work force, and to encourage collection of by individual collectors;
- Any unused chemicals or those with remaining functional capacity shall be recycled;
- Maximising the use of reusable steel formwork to reduce the amount of c&d material;
- Prior to disposal of non-inert C&D material, it is recommended that wood, steel and other metals shall be separated for re-use and / or recycling to minimise the quantity of waste to be disposed of to landfill;
- Proper storage and site practices to minimise the potential for damage or contamination of construction materials;
- Plan and stock construction materials carefully to minimise amount of waste generated and avoid unnecessary generation of waste; and
- Minimize over ordering of concrete, mortars and cement grout by doing careful check before ordering.

5.5.6 In addition to the above good site practices and waste reduction measures, specific mitigation measures are recommended for the identified waste to minimise environmental impacts during handling, transportation and disposal of these wastes.

General Refuse

5.5.7 Recycle bins will be provided onsite to collect recyclable wastes such as paper, metal (e.g. cans), plastic and glass. Recyclable wastes will be segregated from non-recyclable waste to be stored in enclosed bins or compaction units. A reputable waste collector should be employed by the contractor to remove general refuse from the site on a daily basis. Recyclable waste will be collected in appropriate frequency to ensure no over stacking of recyclable wastes. An enclosed and covered area is preferred to reduce the occurrence of 'wind blown' light material.

5.5.8 For the food waste, it is recommended an adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Also, food waste will be

placed in bags and stored in enclosed containers. The containers should be placed in prominent places to promote wate separation at the source. The food waste should be collected by daily basis to minimize any potential odour and environmental hygiene impacts.

Construction and Demolition Material

5.5.9 The C&D material generated from excavation should be sorted on-site into inert C&D material (that is, public fill) and non-inert C&D material. In order to minimise the impact resulting from collection and transportation of C&D materials for off-site disposal, the excavated material comprising fill material should be reused on-site as far as practicable. Non-inert C&D material, such as wood, plastic, steel and other metals should be reused or recycled and, as a last resort, disposed of to landfill.

5.5.10 The Applicant and its contractor will consider if "All dump trucks engaged on-site for delivery of inert and non-inert C&D material from the site to the designated disposal location, including PFRFs, landfill etc., should be equipped with GPS or equivalent system for tracking and monitoring of their travel routings and parking locations by the Contractor to prohibit illegal dumping and landfilling of materials." and "The data collected by GPS or equivalent system should be recorded properly for checking and analysis the travel routing and parking locations of dump truck engaged on site." are appropriate in the construction phase. Disposal and transportation of C&D materials are recommended before foreseeable inclement weather such as typhoon or heavy rain.

5.5.11 Suitable areas should be designated within the site for temporary stockpiling of C&D material and to facilitate the sorting process. Within stockpile areas, the following measures should be taken to control potential environmental impacts or nuisance:

- Covering material during heavy rainfall;
- Locating stockpiles to minimise potential air quality, water quality and visual impacts; and
- Minimising land intake of stockpile areas as far as possible.

Chemical Wastes

5.5.12 For those processes which would generate chemical waste, it may be possible to find alternatives to eliminate the use of chemicals, to reduce the generation quantities or to select a chemical type of less impact on environment, health and safety as far as possible.

chemical wastes are produced at the construction site, the Contractor should register with EPD as a Chemical Waste Producer and to follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Good quality containers compatible with the chemical wastes should be used. Appropriate labels should be securely attached on each chemical waste container indicating the corresponding chemical characteristics of the chemical waste, such as explosives, flammable, oxidising, irritant, toxic, harmful, corrosive, etc. The Contractor shall use a licensed chemical waste collector to transport, and disposal of the chemical wastes generated at the Chemical Waste Treatment Centre at Tsing Yi, or other licenced facility, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

Asbestos Containing Materials

5.5.13 Due to the potential presence of ACM during the site clearance stage, asbestos investigation is required. An asbestos specialist shall be employed during the design and construction stage to investigate this issue.

5.5.14 Sufficient and reasonable lead time shall be allowed for the preparation, vetting and implementation of asbestos investigation report and asbestos abatement plan in accordance with APCO before commencement of any demolition or site clearance work.

5.5.15 Asbestos waste will be handled in accordance with the Code of practice on the Handling, Transportation and Disposal of Asbestos Waste issued by the EPD.

5.5.16 Some key precautionary measures related to the handling and disposal of asbestos based on Handling of Asbestos Containing Materials in Buildings (ProPECC PN 2/97) are listed as following:

- Adoption of protection, such as full containment, mini containment, or segregation of work area;
- Provision of decontamination facilities for cleaning of workings, equipment and bagged waste before leaving the work area;
- Adoption of engineering control techniques to prevent fibre release from work area, such as use of negative pressure equipment with high efficiency particulate air (HEPA) filters to control air flow between the work area and the outside environment;
- Wetting of asbestos containing materials before and during disturbance, minimising the breakage and dropping of asbestos containing materials, and packing of debris and waste immediately after it is produced;
- Cleaning of work area by wet wiping and vacuuming with HEPA filtered vacuum cleaner;
- Coating on any surfaces previously in contact with or contained by asbestos with a sealant;
- Proper bagging, safe storage and disposal of asbestos and asbestos contaminated waste;
- Pre-treatment of all effluent from the work area before discharged; and
- Air monitoring strategy to check the leakage and clearance of the work area during and after the asbestos work.

Land-based Sediment

5.5.17 The sediment should be excavated, handled, transported and disposed of in a manner that would minimise adverse environmental impacts. For minimization of sediment disposal, beneficial reuse should be considered on site as far as practicable during the construction stage before the disposal of excavated sediment.

5.5.18 Requirements of the Air Pollution Ordinance (Construction Dust) Regulation, where relevant, should be adhered to during excavation, transportation and disposal of the sediment.

5.5.19 In order to minimise the exposure to contaminated materials, workers should, if necessary, wear appropriate personal protective equipment (PPE) when handling contaminated sediments. Adequate washing and cleaning facilities should also be provided on site.

5.5.20 For off-site disposal, the basic requirements and procedures specified under *PNAP No. 252 (ADV-21)* should be followed. Marine Fill Committee (MFC) of CEDD is managing the disposal facilities in Hong Kong for the excavated sediment, while EPD is the authority of issuing marine dumping permit under the DASO.

5.5.21 For the purpose of site allocation and application of marine dumping permit and if considered necessary by EPD (Marine Dumping Section), a separate SSTP should be submitted to EPD for agreement under DASO. Additional SI works, based on the SSTP, should then be carried out in order to confirm the disposal arrangements of the excavated sediment. A Sediment Quality Report (SQR), reporting the chemical and biological screening results and the estimated quantities of sediment under different disposal options, should then be submitted to EPD for agreement under DASO.

5.5.22 To ensure disposal space is allocated for the Project, the Project Proponent should be responsible for obtaining agreement from MFC on the allocation of the disposal site. The contractor(s), on the other hand, should be responsible for the application of the marine dumping permit under DASO from EPD for the sediment disposal.

5.5.23 The excavated sediments are expected to be loaded onto the barge at public barging point of which the exact location will be determined by the contractor(s) and agreed by EPD/CEDD and transported to the designated disposal sites allocated by MFC. The excavated sediment would be disposed of according to its determined disposal options and *PNAP No. 252 (ADV-21).*

5.5.24 Stockpiling of contaminated sediments should be avoided as far as possible. If temporary stockpiling of contaminated sediments is necessary, the excavated sediment should be covered by tarpaulin and the area should be placed within earth bunds or sand bags to prevent leachate from entering the ground, nearby drains and surrounding water bodies. The stockpiles should be placed on surface completely paved or covered by linings in order to avoid contamination to underlying soil or groundwater. Separate and clearly defined areas should be provided for stockpiling of contaminated and uncontaminated materials. Leachate, if any, should be collected and discharged according to the *Water Pollution Control Ordinance* (WPCO).

5.5.25 In order to minimise the potential odour / air emissions during excavation and transportation of the sediment, the excavated sediments should be wetted during excavation / material handling and should be properly covered when placed on trucks or barges. Loading of the excavated sediment to the barge should be controlled to avoid splashing and overflowing of the sediment slurry to the surrounding water.

5.5.26 The barge transporting the sediments to the designated disposal sites shall be equipped with tight fitting seals to prevent leakage and should not be filled to a level that would cause overflow of materials or laden water during loading or transportation. In addition, monitoring of the barge loading should be conducted to ensure that loss of material does not take place during transportation. Transport barges or vessels should be equipped with automatic self-monitoring devices as specified by the DEP.

5.6 Identification and Evaluation of Potential Impact during Operation Phase

5.6.1 During operation of the project, there will be waste generation from residential and recreational uses such as glass, metals, paper, plastics, food wastes, textile, wood, household hazardous wastes and others. Instead, general refuse is anticipated to be the major type of waste generated during the operation of the proposed development. With reference to the latest data from "Monitoring of Solid Waste in Hong Kong 2023"

by EPD, the per capita disposal rates of domestic waste, commercial & industrial waste are respectively 0.89 kg/person/day and 0.55 kg/person/day (Plate 2.7 of Waste Statistics for 2023). Among domestic and commercial waste, the recovery rate is 21% and 46% respectively (Plate 3.2 of Waste Statistics for 2023). Based on the Proposed Development with around 855 residential population and 42 working population, there will be around 1006 kg/day (i.e., 963 kg/day and 43 kg/day for domestic and C&I respectively) of waste generation (i.e. 0.89/ (1-21%) x 855 + 0.55/ (1-46%) x 42), in which approximately 784 kg/ day (i.e., 761 kg/day and 23 kg/day for domestic and C&I respectively) of waste (i.e. 0.89x 855 + 0.55x 42)would be disposed and approximately 222 kg/ day(i.e., 202 kg/day and 22 kg/day for domestic and C&I respectively) of waste (i.e. (963-761)+ (43-23))would be recovered.

5.6.2 By providing adequate waste collection and storage facilities to segregate waste, the burden on waste treatment facilities in Hong Kong will be reduced. Additionally, the applicant will explore options during the detailed design stage to collect recyclable waste, further minimizing waste generation.

Table 5.3 Estimated Quantities of General Refuse during Potential Phase

	Domestic		
	Waste Generated	Disposed	Recycled
	~963	~761	~202
	Commercial and Industrial (C&I) sectors		
	Waste Generated	Disposed	Recycled
	~43	~23	~20
Total (kg/day)	~1006	~784	~222

5.6.3 The refuse shall be properly managed by suitable waste collectors so that intentional or accidental release to the surrounding environment will not occur. Storage of general refuse would generate odour nuisance and visual impact if they are not managed in a proper manner. Vermin and pests may also be attracted if the waste containers are not cleaned or maintained properly and frequently. Therefore, general refuse should be temporarily stored in proper containers with covers to avoid adverse impact to the surroundings. To reduce waste and improve recycling, sufficient properly labelled recycling bins for paper, plastic and aluminium should be provided at appropriate locations of the site to collect recyclables for off-site recycling. Regular (e.g., daily) waste removal and recyclables collecting should be arranged to avoid odour nuisance or pest/vermin problem. These waste management practices and good site practises should be properly implemented to ensure adverse environmental impacts from handling and disposal of general refuse would not arise.

5.6.4 For the food wastes such as leftovers, it is recommended an adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Also, leftovers will be placed in bags and stored in enclosed containers. Rather than disposing of the food waste to the designated landfill directly, the project proponent is recommended to deliver the food waste to the Organic Resources Recovery Centre (ORRC) to reduce the pressure on the existing landfill. Therefore, the chances of odour nuisance and hygiene issues are reduced.

Chemical Waste

5.6.5 Chemical waste will be generated from various routine maintenance and servicing activities for air conditioning systems, and other electrical and mechanical equipment. Chemical waste such as waste lubricating oil, contaminated rags, waste paint, used

solvents and spent chemicals are expected to be generated from these activities. It is difficult to quantify the amount of chemical waste that will arise from those activities at this stage since it will be dependent on the equipment maintenance requirements and the amount of equipment utilised.

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

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

5.6.7 Similar to the construction phase, as described in Section 5.4, occupants who would regularly produce chemical waste, if any, shall register with EPD as a Chemical Waste Producer and to follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Good quality containers compatible with the chemical wastes should be used. Appropriate labels should be securely attached on each chemical waste container indicating the corresponding chemical characteristics of the chemical waste, such as explosives, flammable, oxidizing, irritant, toxic, harmful, corrosive, etc. The operator shall use a licensed chemical waste collector to transport and dispose of the chemical wastes generated at the Chemical Waste Treatment Centre at Tsing Yi, or other licenced facility, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

5.7 Conclusion

5.7.1 The types of wastes which may be generated from the construction (i.e., inert/ non inert C&D material, general refuse, chemical waste, land-based sediment) and operation (i.e., general refuse, and chemical waste) of the Project have been identified. The quantities of waste shall be estimated during the later project design stage when more information is available. The storage, handling and disposal of the identified wastes shall follow relevant guidelines in order to minimize potential environmental nuisance to the nearby sensitive receivers.

6. PRELIMINARY LAND CONTAMINATION REVIEW

6.1 Assessment Criteria for Preliminary Land Contamination Review

6.1.1 This preliminary land contamination review has been prepared following the below guidelines published by EPD:

- *Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management (RBRGs), EPD, Revised in April 2023*
- *Guidance Note for Contaminated Land Assessment and Remediation, EPD, Revised in April 2023*; *and*
- *Practice Guide for Investigation and Remediation of Contaminated Land (EPD's Practice Guide), EPD, Revised in April 2023*

6.1.2 As the RBRGs and the EPD's Practice Guide were the latest guidelines promulgated for use in August 2007 and August 2011 respectively, the RBRGs criteria and the requirements stated in the EPD's Practice Guide will be adopted in this land contamination review.

6.2 Review of Historical and Currently Available Information

6.2.1 The Application Site is zoned as "Residential (Group E)" (RE) under the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (OZP).

6.2.2 The Application Site comprises an industrial building, (i.e., Wah Tung Godown). The building was 6 storeys high without basements.

6.2.3 In the aerial photograph taken in 1963 by the Lands Department (LandsD), the Application Site was depicted as a sea area. Reclamation work began around 1964, and by 1967, the Application Site had been formed and become vacant land. In 1977, a building (i.e., Wah Tung Godown Building) was constructed at Lot No. YTML 70. It is important to note that the building at YTML 70 has remained unchanged until the present day.

6.2.4 Upon review of the aerial photographs in Years 1963, 1964, 1967, 1972, 1976, 1977, 1982, 1987, 1992, 1997, 1998, 2003, 2008, 2013, 2018, and 2022 from the Lands Department (LandsD), the land uses of the Application Site are summarized in Table 6.1. The relevant aerial photographs from LandsD are presented in Appendix 6.1.

Table 6.1 Historical Landuse Summary of the Application Site

Period /Year	Landuse /Description	Off-Site Properties	Sources
	YTML70		
1963	The Application Site was a sea area.	Vacant land and sea area	LandsD
1964	The Application Site was a sea area.	Vacant land and sea area	LandsD
1967	The Application Site was being formed by reclamation and become vacant land.	Vacant land	LandsD
1972	The Application Site became vacant land.	North: Yau Tong Saltwater Pumping Station Construction Site South: Vacant land East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD

Period /Year	Landuse /Description YTML70	Off-Site Properties	Sources
1976	The Application Site became a construction site of the Wah Ting Godown	North: Yau Tong Saltwater Pumping Station South: Vacant land East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD
1977	A building (i.e., Wah Tung Godown Building) was constructed.	North: Yau Tong Saltwater Pumping Station South: Wah Tung Godown Building East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD
1982 - 1992	No landuse change for the Application Site.	North: Yau Tong Saltwater Pumping Station South: Wah Tung Godown Building East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD
1997	No landuse change for the Application Site.	North: Yau Tong Sewage Pumping Station South: Redland Concrete Batch Plant East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD
1998	No landuse change for the Application Site.	North: Yau Tong Sewage Pumping Station South: Redland Concrete Batch Plant East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD
2003-2022	No landuse change for the Application Site.	North: Yau Tong Sewage Pumping Station South: Redland Concrete Batch Plant East: Gloria Weaving & Knitting Factory West: Sea Area	LandsD

Site Inspection and Observation of Application Site

6.2.5 Desktop review and site appraisal to the Application Site was conducted on Nov, Dec 2023 and Feb, Oct, Nov 2024. Photo records are provided in Appendix 6.2.

6.2.6 For the building (i.e., Wah Tung Godown Building) at YTML 70, it is observed that the ground floor generally consists of car park. There were no aboveground / underground oil storage tanks, chemicals and dangerous goods observed to be stored on site during the site visit. Besides, the site was fully paved with good condition. There was no sign of obvious / suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage within the Application Site during the site inspection. It is considered that the potential land contamination problem arising from existing uses is not anticipated.

Site Inspection and Observation of CBP

6.2.7 It is observed that a Redland Concrete Batch Plant is located immediately adjacent to the south of the Application Site, which may have some potential polluting activities, such as storage and transfer of residues from physical conversion of earthen materials by sorting, mixing, and grinding. However, the plant is still in operation, access was not granted, and these potential polluting activities could not be observed.

6.2.8 Therefore, a peripheral inspection outside the plant was conducted instead. It is observed that the ground floor generally consists of the carpark for loading/ unloading activities, and the ground of the plant was fully paved in good condition. There was no sign of obvious / suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage within the CBP during the site inspection. Further detailed site appraisal may be required to determine whether the site is contaminated in later stage.

Information available from BRAVO website

6.2.9 Building Records Access and Viewing On-line (BRAVO) of Buildings Departments (BD) was visited to obtain records for completed private buildings. Only one (1) building plan was found. Meanwhile, there were no basement, aboveground / underground oil storage tanks and transformer rooms observed in the building plan. The ground floor generally consists of car park for loading/ unloading activities. The captured shown of BRAVO is provide in Appendix 6.3.

Information from Government Department

6.2.10 Apart from the historical aerial photos, the following Hong Kong Special Administration Region (HKSAR) Government Departments have been enquired on the latest update on the availability of land contamination and/or spillage (i.e. (i) Dangerous Goods Incidents, (iv) Explosive Storage/Spillage, (v) Spillage/Leakage of Chemical or Dangerous Goods; and (vi) Fire Incidents) for Application Site. The summary of correspondence is tabulated in Table 6.3 below. Copy of the response letters and emails are included in Appendix 6.4.

6.2.11 As advised by Environmental Protection Department (EPD), there are 3 chemical waste producer registrations in the Application Site. Meanwhile, the Consultant visited the Territory-wide Registry of chemical waste producers (CWPs) maintained at EPD's Territory Control Office. It is confirmed that only 1 record was found in the Application Site, refer to the register record as of 24 May 2025. The remain records belong to the CBP. The information is summarized in below Table 6.2.

Table 6.2 CWP Registrations Record

Licensee Name	Premises Address	Nature of Business	Chemical Type	Activeness
JonesLang Lasalle Management Services	Wah Tung Godown Building, 4 Tung Yuen Street, Yau Tong, Kowloon	Real estate services company	No record	Valid (Register record of 24 May 2025)

6.2.12 With reference above information and layout plan from BRAVO, it is believed that the licensee holder is not located at the ground floor of the existing building, as the ground generally consists of car park. It is therefore considered that the potential land contamination problem arising from exiting uses is not anticipated.

6.2.13 As advised by Civil Engineering and Development Department (CEDD), There are no licences issued for the manufacture, storage, or use of explosives in the Application Site, and no records indicating that any incidents related to explosives occurred in the concerned area.

6.2.14 As advised by Planning Department, the Application Site is zoned "Residential (Group E)" (R(E)) according to the approved Outline Zoning Plan No. S/K15/27. This zoning aims to phase out industrial uses for residential redevelopment. The current R(E) designation has been in place since March 2000, following a history of industrial zoning dating back to a draft plan from 1971.

6.2.15 As advised by Fire Services Department, there are no records of dangerous goods license, fire incidents nor incidents of spillage/ leakage of dangerous goods were found at Application Site.

Table 6.3 Enquiries and Responses on Land Contamination Issue

Consultant's Letter Ref.	Department	Response Letter Ref.	Response Date	Summary
CRC_4TYSEI00_0_0002L.24	Environmental Protection Department (EPD)	Email	4 March 2024	No record of a chemical spillage/leakage accident at the Application Site in past 5 years. 3 chemical waste producer registrations in the Application Site
CRC_4TYSEI00_0_0003L.24	Fire Services Department (FSD)	(63) in FSD GR 6-5/4 R Pt.52	25 March 2024	No records of dangerous goods license, fire incidents nor incidents of spillage/ leakage of dangerous goods were found at Application Site.
CRC_4TYSEI00_0_0004L.24	Planning Department (PlanD)	K-15/100	18 April 2024	The Application Site is zoned "Residential (Group E)" (R(E)) according to the approved Outline Zoning Plan No. S/K15/27. This zoning aims to phase out industrial uses for residential redevelopment. The current R(E) designation has been in place since March 2000, following a history of industrial zoning dating back to a draft plan from 1971.
CRC_4TYSEI00_0_0005L.24	Lands Department (LandsD)	(167) in DLOKE 852/KPA/ 63	8 April 2024	Not in a position to provide on the land contamination issues.
CRC_4TYSEI00_0_0006L.24	Civil Engineering and Development Department (CEDD)	() in CEDD-MIN-06-20-1	7 March 2024	There are no licences issued for the manufacture, storage, or use of explosives in the Application Site, and no records indicating that any incidents related to explosives occurred in the concerned area.

Discussion

6.2.16 A preliminary land contamination review has been conducted for the Application Site. Site appraisal including aerial photos from Land Department and building plans from Buildings Department have been reviewed to identify the potential land contamination in the Application Site.

6.2.17 With reference to the aerial photos collected from Lands Department, it is indicated that the Application Site is originally sandy beach surrounded by water bay in the past. Through land reclamation, land supply is available within the Application Site from the year 1960s. Major change of land use status in the area was observed from year 1977 to 1997. The Application Site became From 1977 to 1997, a building structure was observed at YTML 70, with the land use as an industrial building. The building at YTML 70, known as Wah Tung Godown Building, have remained unchanged to this day.

Application Site

6.2.18 According to the site visit conducted in Nov, Dec 2023 and Feb, Oct, Nov 2024, the ground floor of Application Site are generally consisting of car park and fully paved with good condition. There were no aboveground/ underground oil storage tanks, chemicals and dangerous goods observed to be stored on site during the site visit.

6.2.19 There was no sign of obvious / suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage within the Application Site during the site inspection.

6.2.20 It is therefore considered that the potential land contamination problem arising from the historical and existing uses is not anticipated.

CBP

6.2.21 A CBP is located immediately south of the Application Site and may have potential polluting activities, such as the storage and transfer of residues from the physical conversion of earthen materials through sorting, mixing, and grinding. However, the plant is still in operation, access was not granted, and these potential polluting activities could not be observed.

6.2.22 Instead, a peripheral inspection outside the plant was conducted. It was observed that the ground floor primarily consists of a car park for loading and unloading activities, and the plant's ground was fully paved and in good condition. There were no obvious signs of contamination, such as oil staining, abnormal odors, distressed vegetation, or storage of dangerous goods and chemicals within the CBP during the site inspection. A further detailed site appraisal may be required to determine whether the site is contaminated at a later stage.

6.3 Recommendations

6.3.1 Further site appraisal and soil sampling may be required to determine whether the site is contaminated, and if so, the extent of the potential contamination. Nevertheless, the consequent CAP will be prepared to cover the Application Site to be developed. A CAP and subsequently, Contamination Assessment Report (CAR), and Remediation Action Plan (RAP) will be prepared in later stages to identify the potential land contamination issues in the CBP.

Appendix 3.1 Traffic Forecast of Year 2047

JIANG Kevin

From: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Sent: Wednesday, April 23, 2025 5:40 PM
To: JIANG Kevin
Cc: KWOK Edmund; Wai Yan FUNG
Subject: Re: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Kevin,

I refer to your emails dated 6 Feb and 22 Apr 2025 regarding the above subject.

Please note that I have no in-principle comment on the methodology of traffic forecast solely for Air Quality and Noise Impact Assessment from a district traffic engineering viewpoint.

Regards,
Candy Lau
EK/LT, TEK, TD
Tel: 2399 2502

From: "JIANG Kevin" [redacted]
To: "Candy Lai Yu LAU" <laiyulau@td.gov.hk>
Cc: "KWOK Edmund" [redacted]
Date: 22/04/2025 02:25 PM
Subject: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

Further to our telephone conversation, please find the attached Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you very much.

Kind Regards

Kevin Jiang
Principal Traffic Engineer
Tel: [redacted](Direct Line) • Gen: +852 2529 7037 • Fax: +852 2527 8490

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From: JIANG Kevin
Sent: Thursday, February 6, 2025 11:45 AM
To: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Cc: KWOK Edmund [redacted]
Subject: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

For the Section 16 Planning Application (A/K15/132) in No.4 Tung Yuen Street, Yau Tong, Kowloon, we are pleased to submit herewith the revised Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you for your kind attention.

Kind Regards

Kevin Jiang
Tel: [redacted] (Direct Line) • Gen: +852 2529 7037 • Fax: +852 2527 8490

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NIA | Reference: RONOSS_2023 | Assessment Year 2047

Index	Road Name	Direction	AM Peak Traffic Volume	Light Vehicles	Heavy Vehicles	Powered Two-wheelers	PM Peak Traffic Volume	Light Vehicles	Heavy Vehicles	Powered Two-wheelers	Speed Limit
			(veh/hr)	(%)	(%)	(%)	(veh/hr)	(%)	(%)	(%)	(km/h)
1	Tung Yuen Street	NB	145	38%	58%	4%	150	53%	47%	0%	50
2	Tung Yuen Street	NB	240	38%	61%	1%	215	44%	55%	1%	50
3	Tung Yuen Street	NB	280	39%	61%	0%	280	47%	53%	0%	50
4	Tung Yuen Street	SB	85	38%	58%	5%	110	53%	47%	0%	50
5	Tung Yuen Street	SB	210	58%	40%	2%	225	56%	40%	4%	50
6	Tung Yuen Street	SB	175	59%	39%	2%	145	49%	51%	0%	50
7	Ko Fai Road	EB	60	32%	68%	0%	40	54%	46%	0%	50
8	Ko Fai Road	EB	305	39%	61%	0%	280	48%	52%	0%	50
9	Ko Fai Road	EB	540	51%	49%	1%	465	67%	27%	6%	50
10	Ko Fai Road	WB	55	31%	62%	7%	75	35%	65%	0%	50
11	Ko Fai Road	WB	100	40%	53%	8%	140	41%	59%	0%	50
12	Ko Fai Road	WB	470	61%	33%	7%	500	58%	39%	2%	50
13	Shung Tak Wai	SB	225	58%	40%	1%	235	56%	41%	3%	50
14	Yan Yue Wai	EB	130	38%	58%	3%	175	57%	43%	0%	50
15	Yan Yue Wai	EB	25	13%	88%	0%	35	77%	23%	0%	50
16	Yan Yue Wai	WB	35	22%	78%	0%	5	0%	100%	0%	50
17	Yan Yue Wai	WB	200	57%	40%	2%	155	52%	48%	0%	50
26	Sze Shan Street	NB	100	72%	28%	0%	125	71%	20%	9%	50
27	Sze Shan Street	NB	55	74%	26%	0%	90	71%	25%	4%	50
28	Sze Shan Street	NB	75	73%	27%	0%	100	71%	25%	4%	50
29	Sze Shan Street	NB	165	73%	25%	2%	175	82%	12%	6%	50
30	Sze Shan Street	NB	160	72%	26%	2%	165	82%	12%	6%	50
31	Sze Shan Street	NB	165	73%	25%	2%	175	84%	10%	6%	50
32	Sze Shan Street	NB	210	69%	26%	5%	210	79%	12%	9%	50
37	Sze Shan Street	SB	210	76%	18%	6%	200	68%	21%	11%	50
38	Sze Shan Street	SB	155	69%	28%	3%	165	64%	26%	10%	50
39	Sze Shan Street	SB	140	68%	30%	2%	155	64%	27%	9%	50
40	Sze Shan Street	SB	105	68%	29%	3%	105	59%	31%	9%	50
41	Sze Shan Street	SB	90	67%	33%	0%	120	73%	27%	0%	50
42	Sze Shan Street	SB	80	67%	33%	0%	100	73%	27%	0%	50
43	Sze Shan Street	SB	130	78%	22%	0%	115	81%	16%	3%	50
44	Shung Shan Street	NB	20	83%	0%	17%	40	90%	0%	10%	50
45	Shung Shan Street	SB	35	79%	21%	0%	50	73%	18%	9%	50
46	Cho Yuen Street	NB	75	55%	35%	10%	55	58%	33%	9%	50
47	Cho Yuen Street	NB	85	65%	29%	6%	55	49%	37%	14%	50
48	Cho Yuen Street	SB	95	78%	10%	13%	55	82%	12%	6%	50
49	Cho Yuen Street	SB	75	76%	14%	10%	50	81%	19%	0%	50
50	Shung Yiu Street	NB	30	80%	20%	0%	35	78%	22%	0%	50
51	Shung Yiu Street	SB	60	77%	23%	0%	70	76%	16%	8%	50
52	Shung Yiu Street	NB	65	78%	22%	0%	85	78%	16%	6%	50
53	Shung Yiu Street	NB	70	66%	34%	0%	85	63%	22%	15%	50
54	Shung Yiu Street	NB	50	40%	60%	0%	50	45%	45%	9%	50

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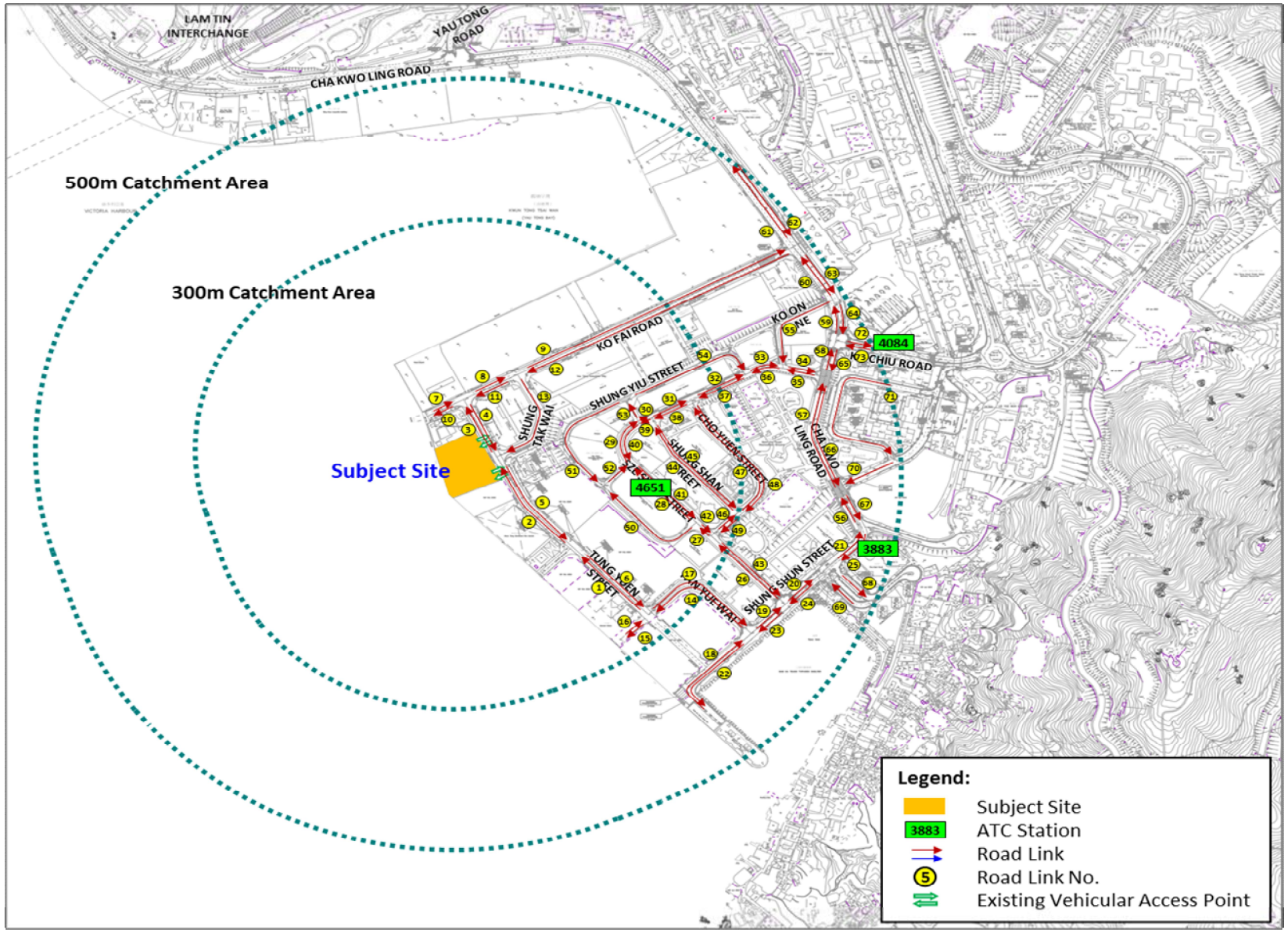

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Appendix 4.3 Calculations of Sound Power Level of Industrial Noise Sources

Noise Measurements Data for Determination of Sound Power Level

Noise Sources	Source Description	Noise Sources ID	Location	Avg. Measured SPL, dB(A)	Measurement Distance from Source (d), m	Surface Area (S), m2	SWL, dB(A) (SPL + 10 log (S))	SWL, dB(A) (SPL + 20 log (d)+8)	SWL adopted in Noise from Fixed Source Calculation, dB(A)	Remarks
China Concrete Co. Limited	Concrete Batching Plant(Concrete Lorry Mixer)	CCC_1	Plate 1	81	1	34	96.3	-	96.3	
	Concrete Batching Plant(Concrete Lorry Mixer)	CCC_2	Plate 1	79.9	1	34	95.2	-	95.2	
	Concrete Lorry Mixer Washing Bay	CCC_3	Plate 1	78.6	3.0	66	96.8	-	100.4	Reference is made to the Approved Planning Application No. A/K15/126
			Plate 2	77.6	3.0	66	95.8	-		
			Plate 3	78.2	3.0	36	93.8	-		
			Plate 4	71.8	3.0	36	87.4	-		
			Plate 5	71.8	3.0	90	91.3	-		
	Concrete Lorry Mixer Washing Bay	CCC_4	-	-	-	-	-	-	100.4	Reference is made to the Approved Planning Application No. A/K15/126
	Concrete Batching Plant (Tanker)	CCC_5	Plate 1	78.3	1	40	94.3	-	94.3	
	Concrete Batching Plant (Tanker)	CCC_6	Plate 1	81.9	1	40	97.9	-	97.9	
Hong Kong Concrete Co. Limited	Concrete Batching Plant(Concrete Lorry Mixer)	HKA_1	Plate 1	82.3	1	34	97.6	-	102.4	
			Plate 2	82.8	1	34	98.1	-		
			Plate 3	81.7	1	34	97.0	-		
	Concrete Batching Plant (Tanker)	HKB_2	Plate 1	76.7	1	90	96.2	-	96.2	
	Screw Pumping Barge	HKB_3	-	-	-	-	-	-	102.0	Reference is made to the Approved Environmental Impact Assessment Report (Ref: AEIAR: 073/2003)
Cooked Food Stall	Operation Noise	CFS_1	Plate 1	63.8	1	14	75.3	-	75.3	
Wholesale Fish Market - (Day-time)	Operation Noise	WFM_1	Plate 1	68.2	1	546	95.6	-	92.9	Reference is made to the Approved Planning Application No. A/K15/126
			Plate 2	64.3	1	668	92.5	-		
	Loading and Unloading by Marine Vessels	WFM_2	-	76.2	3	-	-	93.7	96.7	A correction of 10xlog(12/6) is applied to the SWL for calculation to illsutrade the worst possible scenario
Wholesale Fish Market - (Night-time)	Operation Noise	WFM_1	Plate 1	66.8	1	546	94.2	-	91.6	Reference is made to the Approved Planning Application No. A/K15/126
			Plate 2	63.3	1	668	91.5	-		
	Loading and Unloading by Marine Vessels	WFM_2	-	74.3	3	-	-	91.8	94.8	A correction of 10xlog(12/6) is applied to the SWL for calculation to illsutrade the worst possible scenario
Yau Tong Salt Water Pumping Station	Operation Noise	WPS_1	Plate 1	71.8	1	2	74.8	-	84.3	
			Plate 2	71.6	1	5	78.6	-		
			Plate 3	71.7	1	4	77.7	-		
			Plate 4	71.4	1	8	80.4	-		
Tung Lee Motor Service Centre	Operation Noise	TLM_1	Plate 1	61.7	1	42	77.9	-	80.8	
			Plate 2	61.5	1	42	77.7	-		
全記	Loading and Unloading Activities	QJ_1	Plate 1	66.2	25	-	-	105.1	105.1	
Redland Concrete Limited	Operation Noise	RLC_1	Plate 1	74.8	1	61	92.7	-	97.9	
			Plate 2	75.3	1	128	96.4	-		
	Cooling Tower	RLC_2	-	-	-	-	-	-	95.1	Reference is made to the Product Catalogue in Appendix 3.5: FT-250 for similar diameter
		RLC_3	-	-	-	-	-	-	95.1	
	Screw Pumping Barge	RLC_4	-	-	-	-	-	-	102.0	Reference is made to the Approved Environmental Impact Assessment Report (Ref: AEIAR: 073/2003)

Appendix 5.1 Drillhole Record of project “East Kowloon Sewerage Improvements and Pollution Control, Stage I”


高輝道
BH-25
BH-26
ESS
TS
2
油塘污水泵房
Yau Tong Sewage
Pumping Station
東源街
大業織造廠有限公
Gloria Weaving
& Knitting
Factory Limited
排水口
Outfall
Seawall
Application Site
Wah Tung
Godown
TS
3.9
3.8
4.0
4.4
4.3

BACHY SOLETANCHE

BACHY SOLETANCHE GROUP
SOIL & FOUNDATIONS SPECIALISTS

DRILLHOLE RECORD

W. O. PW7/2/27.131

HOLE No. BH-26

CONTRACT GC/89/03 OF C.E.S.D DATE from 14/9/90 to 15/9/90

PROJECT: EAST KOWLOON SEWERAGE IMPROVEMENTS AND POLLUTION CONTROL, STAGE I

SHEET 1 OF 1

METHOD	CO-ORDINATES	ROCK COREBIT
ROTARY	E 842113.248	T2-101
MACHINE & No.	N 817301.698	**HOLE DIA.**
LY 30		0.00m-1.48m HX
FLUSHING MEDIUM	**ORIENTATION**	**GROUND-LEVEL**
WATER	VERTICAL	+4.12mPD

Drilling Progress	Casing depth/ size	Water level/ time/ date	Water Recovery %	Total core Recovery %	Solid core Recovery %	R. Q. D.	Fracture Index. /m	Tests	Samples	Reduced Level	Depth (m)	Legend	Grade	Zone	Description
14/9/90	HX								INSPECTION PIT		0.10				CONCRETE (PEDESTRIAN)
1	1.48m HX	1.20m 19:30		100	100	97	3			2.64	1.14				Loose, yellowish grey & brownish yellow, silty SAND with gravel. (FILL)
15/9/90		1.10m 07:30		100	100	96	3				1.48				
2															
3				100	100	77	6		T2-101		2.95		II		Strong, brownish pink spotted creamy white & black, slightly decomposed fine to medium grained GRANITE with closely to medium spaced, rough, undulating, limonite & manganese stained, tight joints, DIP 10°-30°.
4											4.40				
5				100	100	100	1				5.38				Subvertical joint at 3.40m-3.70m.
6		1.80m 19:30		100	100	100	0			-2.18	6.30				End of hole at 6.30m.
7															
8															
9															
10															

- SMALL DISTURBED SAMPLE
- BULK DISTURBED SAMPLE
- S.P.T. LINER SAMPLE
- U 100 UNDISTURBED SAMPLE
- U 76 UNDISTURBED SAMPLE
- MAZIER SAMPLE (76mm)
- WATER SAMPLE
- WATER LEVEL
- STANDARD PENETRATION TEST
- PISTON SAMPLE
- PERMEABILITY TEST

LOGGED KWOK DATE 15/9/90

CHECKED S.CHU DATE 20/9/90

REMARKS

Backfilled the hole with B/C grout.


BACHY SOLETANCHE
BACHY SOLETANCHE GROUP
Chi Wo Commercial Building 3rd-4th Floor
20, Saigon Street Kowloon Hong Kong
TEL: 3-322401 (8 Lines)
CESD TERM CONTRACT GC/89/03
GROUND INVESTIGATION
WORKS ORDER No. PW 7/2/27.131
HOLE No. BH-26
BOX No. 1 OF 2
DEPTH FROM 0.00M To 4.40M
DRILLED DATE 14-9-90. To 15-9-90.
SITE LOCATION KWUN TONG AND YAU TONG
0 10 20 30 70 80 90 100
1.48M
0.00
1.14
1.48
1.89
2.95
4.40

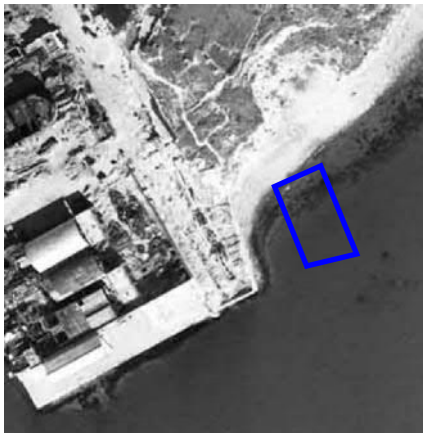

BACHY SOLETANCHE
BACHY SOLETANCHE GROUP
Chi Wo Commercial Building 3rd-4th Floor
20, Saigon Street Kowloon Hong Kong
TEL: 3-322401 (8 Lines)
CESD TERM CONTRACT GC/89/03
GROUND INVESTIGATION
WORKS ORDER No. PW 7/2/27.131
HOLE No. BH-26
BOX No. 2 OF 2
DEPTH FROM 4.40 M To 6.30 M
DRILLED DATE 14-9-90. To 15-9-90.
SITE LOCATION KWUN TONG AND YAU TONG
0 10 20 30 70 80 90 100
4.40
5.38
5.38
6.30

Appendix 6.1 The Relevant Aerial Photographs from LandsD

Historical Aerial Photo – Year 1963



Aerial photo from LandsD (Ref.: 5241), Height: 2700 ft

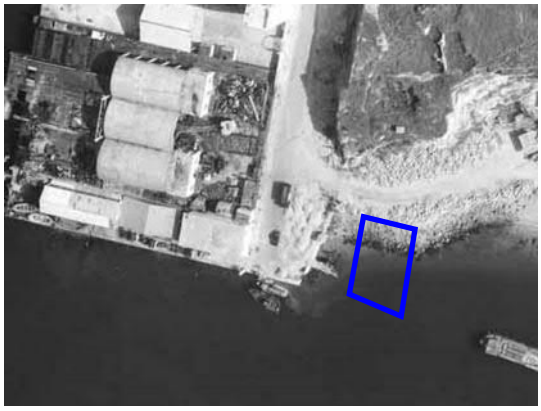
Blow up Photo of Subject Site	Year	Landuse/Description
	1963	The Application Site was a sea area

Application Site

Historical Aerial Photo – Year 1964

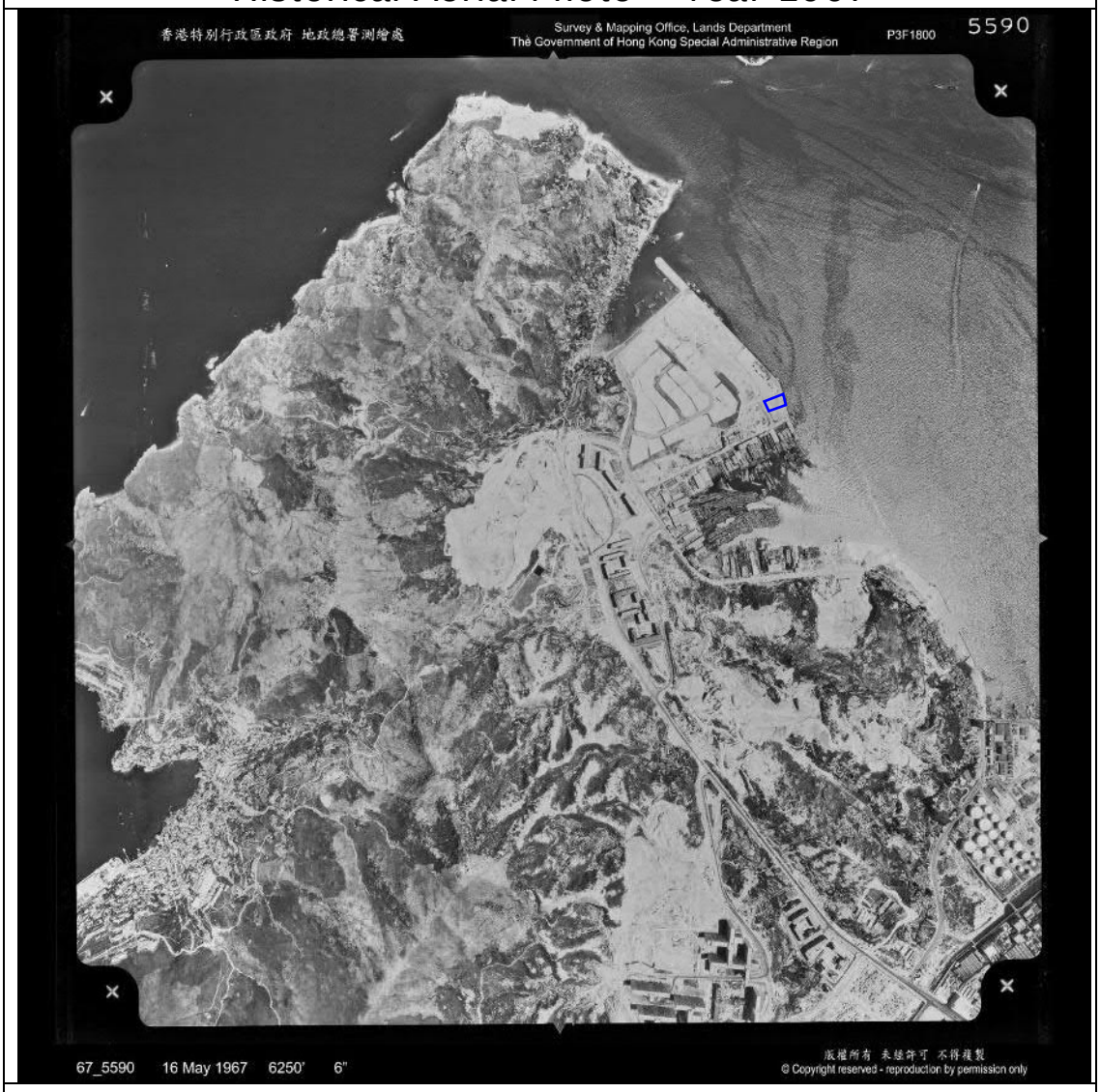


Aerial photo from LandsD (Ref.: 5367), Height: 1800 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1964	The Application Site was a sea area.

Application Site

Historical Aerial Photo – Year 1967



Aerial photo from LandsD (Ref.: 5590), Height: 6250 ft

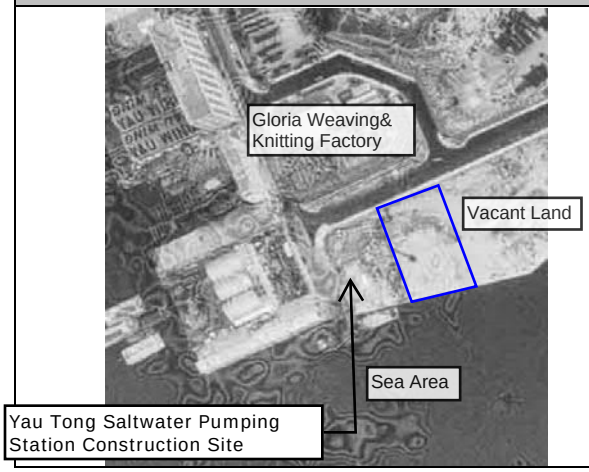
Blow up Photo of Subject Site	Year	Landuse/Description
	1967	The Application Site was being formed by reclamation and become vacant land.

Application Site

Historical Aerial Photo – Year 1972



Aerial photo from LandsD (Ref.: 00079), Height: 4000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1972	The Application Site was become vacant land.

Application Site

Historical Aerial Photo – Year 1976



Aerial photo from LandsD (Ref.: 12250), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1976	The Application Site was become vacant land.

Application Site

Historical Aerial Photo – Year 1977

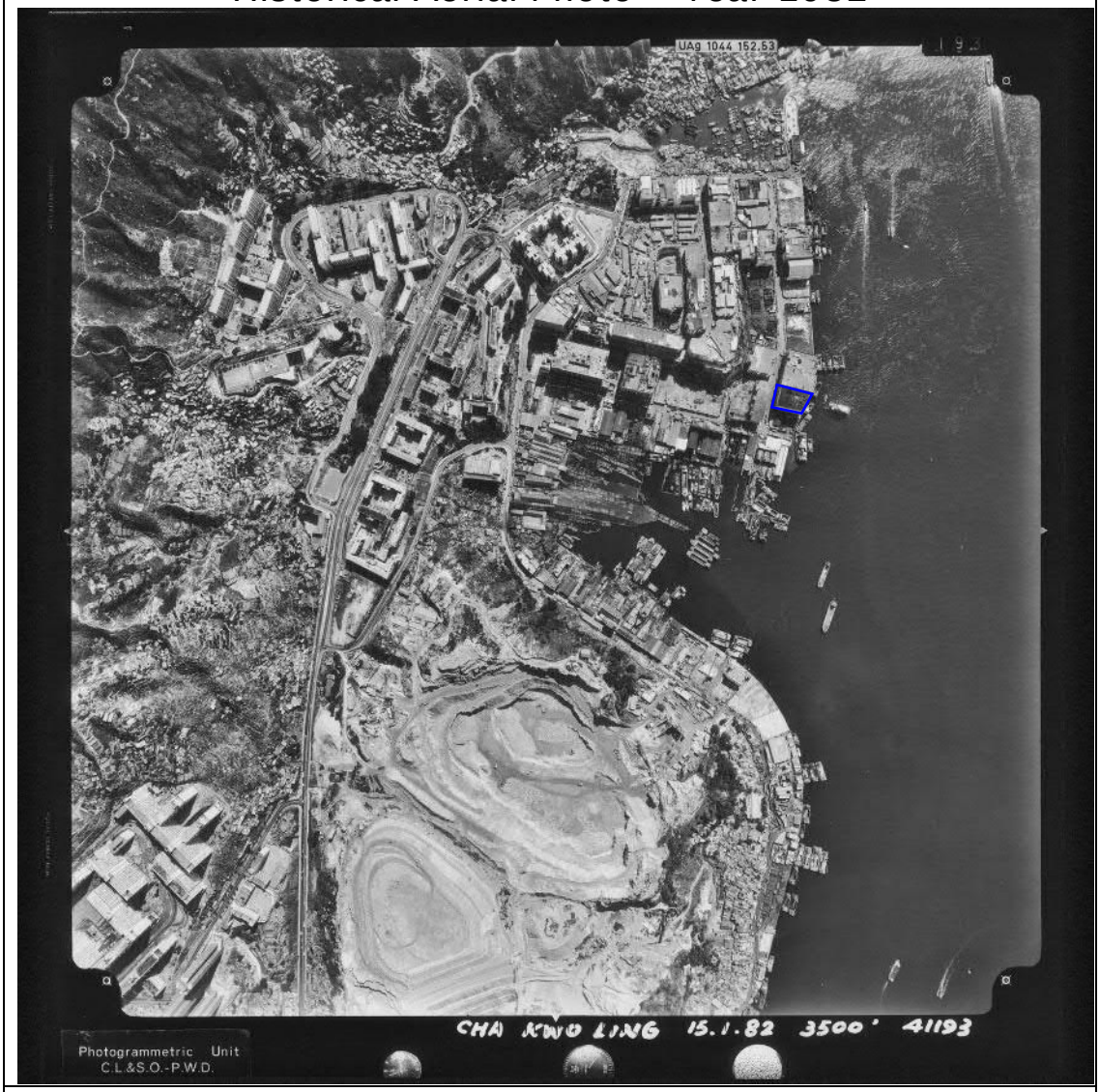


Aerial photo from LandsD (Ref.: 18753), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1977	A building (i.e., Wah Tung Godown) was constructed at Lot No. YTML 70 .

Application Site

Historical Aerial Photo – Year 1982



Aerial photo from LandsD (Ref.: 41193), Height: 3500 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1982	No landuse change for the Subject Site.

Application Site

Historical Aerial Photo – Year 1987



Aerial photo from LandsD (Ref.: A08892), Height: 2000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1987	No landuse change for the Subject Site.

Application Site

Historical Aerial Photo – Year 1992

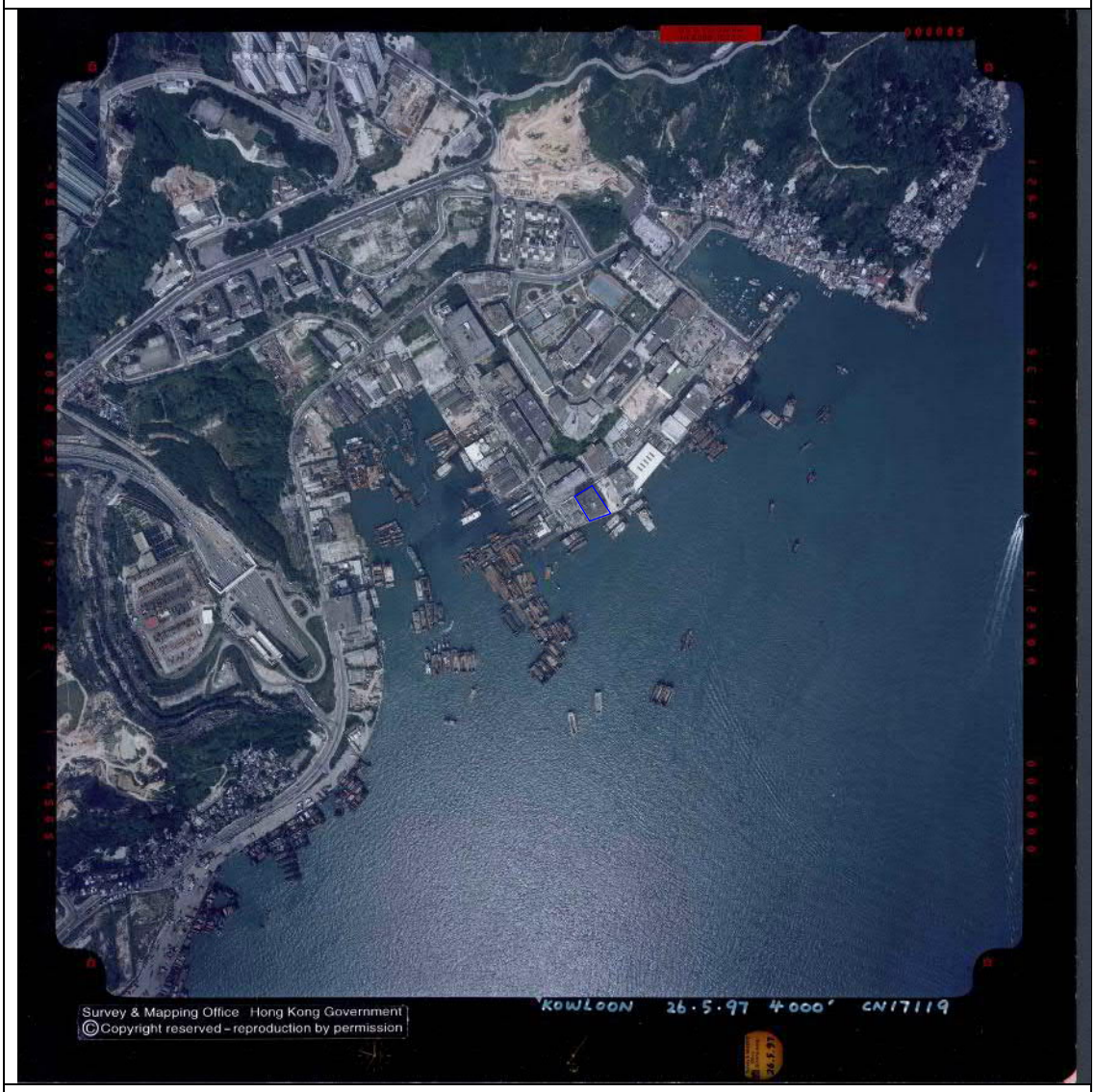


Aerial photo from LandsD (Ref.: CN3131), Height: 3000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1992	No landuse change for the Subject Site.

Application Site

Historical Aerial Photo – Year 1997



Aerial photo from LandsD (Ref.: CN17119), Height: 4000 ft

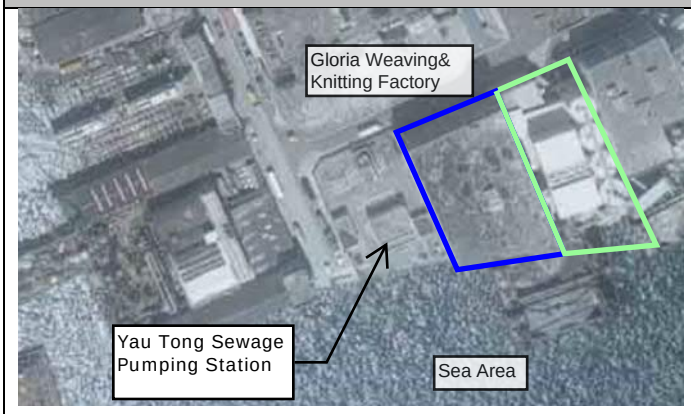
Blow up Photo of Subject Site	Year	Landuse/Description
	1997	No landuse change for the Subject Site.

Application Site

Historical Aerial Photo – Year 1998



Aerial photo from LandsD (Ref.: CN20115), Height: 3500 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	1998	No landuse change for the Subject Site.

Application Site

Redland Concrete. Ltd

Historical Aerial Photo – Year 2003



Aerial photo from LandsD (Ref.: CW47662), Height: 4000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2003	No landuse change for the Application Site.

Application Site

Redland Concrete. Ltd

Historical Aerial Photo – Year 2008



Aerial photo from LandsD (Ref.: CS13379), Height: 6000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2008	No landuse change for the Application Site.

Application Site

Redland Concrete. Ltd

Historical Aerial Photo – Year 2013



Aerial photo from LandsD (Ref.: CS44647), Height: 6000 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2013	No landuse change for the Application Site.

Application Site

Redland Concrete. Ltd

Historical Aerial Photo – Year 2018



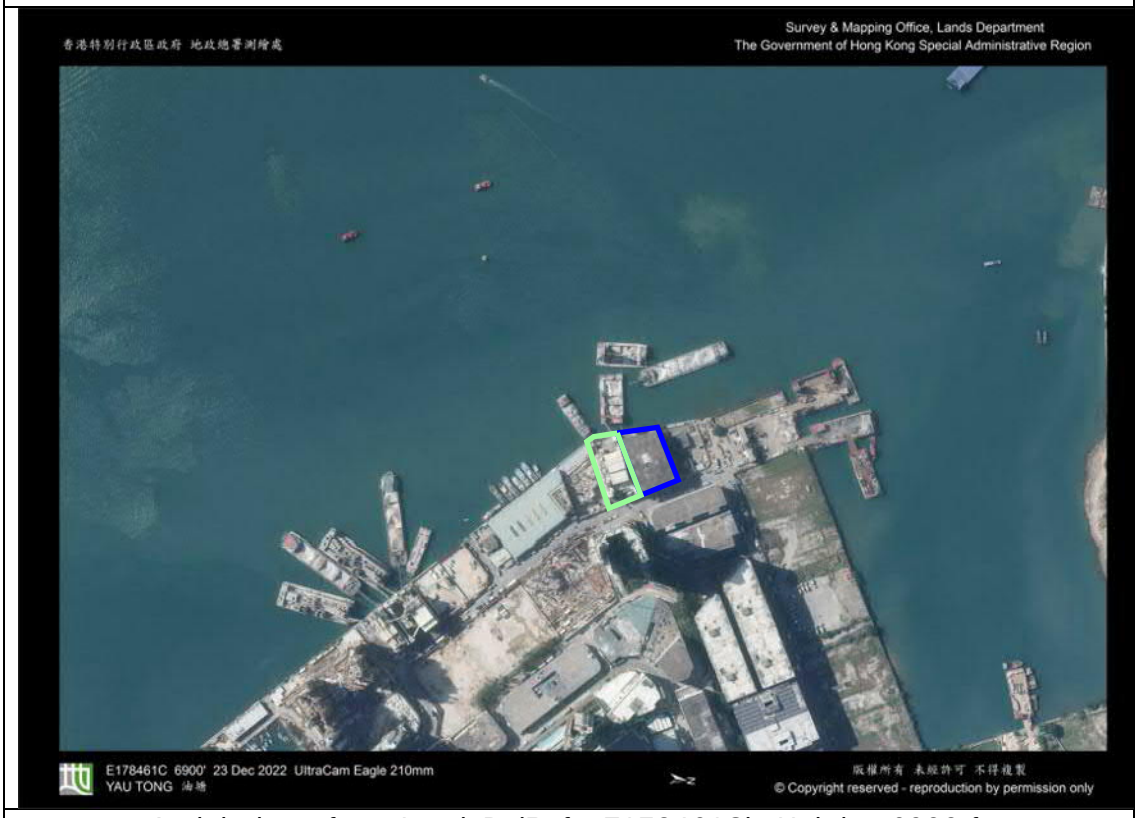
Aerial photo from LandsD (Ref.: E047102C), Height: 6900 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2018	No landuse change for the Application Site.

Application Site

Redland Concrete. Ltd

Historical Aerial Photo – Year 2022



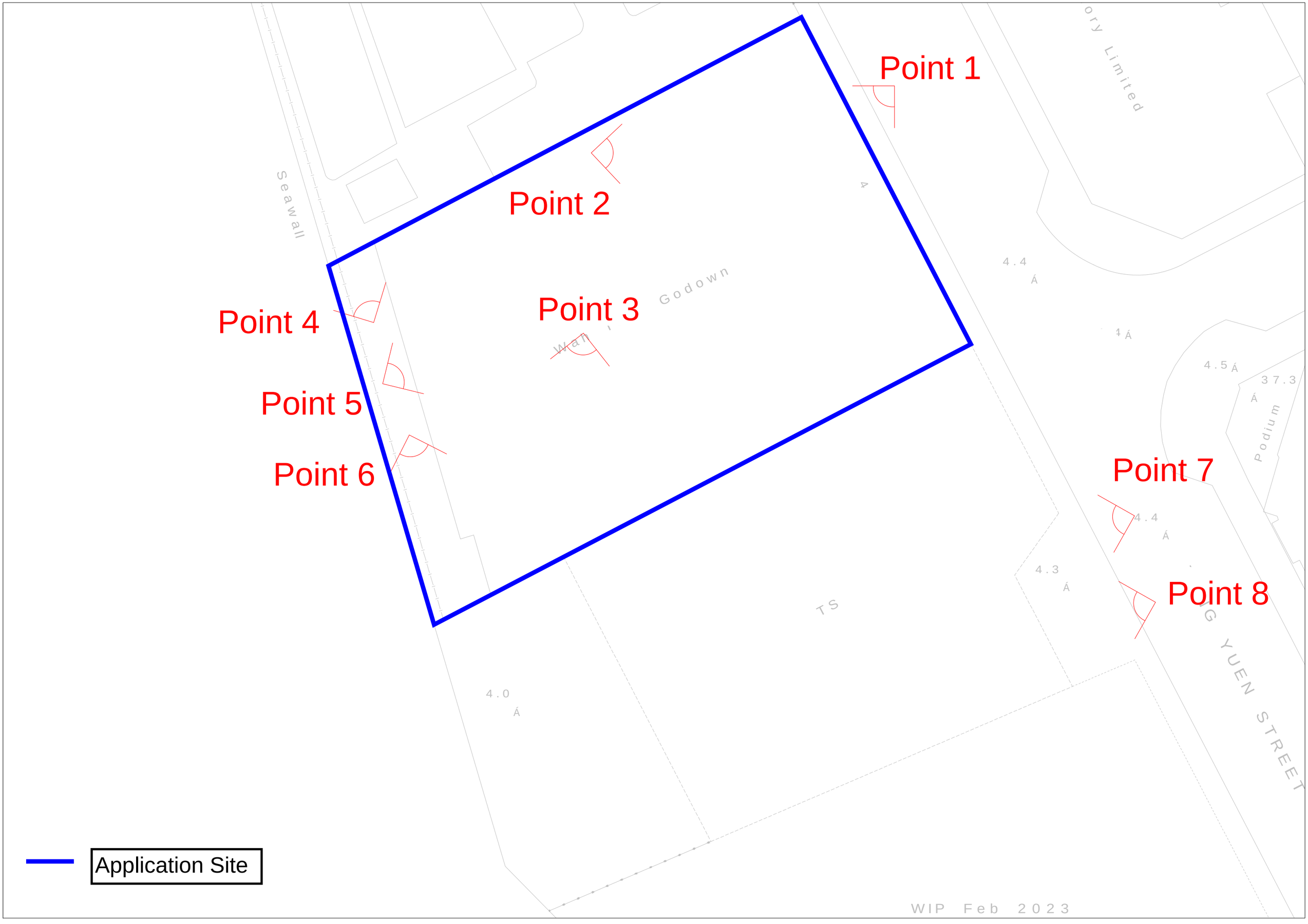
Aerial photo from LandsD (Ref.: E178461C), Height: 6900 ft

Blow up Photo of Subject Site	Year	Landuse/Description
	2022	No landuse change for the Application Site.

Application Site

Redland Concrete. Ltd

Appendix 6.2 Photo Records of Site Inspection

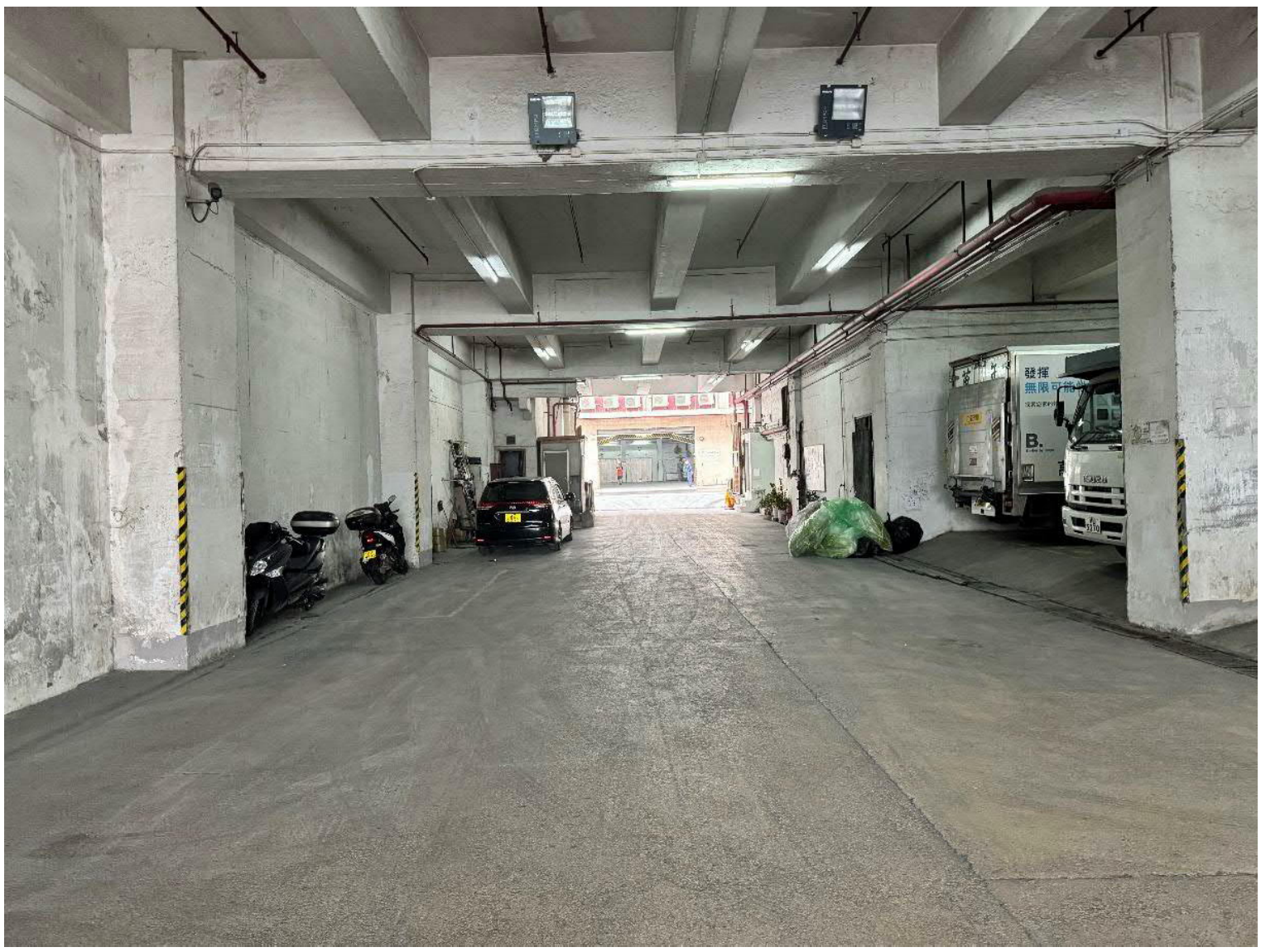

Point 1
Point 2
Point 3
Point 4
Point 5
Point 6
Point 7
Point 8
Seawall
Godown
Limited
4.4
4.5
37.3
Podium
4.4
4.3
TS
4.0
YUEN STREET
Application Site
WIP Feb 2023

1. Current situation of the Application Site (Point 1)



Building entre area, paved with good condition

2. Current situation of the Application Site (Point 2)



Car park area, paved with good condition

3. Current situation of the Application Site (Point 3)



Car park area, paved with good condition

4. Current situation of the Application Site (Point 4)



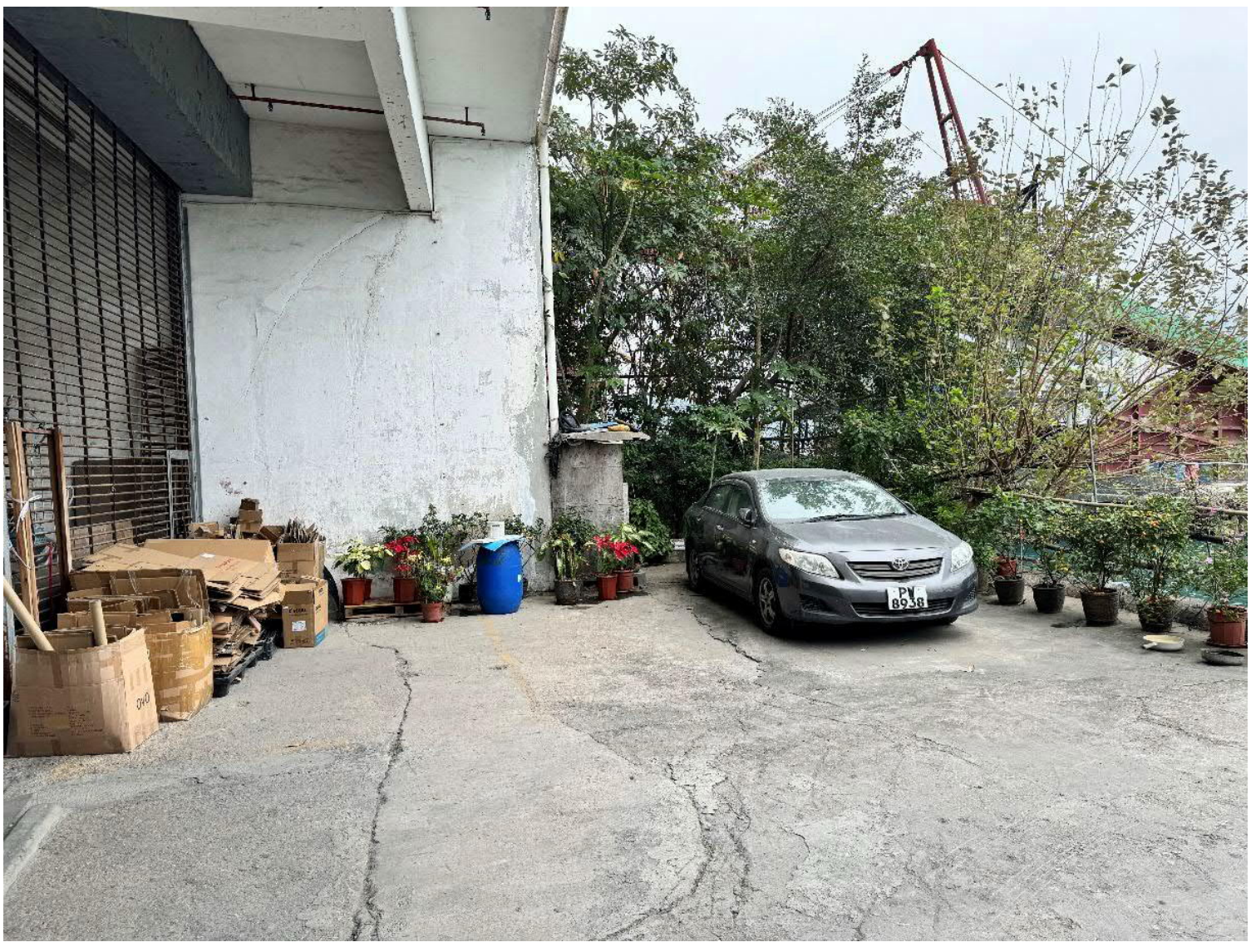
Car park area, paved with good condition

5. Current situation of the Application Site (Point 5)



Car park area, paved with good condition

6. Current situation of the Application Site (Point 6)



Car park area, paved with good condition.

7. Redland Concrete Ltd. (Point 7)



Concrete batch plant area, paved with good condition

8. Redland Concrete Ltd. (Point 8)



Due to the land use of CBP, which may have some potential polluting activities, such as storage and transfer of residues from physical conversion of earthen materials by sorting, mixing, and grinding. However, the plant is still in operation, access was not granted, and these potential polluting activities could not be observed. A peripheral inspection outside the plant was conducted instead. It is observed that the ground floor generally consists of the carpark for loading/

unloading activities, and the ground of the plant was fully paved in good condition. There was no sign of obvious / suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage within the CBP during the site inspection. Further detailed site appraisal may be required to determine whether the site is contaminated in later stage.

Annex C1

Site Walkover Checklist

Date of Site Visit: 01 November 2024

GENERAL SITE DETAILS

SITE OWNER/CLIENT: China Resources Land Ltd

PROPERTY ADDRESS: Yau Tong Marine Lot No.70, Tung Yuen Street

PERSON CONDUCTING THE QUESTIONNAIRE

NAME: Kyle Kam

POSITION: Assistant Environmental Consultant (Ramboll Hong Kong Limited)

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME: N/A

POSITION: N/A

TELEPHONE: N/A

SITE ACTIVITIES

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

Number of employees:

Full-time: N/A

Part-time: N/A

Temporary/Seasonal: N/A

Maximum no. of people on site at any time: N/A

Typical hours of operation: N/A

Number of shifts: N/A

Days per week: N/A

Weeks per year: N/A

Scheduled plant shut-down: N/A

Detail the main sources of energy at the site:

Gas	~~Yes~~/No
Electricity	~~Yes~~/No
Coal	~~Yes~~/No
Oil	~~Yes~~/No
Other	~~Yes~~/No

SITE DESCRIPTION

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

What is the total site area: About 2,149 m^2

What area of the site is covered by buildings (%): 90%

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

China Resources Land Ltd

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

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

If yes, identify those parties: N/A

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

North: Yau Tong Sewerage Pumping Station

South: Redland concrete Ltd.

East: Tung Yuen Street

West: Sea area

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

Industrial building- Wah Tung Godown Building

State the size and location of the nearest residential communities.

Southeast (about 74m from the Application Site): Peninsula East

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

No

Observations

		Yes/No	Notes
1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	No	-
2.	What are the conditions of the bund walls and floors?	Yes	Paving in good condition
3.	Are any surface water drains located near to drum storage and unloading areas?	Yes	-
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	No	-
5.	Is there a storage site for the wastes?	No	-
6.	Is there an on-site landfill?	No	-
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	No	-
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	No	-
9.	Are there any potential off-site sources of contamination?	Yes	It is observed that a Redland Concrete Batch Plant is located immediately adjacent to the south of the Application Site, which may have some potential polluting activities, such as storage and transfer of residues from physical conversion of earthen materials by sorting, mixing, and grinding. However, the plant is still in operation, access was not granted, and these potential polluting activities could not be observed. Therefore, a peripheral inspection outside the plant was conducted instead. It is observed that the ground floor generally consists of the carpark for loading/ unloading activities, and the ground of the plant was fully paved in good condition. There was no sign of obvious / suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage within the CBP during the site inspection. Further detailed site appraisal may be required to determine whether the site is contaminated in later stage.
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	No	-
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	No	-
12.	Any noticeable odours during site walkover?	No	-

13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	No	-

Appendix 6.3 The captured shown from BRAVO

Address 4 TUNG YUEN STREET
File Ref No. 2/4013/76

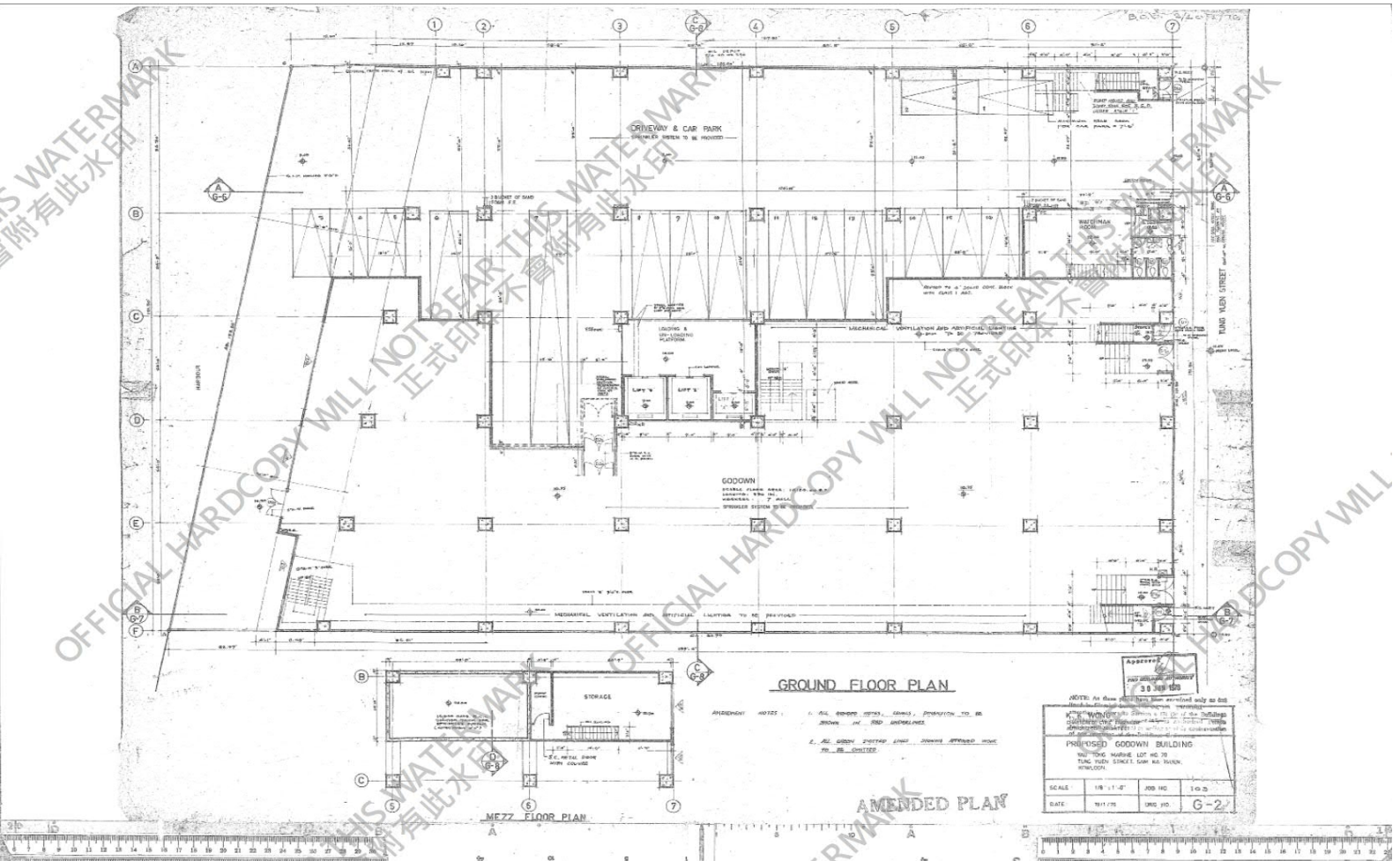
Building Name WAH TUNG GODOWN
File Type Building

Lot No. Y.T.M.L. 70
Remarks

Modification View Filter Clear Filters

Plan Type	Drawing No.	Drawing Title	Approval / Receipt Date
Approved Plan	G-1	SCHEDULE, NOTES, GROUND FL. AREA DIAGRAM, 1ST TO 6TH FL. AREA DIAGRAM CALCULATION	30/06/1978
Approved Plan	G-10	BACK ELEVATION	30/06/1978
Approved Plan	G-2	GROUND FL. PLAN, MEZZANINE FL. PLAN	30/06/1978
Approved Plan	G-3	1ST FL. PLAN & 2ND FL. PLAN	30/06/1978
Approved Plan	G-4	3RD FL. PLAN TO 6TH FL. PLAN	30/06/1978
Approved Plan	G-5	ROOF PLAN	30/06/1978
Approved Plan	G-6	SECTION A-A	30/06/1978
Approved Plan	G-7	SECTION B-B	30/06/1978
Approved Plan	G-8	SECTION C-C, PART SECTION D-D	30/06/1978
Approved Plan	G-9	FRONT ELEVATION, SHADOW AREA DIAGRAM & CALCULATION	30/06/1978
Approved Plan	-	TYPICAL SECTION OF SEA WALL	24/05/1976

Ground Floor Layout



Appendix 6.4 Correspondences from Government Departments

RAMBOLL

Ref.: CRC_4TYSEI00_0_0002L.24

04 March 2024

Environmental Protection Department
Environmental Compliance Division
Regional Office (East)
5/F, Nan Fung Commercial Centre,
19 Lam Lok Street, Kowloon Bay,
Kowloon

By Fax (2756 8588) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] (email: [redacted]) or the undersigned at [redacted] (email: [redacted]).
We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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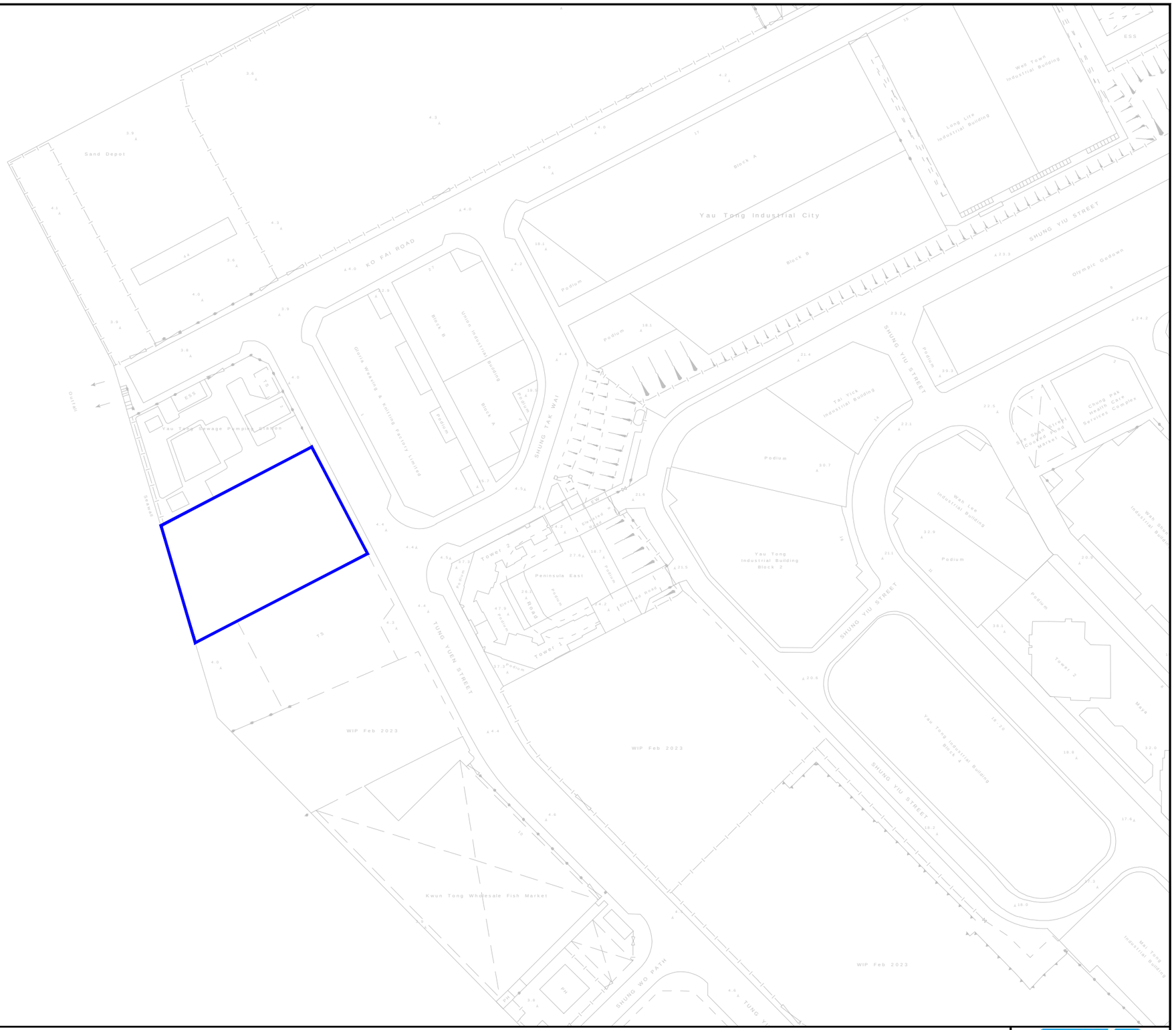
Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com



Legend

Application Site

Figure: 1.1

Title: The Location of the Application Site and its Environmental

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in Residential (Group E) Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

Q:\Projects\CRC_4TYSEI00\05 Assessments\02 Noise\02 Traffic\241118\TNIA_241118_recover.dwg

Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, By Email [redacted]
Wanchai, Hong Kong

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk

华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	
[redacted]	

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted] or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted] on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 安環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

Kyle Kam

From: Wendy Tin
Sent: Monday, March 4, 2024 5:20 PM
To: Kyle Kam
Cc: Tony Cheng
Subject: FW: Re. Enquiry on chemical spillage & Land contamination (Your ref: CRC_4TYSEI00_0_0002L.24)

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Classification: Confidential

From: herrickho@epd.gov.hk <herrickho@epd.gov.hk>
Sent: Monday, March 4, 2024 5:18 PM
To: Wendy Tin [redacted]
Cc: tommytctang@epd.gov.hk
Subject: Re. Enquiry on chemical spillage & Land contamination (Your ref: CRC_4TYSEI00_0_0002L.24)

> You don't often get email from herrickho@epd.gov.hk. Learn why this is important

Dear Wendy.

Refers to your letter dated 4 Mar 2024.

Please be informed that:
1. There are 3 chemical waste producer registrations in the concerned area; &
2. No chemical spillage & land contamination had been recorded in last 5 years.

Thanks & Regards,
Herrick HO / EPD
2117 7551

RAMBOLL

Ref.: CRC_4TYSEI00_0_0003L.24

4 March 2024

Fire Services Department
Fire Services Headquarters
Management Group (MG)
9th Floor, Fire Services Headquarters Building,
1 Hong Chong Road, Tsim Sha Tsui East, Kowloon

By Fax (2739 5879) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] (email: [redacted]) or the undersigned at [redacted] (email: [redacted]).
We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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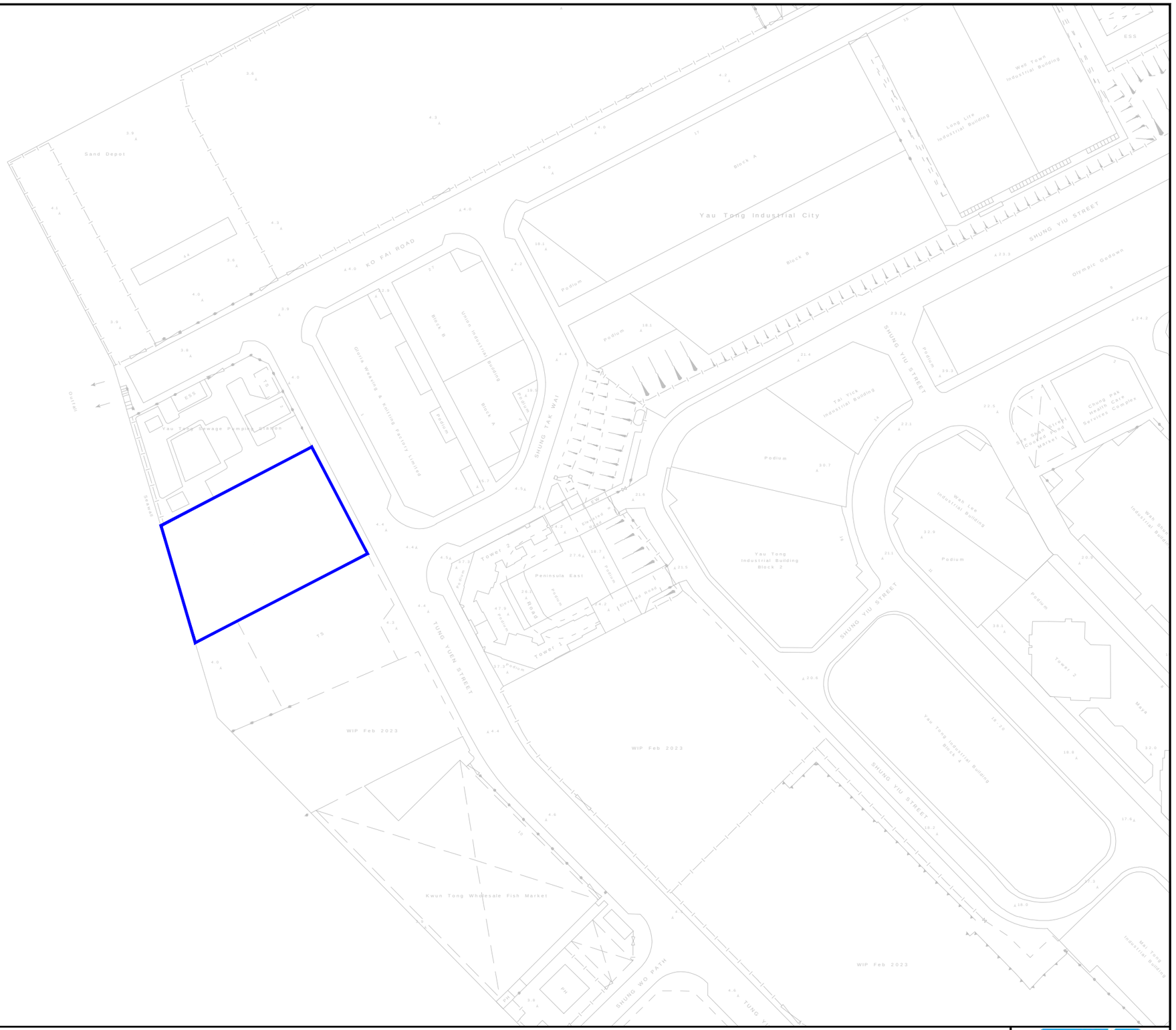
Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com



Legend

Application Site

Figure: 1.1

Title: The Location of the Application Site and its Environmental

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in Residential (Group E) Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

Q:\Projects\CRC_4TYSEI00\05 Assessments\02 Noise\02 Traffic\241118\TNIA_241118_recover.dwg

Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, By Email [redacted]
Wanchai, Hong Kong

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	

[redacted]

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted] or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted] on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 炭環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk

华润集团旗下香港上市公司

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 OUR REF. : (32) in FSD GR 6-5/4 R Pt. 52
來函檔號 YOUR REF. : CRC_4TYSEI00_0_0003L.24
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2988 1196
電 話 TEL NO. : 2733 7570

11 March 2024

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wanchai, Hong Kong.
(Attn: Ms. Wendy TIN, Consultant)

By fax (3465 2899) only

Dear Ms. TIN,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70)
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 4.3.2024 regarding the captioned subject.

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

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

(ii) Incident Record: Past three years of fire and special services incidents.

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

Yours sincerely,

(LAI Kin-man)
for Director of Fire Services

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

RECEIVED
02 APR 2024
BY:----------

本處檔號 **OUR REF.** : (63) in FSD GR 6-5/4 R Pt. 52
來函檔號 **YOUR REF.** : CRC_4TYSEI00_0_0003L.24
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2988 1196
電 話 **TEL NO.** : 2733 7570

25 March 2024

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wanchai, Hong Kong.
(Attn: Ms. Wendy TIN, Consultant)

Dear Ms. TIN,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70)
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 4.3.2024 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

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

Ramboll Hong Kong Ltd.

Project: CRC_4TYSEI00_0_0003L.24
Maconomy no: 338001301

Circulation:		Read	Action
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KK		☐	☐
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Keep Hard Copy		☐	☐

Yours sincerely,

(LAI Kin-man)
for Director of Fire Services

RAMBOLL

Ref.: CRC_4TYSEI00_0_0004L.24

4 March 2024

Planning Department,
District Planning Branch,
Metro District Planning Division,
Kowloon District Planning Office,
14/F, North Point Government Offices,
33 Java Road,
Hong Kong

By Fax (2894 9502) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

4. Any change on the land use.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] (email: [redacted]) or the undersigned at [redacted] (email: [redacted]).
We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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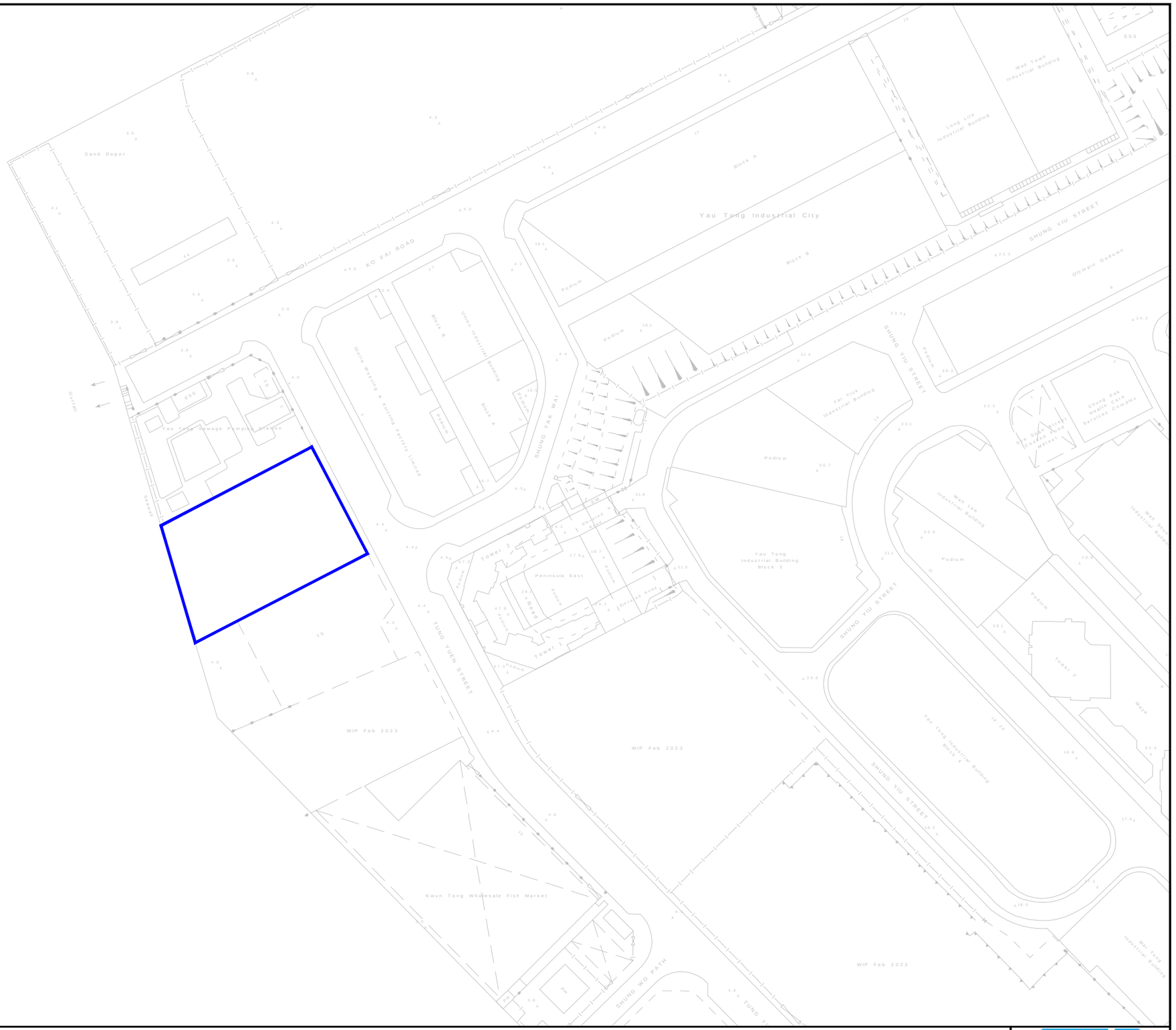
Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com



Legend

Application Site

Figure: 1.1

Title: The Location of the Application Site and its Environmental

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in Residential (Group E) Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, By Email [redacted]
Wanchai, Hong Kong

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

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In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
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   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

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Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk

华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Environmental Consultancy Service – Optional Fee	%
Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	
[redacted]	

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted] or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted] on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 安環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk

华润集团旗下香港上市公司

規 劃 署

香港北角渣華道三百三十三號
北角政府合署

Planning Department

North Point Government Offices
333 Java Road, North Point,
Hong Kong

RECEIVED
22 APR 2024
BY:

來函檔號 **Your Reference** CRC_4TYSEI00_0_0004L.24
本署檔號 **Our Reference** K-15/100
電話號碼 **Tel. No.:** 2231 4968
傳真機號碼 **Fax No.:** 2894 9502

oll Hong Kong Ltd.

By Post and Fax (2894 9502)

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Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai, Hong Kong
(Attn.: Wendy Tin)

18 April 2024

Dear Wendy,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot No. YTML 68 & YTML 70) - Enquiry for Land Contamination Information

I refer to your letter dated 4.3.2024 enquiring the current and historical site information and land use changes of the site as indicated on the site map attached to your letter for land contamination investigation purposes.

2. The subject site falls within an area zoned "Residential (Group E)" ("R(E)") on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27. This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use. According to Schedule I (for non-industrial buildings) of the Notes of the OZP for "R(E)" zone, the proposed 'Flat' is a Column 2 use requiring planning permission from the Town Planning Board. The subject "R(E)" zone is restricted to a maximum domestic plot ratio (PR) of 5.0, a maximum non-domestic PR of 1.0, and a maximum building height (BH) of 80mPD.

3. Regarding the land use changes of the subject site, the current "R(E)" zoning for the site was first designated on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/11 approved in March 2000 and has remained unchanged since then. Before that, the site had been subject to land use zonings/designation on statutory town plan, including:

- "Industrial" on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. LK 15/35 exhibited on 12 March 1971.

RAMBOLL

Ref.: CRC_4TYSEI00_0_0005L.24

4 March 2024

Lands Department
Lands Administration Office
District Lands Office, Kowloon East
1/F, Tai Po Government Offices,
1 Ting Kok Road,
Tai Po, New Territories

By Fax (2782 5061) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

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3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] (email: [redacted]) or the undersigned at [redacted] (email: [redacted]).
We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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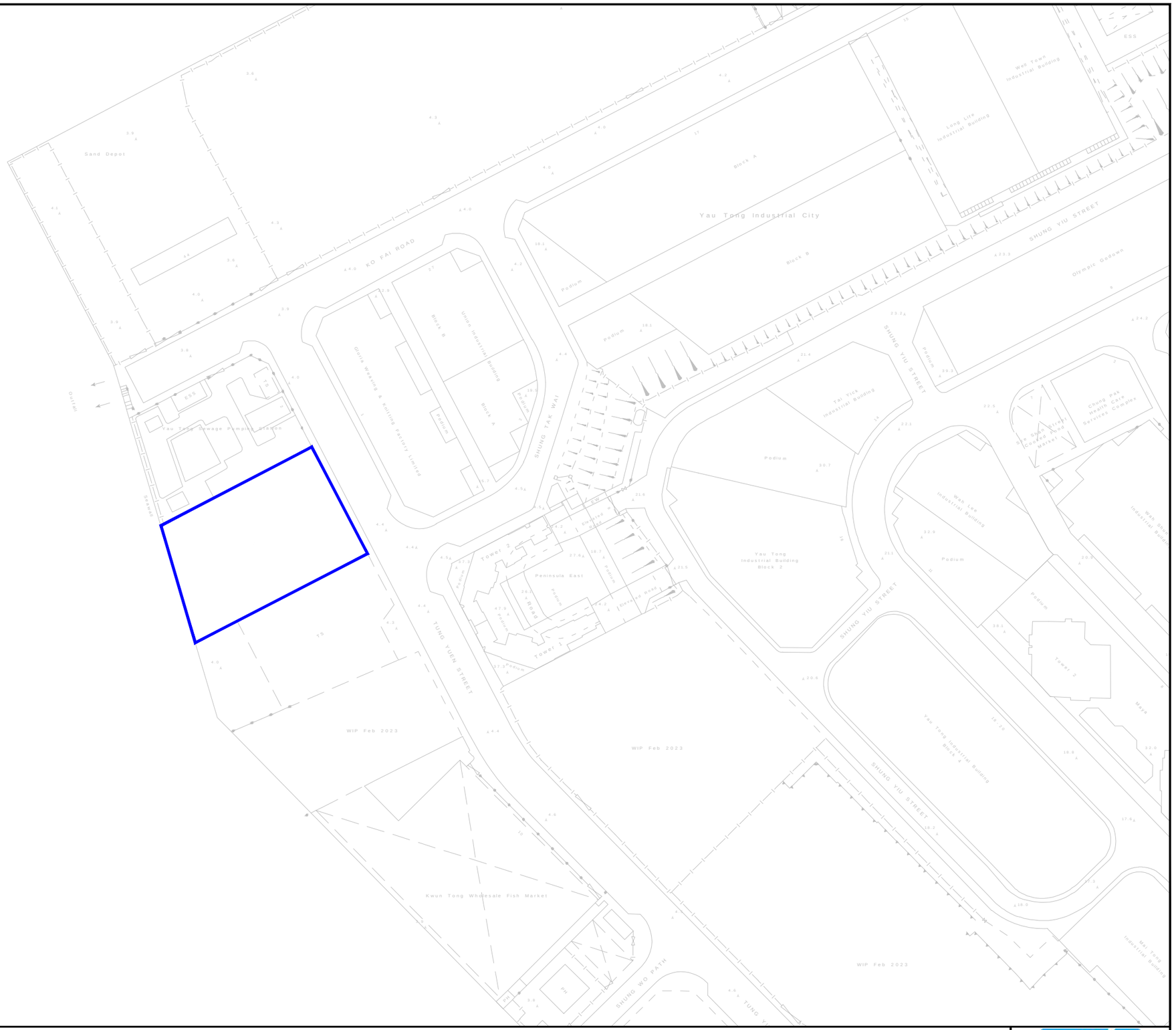
Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com



Legend

Application Site

Figure: 1.1

Title: The Location of the Application Site and its Environmental

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in Residential (Group E) Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, By Email [redacted]
Wanchai, Hong Kong

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

With reference to your fee proposal dated 3 July 2023, subsequent tender query reply dated 28 July 2023, we, on behalf of Good Hour International Limited, are pleased to confirm the acceptance of your fee proposal for Environmental Consultancy Services for S16 Application at the following fee, rates and payment schedule:-

1. Fee

Base Fee for the Environmental Consultancy Services for S16 Application in the lump sum of [redacted]

In which Lump Sum [redacted] for Noise Impact Assessment;
Lump Sum [redacted] for Air Quality Assessment;
Lump Sum [redacted] or Sewerage Impact Assessment;
Lump Sum [redacted] or Drainage Impact Assessment;
Lump Sum [redacted] for Air Ventilation Assessment.

2. Optional Fee (Included) for the following items:-
   (a) Land Contamination Preliminary Review in the lump sum of [redacted]
   (b) Water Quality Impact Assessment in the lump sum of [redacted]
   (c) Waste Management Assessment in the lump sum of [redacted]
   (d) Odour Assessment in the lump sum of [redacted] Only);
   (e) Sediment Quality Assessment in the lump sum of [redacted]
   (f) Land Contamination Assessment (CAP, CAR, RAP) in the lump sum of [redacted]

华润置地有限公司 **China Resources Land Limited**
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
电话 Tel: 00852-28772330 传真 Fax: 00852-28779068 网址 Http: www.crland.com.hk
华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

Payment Schedule

It is expressly agreed that the following payment terms will be applied in this consultancy:-

Environmental Consultancy Service – Base Fee	%
Noise Impact Assessment	
[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
Air Ventilation Assessment	
[redacted]	

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Land Contamination Preliminary Review	
Water Quality Impact Assessment	
Waste Management Assessment	
Odour Assessment	
Sediment Quality Assessment	
Land Contamination Assessment (CAP, CAR, RAP)	
[redacted]	

This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted] or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted] on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 安環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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华润集团旗下香港上市公司

地政總署
九龍東區地政處
DISTRICT LANDS OFFICE,
KOWLOON EAST
LANDS DEPARTMENT

電　話	Tel:	3842 7616
圖文傳真	Fax:	2782 5061
電郵地址	Email:	eske1@landsd.gov.hk
本署檔號	Our Ref:	(167) in DLOKE 852/KPA/63
來函檔號	Your Ref:	CRC_4TYSEI00_0_0005L.24

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We strive to achieve excellence in land administration.

九龍海庭道 11 號西九龍政府合署南座 4 樓
4/F, SOUTH TOWER, WEST KOWLOON GOVERNMENT OFFICES, 11 HOI TING ROAD, KOWLOON

網址 Website : http://www.landsd.gov.hk

來函請註明本署檔號
Please quote our reference in your reply

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai , Hong Kong
(Attn: Wendy Tin)

By Fax (3465 2899) & By Post

8 April 2024

Dear Sirs/ Madams,

Environmental Assessment for Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong
Yau Tong Marine Lot Nos. 68 and 70
Enquiry for Land Contamination Information

I refer to your letter dated 4 March 2024 regarding the captioned matter.

Please be advised that this office is not in a position to advise on the land contamination issues.

Should you have any enquiries, please do not hesitate to contact the undersigned.

Yours faithfully,

(Alex LAM)
for District Lands Officer/Kowloon East

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

Ref.: CRC_4TYSEI00_0_0006L.24

4 March 2024

Civil Engineering and Development Department
Geotechnical Engineering Office
Mines Division
6th floor, South Tower,
West Kowloon Government Offices,
11 Hoi Ting Road, Kowloon

By Fax (2714 0193) & Post

Dear Sir / Madam,

Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTML70) - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for a site at Tung Yuen Street, Yau Tong (see attached Annex 1). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the subject site are required as part of the vetting process.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc.;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighboring areas; and

3. Any land contamination assessment that has conducted at the site or neighboring areas.

Due to the tight timeline of the project, we would be much appreciated if you could provide the requested information ay your earliest convenience.

Should you have any queries, please do not hesitate to contact our Mr. Kyle Kam at [redacted] (email: [redacted]) or the undersigned at [redacted] (email: [redacted]). We thank you in anticipation of your help in the matter.

Thank you for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Wendy Tin
Consultant

Enclosure:
Annex 1 - Location of Subject Site
Annex 2 - Appointment Letter

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21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
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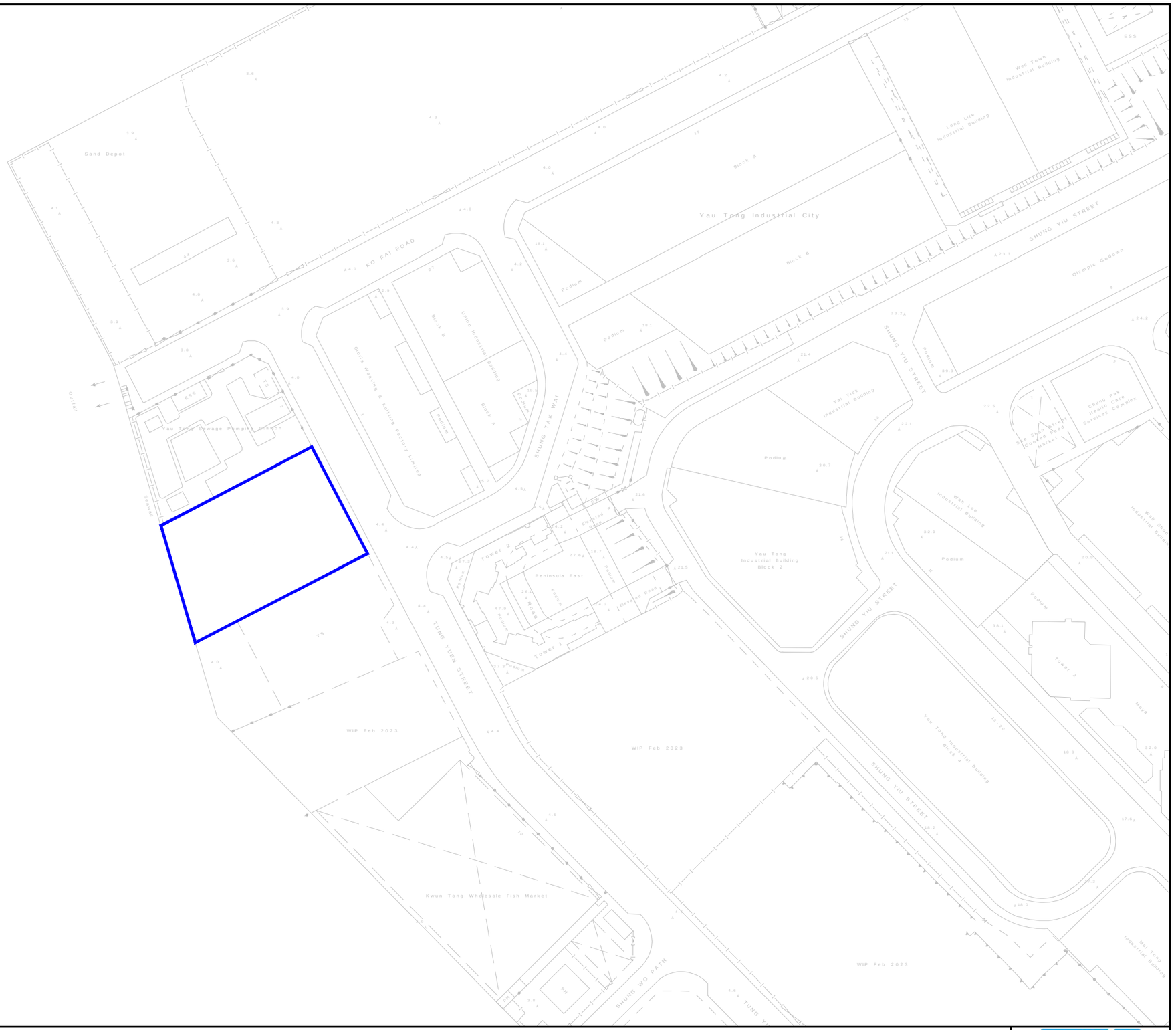

Legend

Application Site

Figure: 1.1

Title: The Location of the Application Site and its Environmental

Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in Residential (Group E) Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.0
Date:	Nov 2024

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Annex 2

華潤置地
CR LAND

DUPLICATE

CR Ref:- CRHK/CR04/01/10/176
Your Ref:- AP/P2023-111-23F01

1 August 2023

Ramboll Hong Kong Limited By HAND ~~& By Fax~~

21/F, BEA Harbour View Centre, 56 Gloucester Road, By Email [redacted]
Wanchai, Hong Kong

Attn David YEUNG

Dear Sir / Madam

Re: **Proposed Residential & Commercial Development at**
No. 4 Tung Yuen Street, Yau Tong (Lot no.YTML68 & YTML70)
Letter of Acceptance for Environmental Consultancy Services for S16 Application

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华润集团旗下香港上市公司

華潤置地
CR LAND

CR Ref:- CRHK/CR04/01/10/176
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[redacted]	
Air Quality Impact Assessment	
[redacted]	
Sewerage Impact Assessment	
[redacted]	
Drainage Impact Assessment	
[redacted]	
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[redacted]	

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This Letter of Acceptance together with the Tender Documents shall constitute a binding contract between the Employer and the Consultant. In case of any ambiguities and discrepancies between and / or among this Letter of Acceptance and other correspondences document, this Letter of Acceptance shall prevail.

You are advised to liaise with our Chief Manager (Projects & Design) - Mr Ricky To at [redacted] or Manager (Cost & Contract) – Ms Mimi Cheung at [redacted] on the arrangement for the carrying out of the Environmental Consultancy Services for S16 Application within fourteen (14) days from the date hereof.

Please confirm your acceptance by signing and returning the Original of this letter. The enclosed Dupliocate of this Letter is for your retention.

Yours faithfully,

Johnson Wai
Deputy Managing Director
China Resources Land (Overseas) Limited
CY / ZX / PG / DJ / JW / SY / RT / SW / mc

Agreed and Accepted by:
Ramboll Hong Kong Limited

Ramboll Hong Kong Limited 安環香港有限公司

Signature & Stamp of Company
Date: 11 August 2023

华润置地有限公司 China Resources Land Limited
香港湾仔港湾道 26 号华润大厦 46 楼 46F, China Resources Bldg., 26 Harbour Road., WanChai, Hong Kong
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土木工程拓展署
CEDD Civil Engineering and Development Department

土力工程處
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Our ref 本署檔號 : ( ) in CEDD-MIN-06-20-1
Your ref 來函檔號 : CRC_4TYSEI00_0_0006L.24

香港九龍海庭道 11 號
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Mines Division
6/F, South Tower
West Kowloon Government Offices
11 Hoi Ting Road, Kowloon, Hong Kong

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road, Wan Chai, Hong Kong
(Attn: Ms. Wendy TIN)

7 March 2024

By Fax: 3465 2899

Dear Ms. TIN,

Re: Environmental Assessment for Proposed Residential & Commercial Development at No.4 Tung Yuen Street, Yau Tong (Lot no. YTML68 & YTM70)- Enquiry for Land Contamination Information

I refer to your letter dated 4 March 2024 regarding the subject enquiry.

Based on our records, no licences were issued for the manufacture, storage, or use of explosives in the concerned area. This Office has no records indicating that any incidents related to explosives occurred in the concerned area.

If you have any further queries, please feel free to contact me at 3842 7272.

Yours sincerely,

(NG Siu-ming)
for Commissioner of Mines

THL/KCL/SMNG/smng

Appendix G

Replacement Pages of Updated Air Quality Impact Assessment

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Appendix 2.22 Extracts from Approved Planning Application A/K15/121 – Input Parameters of Concrete Batching Plant

2. QUANTITATIVE AIR QUALITY IMPACT ASSESSMENT

2.1 Scope of Work

2.1.1 This assessment predicts air quality pollutant concentration at the Proposed Development, informing the provision of air quality mitigation measures to ensure future residents are not exposed to unacceptable levels of poor air. The air pollutants assessed are Nitrogen Dioxide (NO_2), Sulphur Dioxide (SO_2), Respirable Suspended Particulate (RSP) and Fine Suspended Particulate (FSP). Concentrations of these pollutants are predicted at air sensitive receivers (ASRs) within the Proposed Development through the use of quantitative computer modelling and are compared with the relevant Air Quality Objectives (AQOs).

2.1.2 The study also considers nearby odour sources within 500m radius of the Application Site and identified three potential odour sources, i.e. Yau Tong Sewage Pumping Station, Kwon Tong Wholesale Fish Market and Sam Ka Tsuen Typhoon Shelter. According to the several site visits, there are no changes to the aforementioned odour sources as compared to those mentioned in the Approved Planning Application A/K15/126 Yau Tong Inland Lots (YTMLs) 4 S.B and 9, Yau Tong Marine Lot (YTML) 57 and adjoining Government Land, Tung Yuen Street, Yau Tong, Kowloon (126 Approval Scheme). Therefore, the odour emission information used in the 126 Approval Scheme is adopted in this assessment.

2.1.3 The assessment area of 500m radius from the Application Site is shown in **Figure 2.1**.

2.1.4 Appropriate mitigation measures will be recommended if exceedances of AQOs and/or odour units are identified.

2.1.5 The air quality control measures during the construction phase of Proposed Development are also addressed in this chapter.

2.2 Relevant Legislations, Standards and Guidelines

2.2.1 The following legislation and regulations provide the standards and guidelines for evaluation of air quality impacts and the type of works that are subject to air pollution control:

- Air Pollution Control Ordinance (APCO) (Cap. 311) and the Air Quality Objectives (AQO)
- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulations
- Chapter 9 of the Hong Kong Planning Standards and Guidelines
- Recommended Pollution Control Clauses for Construction Contracts
- Control of Air Pollution in Car Parks (ProPECC PN 2/96)

Air Pollution Control Ordinance (CAP 311)

2.2.2 A set of Air Quality Objectives (AQOs) is established under the Air Pollution Control Ordinance (Cap. 311). The prevailing AQOs that came into effect on 11 April 2025 is presented in the following Table 2.1 belowError! Reference source not found..

Table 2.1 Hong Kong Air Quality Objectives (AQOs)

Pollutants	Averaging Time	Standard [i] (μg/m³)	No. of exceedances allowed per calendar year
Sulphur Dioxide (SO_2)	10-min	500	3
	24-Hour	40	3
Respirable Suspended Particulates (PM_{10}) [ii]	24-Hour	75	9
	Annual	30	NA
Fine Suspended Particulates ($PM_{2.5}$) [iii]	24-Hour	37.5	18
	Annual	15	NA
Nitrogen Dioxide (NO_2)	1-Hour	200	18
	24-Hour	120	9
	Annual	40	NA
Ozone (O_3)	8-Hour	160	9
	Peak Season	100	NA
Carbon Monoxide (CO)	1-Hour	30,000	0
	8-Hour	10,000	0
	24-Hour	4,000	0
Lead (Pb)	Annual	0.5	NA

Notes:

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

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

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

2.2.3 In accordance with the EIAO-TM, odour predicted at all ASRs should meet 5 odour units (OUs) based on an averaging time of 5 seconds.

Air Pollution Control (Construction Dust) Regulation

2.2.4 Made under Section 43 of the APCO, this Regulation defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities. The Regulation requires that any notifiable work shall give advance notice to EPD, and the Contractors shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

2.2.5 The proposed construction works for the proposed Project are both regulatory and notifiable works due to activities including material stockpiling and dusty material handling as potential sources of fugitive dust emissions as detailed under Parts I to IV of the Schedule on Dust Control Requirements.

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

2.2.6 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, which aims to control emissions from non-road mobile machinery (NRMMs) to improve air quality, became effective on 1 June 2015. NRMMs include non-road vehicles, as well as mobile machines and equipment (regulated machines) such as crawler cranes, excavators and air compressors.

2.2.7 Under the regulation, regulated machines have to comply with the Stage IIIA emission standards of the European Union (EU). It also requires all regulated machines sold or leased for use in Hong Kong to bear an approval or exemption label issued to them by

the EPD, started from 1 September 2015. It restricts specified activities and locations including construction sites, designed waste disposal facilities and specified processes to use only NRMMs that bear an approval or exemption label issued to them by the EPD, with effect from 1 December 2015.

Air Pollution Control (Fuel Restriction) Regulations

2.2.8 The Air Pollution Control (Fuel Restriction) Regulation was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO_2) emissions. The Air Pollution Control (Fuel Restriction) (Amendment) Regulation 2024 commenced on 1 April 2025. The sulphur content of liquid fuel is tightened to 0.001% by weight. The Regulation does not apply to any fuel-using equipment that is used or operated in premises used solely as a dwelling or is used or operated in or on a vessel, motor vehicle, railway locomotive or aircraft.

Hong Kong Planning Standards and Guidelines

2.2.9 Section 3 in Chapter 9 of the Hong Kong Planning Standards and Guidelines (the HKPSG) presents the principal framework of minimum buffer distance requirements for planning against potential air pollution emitters, which includes industrial processes, motor vehicles, construction and reclamation sites, odour sources, dusty uses, etc. Table 3.1 in Chapter 9 of the HKPSG (shown below as **Table 2-2**) recommended a number of horizontal buffer distance between kerb side of roads and various Open Space Sites for various types of road.

Table 2.2 Guidelines on Usage of Open Space Site (HKPSG Chapter 9: Environment)

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

Remarks:

a) *In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available.*

b) *The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.*

c) *The guidelines are generally applicable to major industrial areas but NOT individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments.*

d) *Amenity areas are permitted in any situation.*

ProPECC PN2/96 - Control of Air Pollution in Car Parks

2.2.10 This practice notes include air quality guidelines required for the protection of public health and factors that should be considered in the design and operation of car parks in order to achieve the required air quality. The limits for air pollutants as recommended by the practice notes are summarised in **Table 2.3**.

Table 2.3 Limits of Air Pollutant Concentrations Inside Car Parks

Air Pollutant	Average Time	Maximum Concentration (µg/m3) [i]	Parts Per Million (ppm)
Carbon Monoxide (CO)	5 minutes	115,000	100
Nitrogen Dioxide (NO_2)	5 minutes	1,800	1

Notes:

[i] All limits are expressed as at reference conditions of 298K and 101.325kPa.

2.3 Existing Air Quality in Kwun Tong District

2.3.1 The nearest air quality monitoring station (AQMS) to the Proposed Development is the Kwun Tong AQMS. The five most recent years of air quality monitoring data, 2019 to 2023, from this station are summarized in **Table 2.4**. According to the AQMS monitoring data presented in **Table 2.4**, exceedance in annual NO_2 concentrations is recorded.

Table 2.4 Air Quality Monitoring Data at Kwun Tong AQMS

Pollutant	Averaging Time	AQO	Pollutant Concentration (µg/m3)				
			2019	2020	2021	2022	2023
Respirable Suspended Particulates (RSP)	10th Highest 24-hour	75 (9)	73	67	72	49	57
	Annual	30	**38**	32	31	24	26
Fine Suspended Particulates (FSP)	19th Highest 24-hour	37.5 (18)	**40**	32	32	31	28
	Annual	15	**21**	**16**	**17**	14	15
Nitrogen Dioxide (NO2)	19th Highest 1-hour	200 (18)	184	153	164	145	147
	10th Highest 24-hour	120 (9)	96	81	97	83	75
	Annual	40	**45**	**43**	**49**	**45**	**41**
Sulphur Dioxide (SO2)	4th Highest 10-Min	500 (3)	41	24	24	19	29
	4th Highest 24-hour	40 (3)	11	8	7	11	10

Pollutant	Averaging Time	AQO	Data Summary	PATH v3.0 Grid in Year 2030			
				46,31	47,31	47,30	46,30
	8-Hour	10000 (0)	1st	486	480	482	484
			Exceedance	0	0	0	0
	24-Hour	4000 (0)	1st	458	447	448	457
			Exceedance	0	0	0	0
(a) Numbers in brackets is the number of exceedances allowed per year (b) Bolded values exceed the relevant AQO (c) Data extracted from EPD's Smart Air Modelling Platform (SAMP v2.1)							

2.4 Identification of Representative Air Sensitive Receivers (ASRs) during Construction Phase

2.4.1 There are a number of industrial buildings, residential buildings, churches, community centres, sports centres and playgrounds located within 500m of the Proposed Development. Location of representative ASRs during construction phase are shown in **Figure 2.2**. Their details are listed below:

Table 2.6 Details of Representative Air Sensitive Receivers during Construction Phase

Representative ASR ID	Description	Land Use	Assessment Height (m)	Horizontal Distance from the Application Site (m)
A01	Planned Transitional Housing	Residential	1.5 - 33.0	18
A02	Peninsula East	Residential	1.5 - 150	34
A03	Kwun Tong Wholesale Fish Market	G/IC	1.5 - 18.0	138
A04	Planned Residential Development (Application No. A/K15/122) (The Coast Line I)	Residential	1.5 - 100	37
A05	Planned Comprehensive Residential Development (Application No. A/K15/126)	Residential	1.5 - 100	203
A06	Planned Residential Development (Application No. A/K15/121)	Residential	1.5 - 75.5	222
A07	Montego Bay	Residential	1.5 - 100	351
A08	Yau Tong Industrial City Block B	Industrial	1.5 - 54.0	121
A09	Wah Lee Industrial Building	Industrial	1.5 - 53.0	177
A10	Maya by Nouvelle	Residential	1.5 - 112	224

Representative ASR ID	Description	Land Use	Assessment Height (m)	Horizontal Distance from the Application Site (m)
A11	Planned Residential Development (Application No. A/K15/129)	Residential	1.5 - 120.0	160
A12	Mai Tong Industrial Building	Industrial	1.5 - 33.0	268
A13	The Spectacle	Residential	1.5 - 150	305
A14	Canaryside at Shung Shun Street	Residential	1.5 - 120	402
A15	Ocean One at Shung Shun Street	Residential	1.5 - 120	424
A16	Ko Fai Industrial Building	Industrial	1.5 - 50.0	323
A17	Sam Ka Tsuen Recreation Ground	G/IC	1.5	308
A18	Yau Tong Centre Tower 7 at Ka Wing Street	Residential	1.5 - 18.0	443
A19	全記五金貿易有限公司	Commercial	1.5 – 18.0	75
A20	Planned Residential Development (Application No. A/K15/122) (The Coast Line II)	Residential	1.5 - 100	67
A21	Union Industrial Building	Industrial	1.5 - 33	49
A22	Yau Tong Industrial Building Block 2	Industrial	1.5 - 33	102
A23	Office at Redland CBP	Commercial	1.5	14
A24	Kwun Tong Wholesale Fish Market	Commercial	1.5-10	68

2.5 Impact arising from Proposed Development - Construction Phase

Identification of Sources

2.5.1 Major source of potential air quality impact during construction phase would be fugitive dust generated from wind erosion of the stockpiles and open sites, as well as from the following construction activities:

- Excavation resulting in exposed ground vulnerable to air erosion;
- Earth moving, loading and unloading of excavated material;
- Wind effect on material stockpiling; and
- Vehicle movements on haul roads and over the construction site.

Ratio Restriction at Various Lots and Adjoining Government Land at Yau Tong Bay, Yau Tong, Kowloon (Application No.: A/K15/130; Commencement date: Not Available; Completion date: Not Available)

2.5.5 Their locations shown in **Figure 2.9.** The above concerned concurrent projects have the potential to cause cumulative construction dust impact, as their planned construction periods overlap with that of this Project.

2.5.6 For each of the concerned concurrent projects, proper mitigation measures including watering frequently and good site practice will be implemented to ensure that their construction activities would not cause adverse construction dust impacts. Furthermore, close liaison with the contractors of the concurrent projects will be taken place in order to avoid dusty activities being carried out at the same time. Therefore, adverse cumulative construction dust impact arising from construction activities of the concurrent projects of concern are not anticipated.

Mitigation Measures for Dust Emission

2.5.7 Fugitive dust emission arising from the construction can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses (e.g. regular and sufficient watering, enclosure of potential dust sources, etc.), good site management, and close enforcement of the resident engineers. The contractor(s) shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation which requires notification before carrying out construction works and to adopt dust reduction measures while carrying out construction activities. A monitoring programme can be instigated to monitor the construction process in order to enforce dust controls and modify methods of works to reduce the dust emission down to acceptable levels. For example, regular site audit would be carried out to monitor the dust mitigation measures.

2.5.8 To mitigate fugitive dust impacts, all dust control measures recommended in the Air Pollution Control (Construction Dust) Regulation, where applicable, shall be implemented. Relevant dust control measures include:

- The works area for site clearance shall be sprayed with water before, during and after the operation so as to maintain the entire surface wet;
- Restricting heights from which materials are to be dropped, as far as practicable to minimize the fugitive dust arising from unloading/ loading;
- Immediately before leaving a construction site, all vehicles shall be washed to remove any dusty materials from the bodies and wheels. However, all spraying of materials and surfaces should avoid excessive water usage;
- When a vehicle leaving a construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials will not leak from the vehicle;
- Erection of hoarding of not less than 2.4 m high from ground level along the site boundary, where appropriate;
- Any stockpile of dusty materials shall be covered entirely by impervious sheeting; and/or placed in an area sheltered on the top and four sides;
- All dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation to maintain the dusty materials wet; and
- To reduce the traffic induced dust dispersion and re-suspension, the travelling speed of vehicles within the site should be controlled.

2.6.2 Assessment heights of each ASR are scattered from the local ground floor to the higher floors of the residential towers.

2.6.3 The locations of the representative ASRs during operational phase are shown in **Figure** 2.3 and summarized in **Table 2.7**. All the fresh air intake and openable window of facilities have been included as ASRs.

Table 2.7 Details of Representative Air Sensitive Receivers during Operational Phase

ASR ID	Local Ground mPD	Flagpole Height, mAG	Assessment Height, mPD
D01 to D14	4.4	1.5 – 92.85	5.9 – 97.25

2.7 Identification of Pollution Sources During Operational Phase

General

2.7.1 As there are numerous industrial emissions (such as concrete batching plant) and marine vessels emissions identified within the 200m assessment area from the site boundary of the Application Site which cannot satisfy the buffer distance as stipulated in Table 3.1 of HKPSG Ch.9, a quantitative air quality impact assessment is therefore conducted to assess and ensure the future air sensitive receivers of the proposed development would not be under adverse air quality impact.

2.7.2 In line with EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", all three tiers of emissions that will contribute to the total air quality impacts on ASRs within the assessment area have been identified, including:

(1) Primary Contribution: Project induced

(2) Secondary Contributions: Pollutant-emitting activities in the immediate neighbourhood

(3) Background Contributions: Pollution not accounted for by (1) and (2)

2.7.3 Primary and secondary contributions are near-field source impacts due to sources within the assessment area such as vehicular emission from existing road network and proposed roads (if any), industrial emissions and marine emissions, etc. Background contributions are far-field source impacts outside the assessment area and are predicted using the PATH v3.0. The cumulative air quality impact assessment for operation phase is a combination of all three tiers of contributions and thus has considered the near-field and far-field sources.

2.7.4 As referred to 2nd paragraph of Section 2.3 of EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", for Tier 3 – Background Contributions, a major point source located within 4km from a receptor should be evaluated to see if it can cause direct impact. According to the list of major point sources provided in the guideline, two major point sources, i.e. Kai Tak Cruise Terminal and Cape Collinson Crematorium, have been identified within the 4km radius area of the Application Site. The details of identified major point sources would be discussed in **Section 2.7.32** to **2.7.35**.

2.7.5 Several site visits were conducted on 23 August 2023, 18 & 25 September 2023, 28 February 2024 and 14 & 15 March 2025 to verify the presence of chimneys, other industrial and marine vessels activities, and potential odour sources. For the most recent site visit conducted on 15 March 2025 (between noon to 2pm) to verify the potential odour sources, the temperature and relative humidity 22.7°C and 91% respectively. **Figure 2.7** shows the inspection route.

2.7.6 As mentioned above, emissions from open roads and industrial sources (i.e. secondary contributions), and major sources (i.e. background contributions), have been considered and assessed. **Table 2.8** shows a summary of the sources and the associated air pollutants of concern. The details of the summary in **Table 2.7** are discussed in the following sections.

Table 2.8 Summary of Emission Sources

Sources	SO_2	NOx	RSP	FSP	
(i) Industrial Emissions	X	X	✓	✓	Section 2.7.6 – 2.7.15
(ii) Marine Vessels Emissions	✓	✓	✓	✓	Section 2.7.16 – 2.7.28
(iii) Other Major Emission Sources within 4km	✓	✓	✓	✓	Section 2.7.29 – 2.7.32
(iv) Vehicular Emissions					
a. Bus Terminus	-	-	-	-	Section 2.7.33
b. Open Roads	X	✓	✓	✓	Section 2.7.34

2.7.7 A summary of model input in AERMOD for sources is given in **Appendix 2.8**.

(i) Industrial Emissions

Emissions from Chimney

2.7.8 Based on several site visits and Hong Kong Environmental Database (HKED) - SP licence search, no active chimney was identified within 500m assessment area from the site boundary of the Site. Besides, there will not be any proposed air emission sources within the Site anticipated.

Emissions from Concrete Batching Plant

2.7.9 In general, the process of concrete batching plant involves mixing of aggregate, cement and other cementitious materials without combustion. Therefore, the major emission from concrete batching plant is dust emission, i.e. RSP and FSP.

2.7.10 Based on several site visits and HKED - SP licence search, one concrete batching plant, Redland Concrete Limited, is recorded within 500m radius of the Application Site (see **Figure 2.4**). Its Specified Process (SP) Licenses is shown in **Appendix 2.1**. The emissions from the concrete batching plant have been included in this assessment. It is noted that China Concrete Co. Limited and Hong Kong Concrete Co. Limited will cease all operations of the concrete batching process and related operations by early April[1] 2025. Their emissions are therefore excluded in the assessment.

2.7.11 According to Annex 2 of A Guidance Note on the Best Practicable Means for Specified Process – Cement Works (Concrete Batching Plant) BPM 3/2 (2025) issued in April 2025, the concentration limit of particulate matter should be limited to 10mg/m^3 for license renewal. Therefore, the concrete batching plants after 2032 (the commission year of the Proposed Development) has to comply with the relevant requirements.

2.7.12 Due to the confidentiality, nil or rejection replies was received from the company and site staffs for the plant emission information. Based on the latest available information, the emission information of Redland Concrete Limited is therefore referenced to the SP license (see **Appendix 2.1**).

2.7.13 Haul road emission was modelled as area source and the extent of which were based on the operation observed during the several site surveys for the concrete batching plant.

[1] https://www.info.gov.hk/gia/general/202504/07/P2025040700531.htm?fontSize=1

2.7.14 According to the site visits, raw materials stored on the barge was not fully enclosed on some occasions, wind erosion of raw materials may impose negative impact on the Proposed Development. To be conservative, wind erosion of raw materials from barges at the concrete batching plant is included as shown in **Figure 2.4** and it is assumed that the barge stay at the berths for the whole day.

2.7.15 Detailed calculations of concrete batching plant emissions are shown in **Appendix 2.2**.

Emissions from Sand Depot at Yau Tong Bay

2.7.16 A sand depot at Yau Tong Bay is identified within the 500m assessment area. The location of the sand depot is presented in **Figure 2.4**. Detailed calculations of sand depot are presented in **Appendix 2.3**.

(ii) Marine Vessels Emissions

2.7.17 **Figure 2.5** shows the identified the marine vessels emissions within the 500m radius assessment area. The detailed calculation of marine vessels emissions are shown in **Appendix 2.1**. The identified sources are as follows:

- Ferry service between Sam Ka Tsuen and Sai Wan Ho provided by Coral Sea Ferry Service;
- Ferry service between Sam Ka Tsuen and Tung Lung Island provided by Coral Sea Ferry Service;
- Ferry service - Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen) provided by Coral Sea Ferry Service;
- Barge serving Redland Concrete Limited
- Barge serving Architectural Salvage Store (全記五金貿易有限公司);
- Barge serving Sand Depot (YTML 25 &Ext);
- Barge serving Architectural Salvage Store (YTML 26 &Ext);
- Speedboats and sampans at Sam Ka Tsuen Typhoon Shelter;
- Fishing Vessels at the Kwun Tong Wholesale Fish Market; and
- Planned local vessels at Lei Yue Mun Waterfront

2.7.18 With reference to "Study on Marine Vessels Emission Inventory – Final Report" by HKUST in February 2012, the total emissions from vessels can be calculated using the following equations:

$$\text{Total Emission}_{(\text{pollutant})} = \Sigma \text{ Emission (pollutant, activity mode, equipment)}$$

$$\text{Emission}_{(\text{pollutant, activity mode, equipment})} = P \times FL \times T \times EF$$

where P is the installed power of equipment;

FL is fractional load of equipment in a specific mode;

T is operation time-in-mode; and

EF is fractional load emission factor of equipment.

2.7.19 Emissions from ferries and barges during sailing have been modelled as evenly distributed point sources representing the segment they travel to and from the berths within the 500m assessment area. The individual routes are shown in **Figure 2.5**.

Ferry services between Sam Ka Tsuen - Sai Wan Ho, Sam Ka Tsuen - Tung Lung Island and Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen) provided by Coral Sea Ferry Service

2.7.20 No information can be obtained from operators. The information of passenger ferries including release height, exit temperature, exit velocity and internal diameter of its chimney extracted from Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) are therefore adopted.

2.7.21 According to the current ferry schedule on the operator's website[2] ,the visiting frequencies of different modes at each hour are studied and presented in **Appendix 2.4**.

Barge serving Concrete batching Plant (Redland Concrete Limited)

2.7.22 Based on the site visits, both main engine and auxiliary engine of the barge will be switched off during the berth. The auxiliary engine will operate intermittently during sand refilling of silos only. As a conservative approach, it is assumed that the auxiliary engine of the barge will be in operation during sand refilling process for the entire working hours. In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barge in operation at any time would be one. Since the barge will berth at the CBP for several days, it is assumed that there would be one arrival/ departure per hour of barge at the loading/ unloading point during operation hours for the worst-case scenario.

2.7.23 Detailed calculations of barge emission is shown in **Appendix 2.2**.

Barge serving Architectural Salvage Store (全記五金貿易有限公司)

2.7.24 Information barge serving Architectural Salvage Store was not provided by the operator. Based on the site visits, both main engine and auxiliary engine of the barge will be switched off during the berth. The auxiliary engine will operate intermittently during loading/ unloading activities only. As a conservative approach, it is assumed that the auxiliary engine of the barge will be in operation during loading/ unloading activities for the entire working hours. In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barge in operation at any time would be one. Given that the long duration of stay and infrequent sailing schedule of the barge, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.

Barge serving Sand Depot (YTML 25 &Ext)

2.7.25 Information barge serving Sand Depot (YTML 25 &Ext) was not provided by the operator. Based on the site visits, both main engine and auxiliary engine of the barge will be switched off during the berth. The auxiliary engine will operate intermittently during loading/ unloading activities only. As a conservative approach, it is assumed that the auxiliary engine of the barge will be in operation during loading/ unloading activities for the entire working hours. In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barge in operation at any time would be one. Given that the long duration of stay and infrequent sailing schedule of the barge, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.

[2] https://www.coralseaferryservice.com.hk/timetable

Barge serving Architectural Salvage Store (YTML 26 &Ext)

2.7.26 Information barge serving Architectural Salvage Store (YTML 26 &Ext) was not provided by the operator. Based on the site visits, both main engine and auxiliary engine of the barge will be switched off during the berth. The auxiliary engine will operate intermittently during loading/ unloading activities only. As a conservative approach, it is assumed that the auxiliary engine of the barge will be in operation during loading/ unloading activities for the entire working hours. In additions, only one barge can berth at one loading/ unloading point at any one time based on observation, therefore, the maximum number of barge in operation at any time would be one. Given that the long duration of stay and infrequent sailing schedule of the barge, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.

Fishing Vessels at Kwun Tong Wholesale Fish Market

2.7.27 Information for the fishing vessels at Kwun Tong Wholesale Fish Market was not provided by the operator, referenced is therefore made to the Appendix 3.7 of approved S16 application for Proposed Residential Development in "Comprehensive Development Area (4)" Zone and "Road" at No. 18 Tung Yuen Street, Cha Kwo Ling Yau Tong, Kowloon (A/K15/121). As stated in Appendix 3.7 of A/K15/121, the activities at Kwun Tong Whole Sale Fish Market include delivery and collection of fish by fishing vessels during the morning (i.e. 05:00 to 12:00) and night (i.e. 00:00 to 02:00) periods. The maximum number of fishing vessels berthing can be up to 16 at 07:00 to 12:00 as advised by AFCD. For assessment purposes, it is assumed that there would be 16 fishing vessels and 2 night-time fishing vessels (i.e. 2 vessels for night-berthing as there would be 2 arriving / departing according to AFCD) berthing at the market during the morning and night periods, respectively. The auxiliary engines of fishing vessels will be in continuous operation for the entire period for conservative approach.

2.7.28 In view of the operation of the whole sale fish market is similar as before, the assumed frequency from the referenced report (i.e. A/K15/121) is still valid. Detailed calculations of fishing vessels emissions and the visiting frequency (extracted from Appendix 3.7 of A/K15/121) are shown in **Appendix 2.5**.

Planned Ferry to/from Lei Yue Mun New Landing Facility

2.7.29 There will be additional marine traffic to/from Lei Yue Mun New Landing Facility, and tentatively scheduled for completion in the fourth quarter of 2024[3]. The emissions from the additional marine traffic to/from Lei Yue Mun New Landing Facility is included in this assessment.

2.7.30 Due to lack of information, the emission parameters for the planning local vessels are referenced to the Appendix 3.7 of approved planning application A/K15/121 and presented in **Appendix 2.6**.

Speedboats and sampans at Sam Ka Tsuen Typhoon Shelter

2.7.31 Several site visits were conducted in November 2023, December 2023, February 2024 and September 2024 to observe the speedboats and sampans activities at Sam Ka Tsuen Typhoon Shelter. Less than 5 speedboats and sampans were sailing within the shelter in every hour based on observation. In addition, the operators turned off the engine after berthing. The impact is considered insignificant and therefore would not be included in the assessment.

[3] LC Paper No. CB(4)390/19-20(03) (https://www.legco.gov.hk/yr19-20/english/panels/edev/papers/edevcb4-390-3-e.pdf)

Input Parameters & Assumptions	Descriptions
	• 10-min and daily SO_2
Meteorological data	• Year 2019 WRF data from PATH v3.0 • PATH grids: (46,30) • Mixing height values recorded by HKO in 2019 were in the range of 119m to 2009m. Mixing heights from WRF data which are lower than 119 or higher than 2009 were adjusted to 119m and 2009m, respectively • Wind speed <0.5m/s adjusted to 0.5m/s • Anemometer height of WRF data: 8.5m

EMFAC-HK (embedded in SAMP v2.1)

2.8.5 2032 is chosen as the Model Year for EMFAC-HK year in the SAMP v2.1 to represent the worst-case scenario emission.

2.8.6 In accordance with a Guideline of Use of Temperature and Relative Humidity Data for Vehicular Emission Factor Prediction published by EPD in March 2021, the monthly minimum temperature and relative humidity (RH) (i.e. ranging from 11°C – 26°C and 25% to 61%) were applied for both short-term (i.e. hourly) and long-term (i.e. annual average) air quality impact of NO_2 while annual minimum temperature and RH (i.e. 11°C and 25%) were applied for both short-term (i.e. daily average) and long-term (i.e. annual average) air quality impact of RSP and FSP. The RH and temperature are extracted from SAMP v2.1. Summary of met data is shown in **Appendix 2.10**.

Traffic Data

2.8.7 Project specific hourly traffic data for 2047 having the maximum traffic data of the concerned roadway network within 15 years from the assumed completion year of the developments was adopted in combination with emission factors based on the EMFAC-HK Model (with calendar year set as 2032) to estimate the highest vehicular emission rate for each roadway. The traffic data predicted by the project traffic consultant includes hourly traffic flows with a composition of 18 vehicle classes according to "Guideline on Modelling Vehicle Emissions". Traffic forecast, based on the traffic count including vehicles from all concrete batching plants within the vicinity, is included in **Appendix 2.11**, which shows the hourly Vehicle Kilometer Travelled (VKT), the number of trips travelled, and the hourly averaged speed of road carriageways respectively, with 24-hour speed limits of 50 kilometers per hour (kph).

2.8.8 The estimated 18-class distribution as defined in EMFAC-HK was derived by sectoring the relevant classes in the Transport Department's Annual Traffic Census record or vehicle distribution obtained from manual traffic count surveys, in proportion to the recorded distribution in EPD document: "2018 Licensed Vehicle by Age and Technology Group Fractions".

2.8.9 The roadway network within the 500m study area consists of 74 distinct roadway links.

2.8.10 The established road traffic data, including traffic flow, 24-hour vehicle mix and speed limits (with the latter assumed to be the same under the same road groups) will be confirmed by the Project Traffic Consultant. Relevant correspondence of the endorsement and the confirmation letter from traffic consultant on the validity of the traffic data are provided in **Appendix 2.11**.

FSP

2.10.5 The predicted results of the 36th highest 24-hours and annual average FSP concentration for all selected ASRs at all levels are summarized in **Appendix 2.13**. The results indicate that FSP concentration at all locations of the Proposed Development comply with the relevant AQOs except ASR D06 of annual average at 4/F and 5/F (27.5m and 30.6m above ground) at the south portion of the proposed Development. The predicted RSP concentration at these levels exceed the prevailing AQOs which is enacted in April 2025.

2.10.6 The contour plots of SO_2, NO_2, RSP and FSP at their worst hit level are shown in **Appendix 2.14**. The contour plots show that there is no exceedance within the Application Site at their worst hit level of SO_2 and NO_2.

2.10.7 For the RSP and FSP, there are some portions of the Proposed Development at 4/F and 5/F of the residential tower fall within the exceedance zone. However, there is no fresh air intake nor openable window are located within the exceedance zone. From the assessment results, the rest of the residential towers would comply with the relevant AQOs. Therefore, the occupants at the residential tower would not be subject to adverse air quality impact.

2.10.8 The predicted air quality concentration at non-domestic portion including podium comply with the prevailing AQOs. the fresh air intake for the non-domestic use of the Proposed Development is recommended to be located at or above 1.5mAG except the exceedance zone, thus, it is anticipated that the Proposed Development will not be subject to any adverse air quality impact.

2.11 Odour Impact Assessment

Introduction

2.11.1 For the most recent site visit conducted on 15 March 2025 (between noon to 2pm) to verify the potential odour sources, the temperature and relative humidity 22.7°C and 91% respectively. **Figure 2.7** shows the inspection route. The odour source of the area is same as that assessed in the approved planning application of the 126 Approval Scheme, i.e. three identified odour sources are Yau Tong Sewage Pumping Station, Kwun Tong Wholesale Fish Market and Sam Ka Tsuen Typhoon Shelter as shown in **Figure 2.7**. Also, there is no change in their operation. Therefore, the odour impact assessment used in the previous assessment for A/K15/126 is adopted in this assessment.

Identified Odour Sources

a. Yau Tong Sewage Pumping Station

2.11.2 Yau Tong Sewage Pumping Station (YTSPS) is located at the junction of Ko Fai Road and Tung Yuen Street which is next to the Application Site. The pumping station has three sewage pumps that operate in a 2 duty and 1 standby mode with each pump having a design capacity of 0.5m^3/s. Therefore, the ultimate design capacity for YTSPS is 1.0m^3/s according to the approved EIA Study for Yau Tong Bay Development – Engineering Feasibility Study for the Comprehensive Development at Yau Tong Bay (AEIAR-054/2002).

2.11.3 Upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. In addition, according to the reply from EPD's regional office (see **Appendix 2.18**), there is no odour complaint in the concerned area such as Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market.

2.11.4 Based on the latest information from Drainage Services Department (DSD), enhancement work would be carried out at YTSPS and the tentative completion of the enhancement project is 2032. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical sewage pumping station subject to funding and detailed design. Correspondence with DSD is provided in **Appendix 2.11**. Furthermore, a separate odour impact assessment for YTSPS with proposed enhancement work would be prepared for relevant departments (EPD & DSD)' approval and the occupation date of the Proposed Development would not be earlier than the completion date of YTSPS enhancement works. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.

b. Kwun Tong Wholesale Fish Market

2.11.5 Kwun Tong Wholesale Fish Market, which is located at the junction of Shung Wo Path and Tung Yuen Street, is at about 100m from the Application Site. The peak operating hour of the market would be from 7:00am to 12:00 noon. The market activities include the delivery by fishing vessels and immediate collection, after transaction, by lorry of boxed fresh marine fish. The live fish are delivered in containers which are transferred to shore, alive, and are placed in aquariums inside the market or transported directly to waiting lorries which are equipped with aquariums inside. Since fish market office building and Tung Yuen Street Cooked Food Market are situated at the northern and southern sides of the fish market respectively and the fish market is covered by a roof, odour can only be emitted at the sides facing the sea and Tung Yuen Street.

2.11.6 Upon the visits, it is observed that some fish stores were not in operation and floor was dry at some area. In addition, polyfoam boxes were collected at a designated area inside the fish market and disposed of by dump trucks regularly. However, in this odour assessment, to be conservative, apart from carpark, indoor storage area and administrative building, all other area are regarded as different types of odour sources (see **Figure 2.8**). Impact from these area sources is modelled by AERMOD. Emission parameters for the Kwun Tong Wholesale Fish Market are referenced to the approved planning application A/K15/126 and are presented in **Appendix 2.15**.

c. Sam Ka Tsuen Typhoon Shelter

2.11.7 Sam Ka Tsuen Typhoon Shelter is located to the southeast of the Application Site. The proposed residential buildings are more than 400m away from the Typhoon Shelter. In the south-eastern side of the typhoon shelter, many seafood restaurants and shops exist to serve the public and tourists visiting the area.

2.11.8 The area is predominantly impacted by sewage outfalls of the seafood restaurant, shops and low-rise village houses in the vicinity. In order to resolve the odour problem arising from the sewage outfalls, in-situ bioremediation works for facilitating decomposition of organic pollutants in sediments were carried out in the typhoon shelter in 2004 [Ref-4]. Several studies [Ref-5,6,7&8] documented its successful application to treat odorous sediments at Sam Ka Tsuen Typhoon Shelter where over 95% of

[Ref-4] LCQ3: Tackling odour problem of waterfront tourist attractions (2012), http://www.info.gov.hk/gia/general/201202/01/P201202010276.htm[Ref-4] LCQ3: Tackling odour problem of waterfront tourist attractions (2012), http://www.info.gov.hk/gia/general/201202/01/P201202010276.htm

[Ref-5] United States Patent US 8,647,566 B2 (2014), Deodorant for treating sediment in-situ and the associated facilities and method (https://www.google.com/patents/US8647566?utm_source=gb-gplus-sharePatent)

[Ref-6] Estes T.J. and McGrath C.J. (2014) Economical Treatment of Dredged Material to Facilitate

[Ref-7] Agreement No. CE 35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and Construction - Annex A Report on KTAC and KTTS studies

[Ref-8] Kai Tak Development Environmental Improvement to Kai Tak Approach Channel CB(1)1375/08-09(01) https://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0331cb1-1375-1-e.pdf

odorous acid volatile sulphides were removed. Referring to the meeting minute of the Legislative Council on 1 February 2012 [Ref-4], no complaint regarding odour of Sam Ka Tsuen Typhoon Shelter was recorded in Year 2009 to 2011 (i.e. 5 to 7 years after the bioremediation works).

2.11.9 Moreover, Drainage Services Department (DSD) is carrying out a study "Lei Yue Mun Village Sewerage – Investigation, Design and Construction (4398DS)" to improve the water quality at Sam Ka Tsuen Typhoon Shelter and the hygiene conditions of the unsewered areas at Lei Yue Mun by providing sewerage system which is expected to be completed in Year 2021 [Ref-9] i.e. one year before the operation of the Project. In light of this, it is expected that Sam Ka Tsuen Typhoon Shelter therefore will no longer be impacted by sewage outfalls of the unsewered areas during heavy rainfall.

2.11.10 Odour patrol on 28 February 2024 and 14 March 2025 were conducted at the boundary of Sam Ka Tsuen Typhoon Shelter. A slightly detectable odour was noticed at the Sam Ka Tsuen Typhoon Shelter. However, no odour was noticeable at around 20m away from the Sam Ka Tsuen Typhoon Shelter. Since the boundary Application Site is around 180m away from the Sam Ka Tsuen Typhoon Shelter, it is anticipated that the associated odour impact is not anticipated.

Odour Impact Appraisal and Assessment Result

2.11.11 Nevertheless, a quantitative odour assessment was conducted in an environmental study supporting a S16 town planning application of a neighbouring planned residential site under Application No. A/K15/126 (Feb 2022). The report also identified that Yau Tong Sewage Pumping Station, Kwun Tong Fish Market and Sam Ka Tsuen Typhoon Shelter as existing odour sources in the vicinity of their Application Site. Similar to the findings in this EAS, odour impact for Yau Tong Sewage Pumping Station and Sam Ka Tsuen Typhoon Shelter was not anticipated at the planned residential site. Therefore, a quantitative odour impact assessment was carried out under the environmental study of Application No. A/K15/126 for the Kwun Tong Wholesale Fish Market only, which is considered relevant and applicable for this EAS. The range of the assessment results of odour is summarized below.

Table 2.11 Range of Assessment Results of Odour

ASR ID	Odour
	Highest 5-s average (OU)
D01	0.016-0.305
D02	0.015-0.345
D03	0.014-0.385
D04	0.014-0.432
D05	0.017-0.438
D06	0.017-0.421
D07	0.017-0.329
D08	0.016-0.27
D09	0.015-0.242
D10	0.013-0.214
D11	0.012-0.212

[Ref-9] 工務計劃項目編號 4398DS 鯉魚門村污水收集系統工程 (觀塘區議會屬下環境及衞生委員會文件第 18/2016 號, http://www.districtcouncils.gov.hk/kt/doc/2016_2019/tc/committee_meetings_doc/EHC/10261/E HC_18_2016.pdf

3. CONCLUSION

3.1.1 Adequate dust suppression mitigation measures will be implemented during construction phase of the Project so that adverse air quality impact is not anticipated

3.1.2 Based on the air quality impact and odour assessment results, the Proposed Development will not be subject to any unacceptable air quality or odour impact provided that the air pollutant concentrations and odour at the fresh air intake locations for the Proposed Development comply with the AQOs and odour criteria.

3.1.3 There are some portions of the Proposed Development at 4/F and 5/F of the residential tower fall within the exceedance zone. However, there is no fresh air intake nor openable window are located within the exceedance zone. From the assessment results, the rest of the residential towers would comply with the relevant AQOs. Therefore, the occupants at the residential tower would not be subject to adverse air quality impact. **Appendix 2.20** indicates the exceedance zone and its concerned fresh air intake level.

3.1.4 The predicted air quality concentration at non-domestic portion including podium comply with the prevailing AQOs. The fresh air intake for the non-domestic use of the Proposed Development is recommended to be located at or above 1.5mAG except the exceedance zone, thus, it is anticipated that the Proposed Development will not be subject to any adverse air quality impact.

3.1.5 Upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. In addition, according to the reply from EPD's regional office, there is no odour complaint in the concerned area such as Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market.

3.1.6 Based on the latest information from Drainage Services Department (DSD), enhancement work would be carried out at YTSPS and the tentative completion of the enhancement project is 2032. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical sewage pumping station subject to funding and detailed design. Furthermore, a separate odour impact assessment for YTSPS with proposed enhancement work would be prepared for relevant departments (EPD & DSD)' approval and the occupation date of the Proposed Development would not be earlier than the completion date of YTSPS enhancement works. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.

3.1.7 Based on above conclusion, it confirms the feasibility and acceptability of the Proposed Redevelopment from an environmental perspective.

Figures

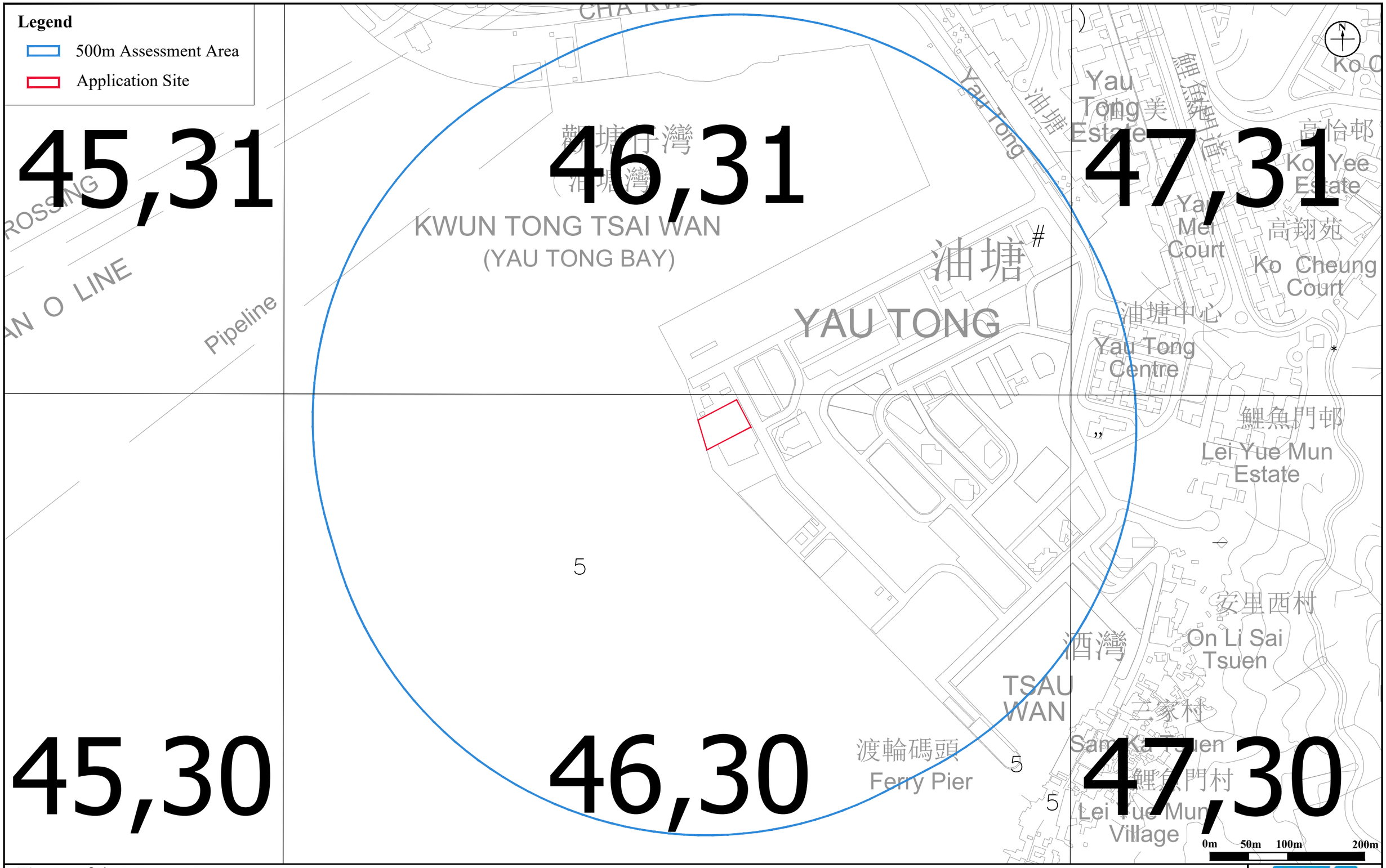

Figure:	2.1	RAMBOLL	
Title:	500m Assessment Area for Air Quality Impact Assessment	Drawn by:	WT
		Checked by:	TC
Project:	Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.:	1.1
		Date:	Jun 2025

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Legend

- 500m Assessment Area
- Application Site
- A01 Representative Air Sensitive Receiver

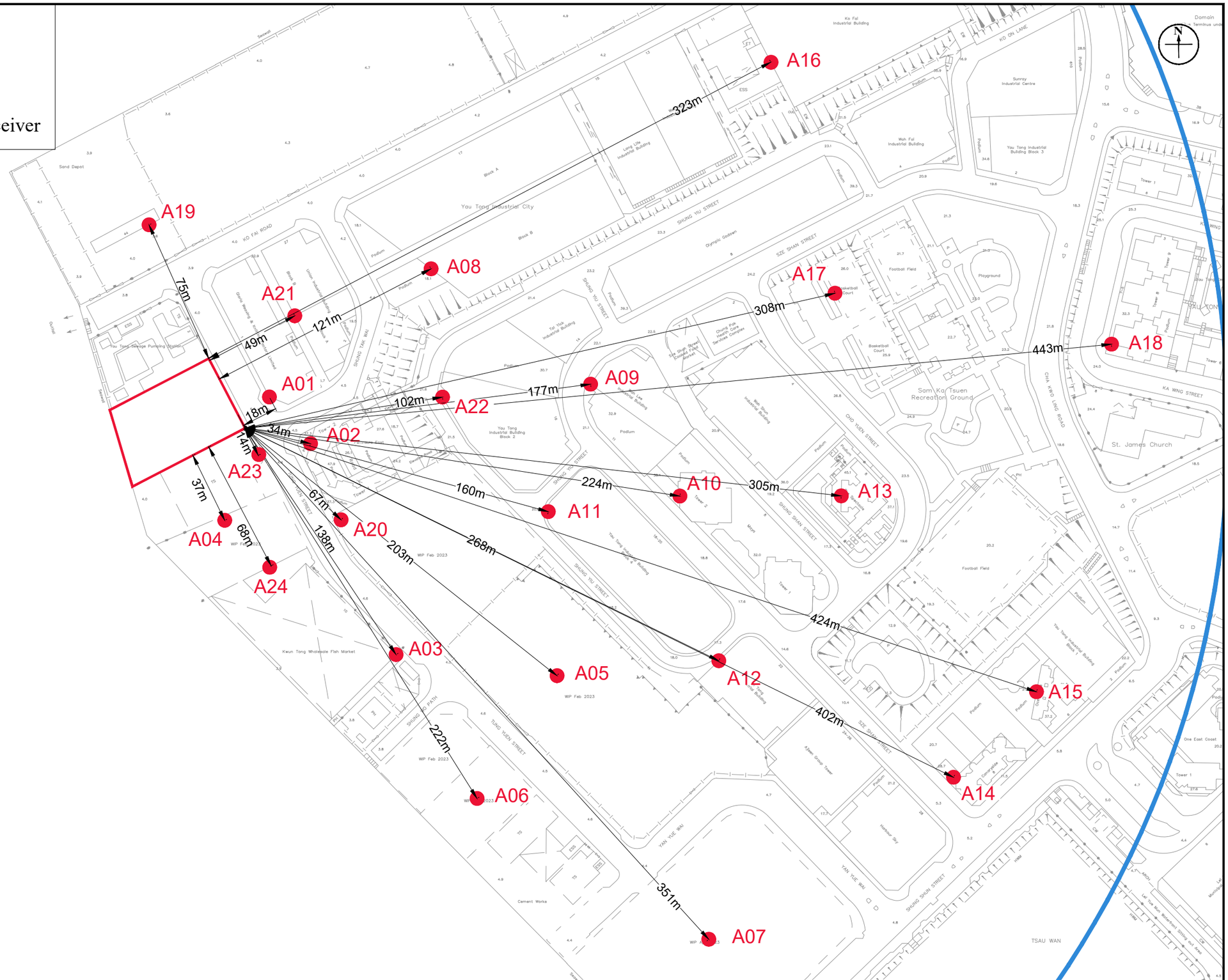

Figure: 2.2	RAMBOLL
Title: Representative Air Sensitive Receivers during Construction Phase	Drawn by: WT Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Jun 2025

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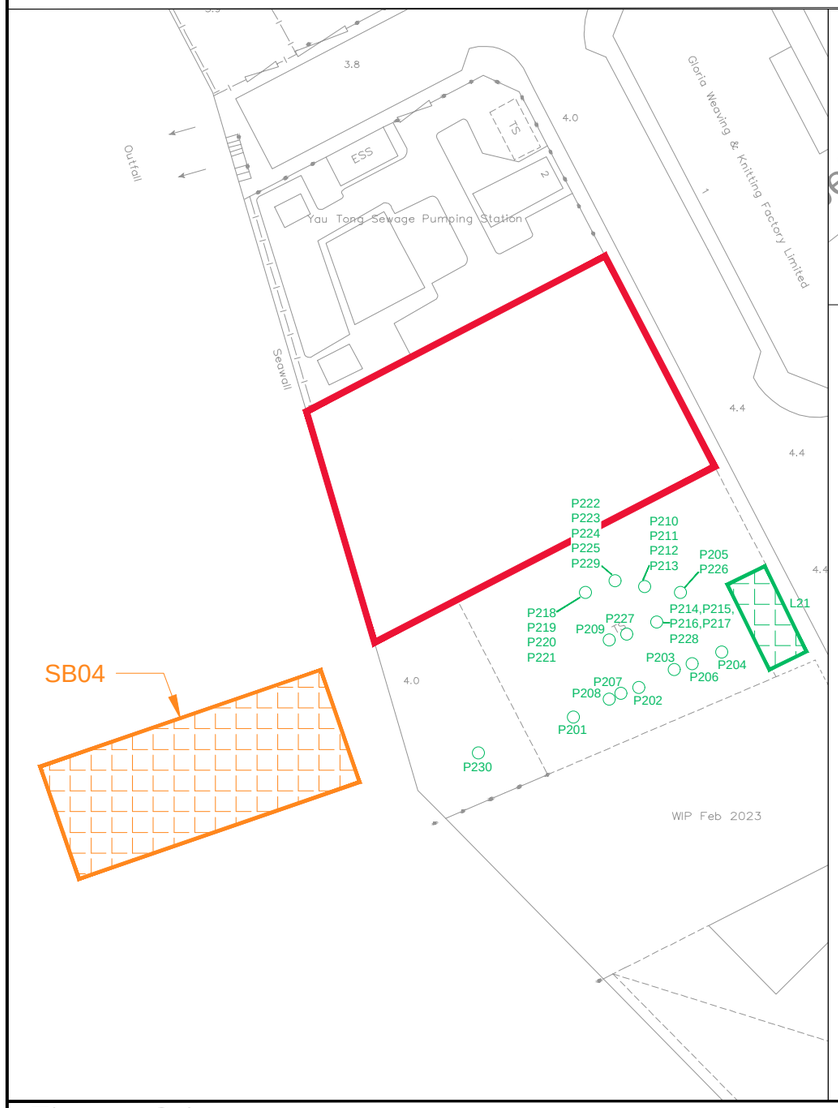
Legend

- 500m Assessment Area
- Application Site
- P201 — Point Source of Concrete Batching Plant (Redland Concrete Ltd.)
- L21 — Haul Road Emissions of Concrete Batching Plant (Redland Concrete Ltd.)
- SB04 — Wind Erosion of Sand Barge
- WE01 — Wind Erosion of Sand Depot (YTML 25&Ext)



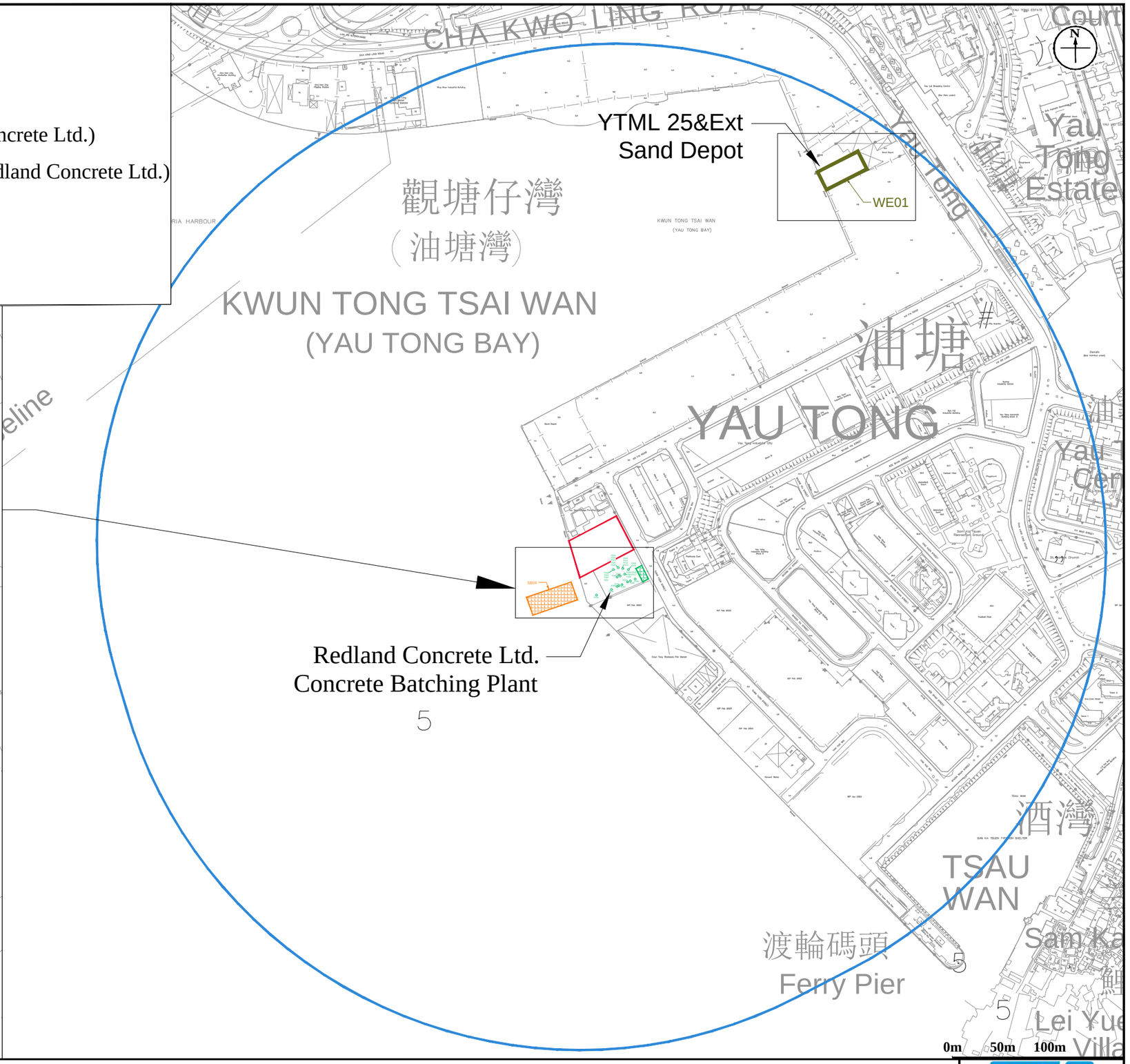


Figure: 2.4	RAMBOLL
Title: Location of Identified Industrial Emission Sources within 500m Assessment Area	Drawn by: WT Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Jun 2025

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Legend

- 500m Assessment Area
- Application Site
- Kwun Tong Wholesale Fish Market
- Yau Tong Sewage Pumping Station
- Sam Ka Tsuen Typhoon Shelter
- Inspection Route

Details of Site Inspection
Date: 15 March 2025
Time: Between noon to 2 P.M.
Temperature: 22.7°C
Relative Humidity: 91%
Observation: No identified odour were detected along the boundary of Application Site, Yau Tong Sewage Pumping Station, Wholesale Fish Market & Sam Ka Tsuen Typhoon Shelter

0m 50m 100m 200m

Figure: 2.7

Title: Location of Identified Odour Sources within 500m Assessment Area and Inspection Route for Odour Patrol

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.0
Date:	Jun 2025

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Appendix 2.2 Calculation of Concrete Batching Plant Emissions

Calculations of Time-In-Mode (TIM) for Barge to/ from the Concrete Batching Plant (CBP)

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
Redland Concrete Ltd.	Barge	483.5	NA	0	2.315	60	3.48

Notes:
[1] Length of sailing route within 500m assessment area.
[2] No information is available from the operator. The travelling speed of barge is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018). (i.e. about 4.5 knots, 2.315m/s) and adopted in this assessment. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.

[3] Time-In-Mode (TIM) for hotelling - As advised by the operator, there would be one barge at one time serving each CBP and the barges would stay for around one to two days then depart. Given that the long duration of stay and infrequent sailing schedule of the barges, it is assumed that there would be one barge for each CBP hotelling continuously during the operation hours as a conservative assessment.
[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Concrete Batching Plant (CBP)
Marine Emission
Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
Redland Concrete Ltd.	Barge	Main Engine	727	0.00	0.30	60	3.48	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.48	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.
[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.
[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh
[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.
[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the concrete batching plant.

Detailed Emission Rate

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Redland Concrete Ltd.	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.629E-03	1.265E-01	3.796E-03	3.669E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	6.013E-04	2.894E-02	1.158E-03	1.129E-03

Note:
[1] It is assumed that there would be one barge hotelling during the operation hours.
[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering at Redland Concrete Ltd. (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (116 x 0.43 x 10.0 x 2.61 / 60 / 1000)
= 0.02168 kg/hour

Barge Schedule

Hour		Number of Activities per hour	
		Monday to Sunday & Public Holidays	
Start	End	Hotelling	Arrival/ Departure
0	1	0	0
1	2	0	0
2	3	0	0
3	4	0	0
4	5	0	0
5	6	0	0
6	7	0	0
7	8	1	1
8	9	1	1
9	10	1	1
10	11	1	1
11	12	1	1
12	13	1	1
13	14	1	1
14	15	1	1
15	16	1	1
16	17	1	1
17	18	1	1
18	19	1	1
19	20	1	1
20	21	0	0
21	22	0	0
22	23	0	0
23	24	0	0

Note:
[1] Based on the site visits, the barge will berth at the CBP for several days, it is assumed that there would be one arrival/ departure per hour of barge at the loading/ unloading point during operation hours for the worst-case scenario.

Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)

		Emission Factor	Unit	Reference
TSP	=	0.85	Mg/hectare/yr	Table 11.9.4 of AP-42 S11.9

Therefore,

RSP	=	0.40	Mg/hectare/yr	Multiplied by a conversion factor of 0.47 for TSP to RSP according to Table 2 of AP-42 S13.2.4
	=	1.27E-06	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.
FSP	=	0.06	Mg/hectare/yr	Multiplied by a conversion factor of 0.07 for TSP to FSP according to Table 2 of AP-42 S13.2.4
	=	1.89E-07	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.

Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)

$$E = k\,(sL)^{0.91} \times (W)^{1.02}$$

where

E= Emission factor in grams per vehicle kilomter travelled (g/veh-km)

k= Particle size multiplier, k = 0.62 g/veh-km for RSP and 0.15 g/veh-km for FSP as defined according to Table 2 of AP42 S13.2.1-1

sL= Road surface silt loading (g/m^2), as per AP-42 Table 13.2.1-3, mean silt loading for concrete batching plant is 12 g/m^2

W= Average weight (ton) of vehicles travelling on road, 22 tons is assumed as full load condition (Reference is made to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121))

RSP Emission Factor = 0.139 g/veh-m

FSP Emission Factor = 0.034 g/veh-m

Description	Source ID	Distance (m)	Road Width (m)	Road Surface Area (m^2)	Peak Hourly Flow of Mixer Trucks [1]	Dust Removal Efficiency (%) [2]	Emission Rate [3][4]	
							RSP (g/s/m^2)	FSP (g/s/m^2)
Redland Concrete Ltd.	L21	7	16	110	22	91.70%	4.44E-06	1.08E-06

Note:

1. Peak hourly mixer trucks count of the concrete batching plant based on site observations.

2. Calculation of Dust Removal Efficiency for Redland Concrete Ltd.

$$= 100 - \frac{0.8pdt}{i}$$

(ref.: Eq. 3-2 in Section 3.3.3 of USEPA Control of Open Fugitive Duat Sources - Final Report)

where

C = Average control efficiency, in percent

p = Potenial average hourly daytime evaporation rate, 0.23676 mm/h (p = 0.0049 x 48.3189 inch is equivalent to total evaporation of 1227.3mm obtained from Hong Kong Observatory)

d = Average hourly daytime traffic rate per hour, 22 veh/hr based on site observation

t = Time between applications in hour, once in each working hour as observed during site visit

i = Application intensity, 0.5 L/m^2 for haul road as minimum application intensity

Therefore,

C = 100-(0.8)(0.2368)(22)(1)/0.5 = 91.7%

3. Emission Rate(g/s) = Emission Factor x (1- Dust Removal Efficiently) x No. of Trucks per hour x Travelling Distance/Road Surface Area

4. According to Table 2 of AP42 S13.2.1-1, Particle size multiplier (k) of TSP, RSP and FSP for paved road is defined as 3.23 g/veh-km, 0.62 g/veh-km and 0.15 g/veh-km, respectively. The conversion ratio of TSP to RSP and FSP for paved road has thus referenced to the particle size multiplier.

Calculations of Emission Sources within Concrete Batching Plant (CBP)

Description	Fugitive Emission (Y/N)	Source ID	Source ID from SPL	Emissions/ Parameters extracted from SP License [1]							Concentration	Emission Rate adjusted to Emission Concentration Limit (10 mg/m^3) [2][3]		Exit Velocity (m/s)	Operation Hours [4]
				Exhaust Gas Flowrate (m^3/h)	Exit Temp (K)	Emission Height (mAG)	Stack Width (m)	Stack Length (m)	Stack Diameter (m)	Max Emission Rate (kg/hr)	RSP (mg/m3)	RSP (g/s)	FSP (g/s)		
Redland Concrete Ltd. [1][2]	N	P201	EP2	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	0700 to 1900 (12 hours)
	N	P202	EP3	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P203	EP4	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P204	EP5	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P205	EP6	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P206	EP7	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P207	EP8	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P208	EP9	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P209	EP10	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P210	EP18	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P211	EP19	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P212	EP20	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P213	EP21	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P214	EP22	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P215	EP23	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P216	EP24	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P217	EP25	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P218	EP26	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P219	EP27	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P220	EP28	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P221	EP29	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P222	EP30	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P223	EP31	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P224	EP32	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P225	EP33	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P226	EP35	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P227	EP36	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P228	EP38	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P229	EP39	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P230	EP46	10200	298.15	3	0.5	0.5	0.56	0.1700	9	0.02408	0.00708	11.3	

Note:

1. No information is provided by the operators, reference has been made to the Specified Processes (SP) License L-3-117 (6) for Redland Concrete Ltd..
2. According to Appendix B.2, General Particle Size Distributions, page B.2-13, AP-42, 1/95 version, USEPA, RSP and FSP are 51% and 15% of TSP for general concrete batching activity.
3. According to Annex I of A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process - Cement Works (Concrete Batching Plant) BPM 3/2 (2025) issued in April 2025, the concentration limit of Particulate Matter (PM) would be limited to 10mg/m^3 for license renewal by 1 January 2018 for all plants.
4. Operation hours of Redland Concrete Ltd. were made reference to approved EIA EIA-258/2018 - Lei Yue Mun Waterfront Enhancement Project.

Appendix 2.3 Calculation of Sand Depot (YTML 25 &Ext), Architectural Salvage Store (YTML 26 &Ext) and Architectural Salvage Store (全記五金貿易有限公司) at Yau Tong Bay

Calculation of Emission factor for Wind Erosion at Sand Dunes (Sand Depot (YTML 25 &Ext))

Emission Factor is referenced to USEPA AP-42, 5th ed. 8/04 ed.: Section 11.9

where

			Remark
p = Percentage active area =	100.0%		
d = Number of working days per year =	365		Emission to be applied during 19:00 and 07:00 hours from Mondays to Sundays
TSP Emission Factor =	0.85	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 11.9.2, Table 11.9-4 for Western Surface Coal Mining
RSP Emission Factor =	0.40	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 13.2.4.3 TSP to RSP ratio: 0.35/0.74=0.473=47.3%
FSP Emission Factor =	0.06	Mg/hectare/year of activity	USEPA AP-42, 5th ed. 8/04 ed., Section 13.2.4.3 TSP to RSP ratio: 0.053/0.74=0.072=7.2%

	RSP	FSP	
Unmitigated Emission Factor, E ($g/m^2/day$) =	1.10E-01	1.68E-02	
Unmitigated Emission Factor, E ($g/m^2/s$) =	**1.27E-06**	**1.94E-07**	24 hour emission

Calculations of Time-In-Mode (TIM) for Barge to/ from the Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
Sand Depot (YTML 25 &Ext)	Barge	600.7	NA	0	2.06	60	4.86
Architectural Salvage Store (YTML 26 &Ext)	Barge	645.0	NA	0	2.06	60	5.22

Notes:

[1] Length of sailing route within 500m assessment area.

[2] No information is available from the operator. The travelling speed of barges with similar nature and operation mode are recorded and can be found at https://www.marinetraffic.com. The recorded averaged speed of barges (i.e. about 4 knots, 2.06m/s) is adopted in this assessment, assuming the travelling speed of the barges is the same during their journey. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.

[3] Given that the long duration of stay and infrequent sailing schedule of the barges, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.

[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Marine Emission

Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
Sand Depot (YTML 25 &Ext)	Barge	Main Engine	727	0.00	0.30	60	4.86	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	4.86	0.21	10.00	0.40	0.39
Architectural Salvage Store (YTML 26 &Ext)	Barge	Main Engine	727	0.00	0.30	60	5.22	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	5.22	0.21	10.00	0.40	0.39

Note:

[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.

[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.

[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction

where

BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.

Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.

Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh

[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.

[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the sand depot.

Detailed Emission Rate for Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Sand Depot (YTML 25 &Ext)	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.671E-03	1.767E-01	5.300E-03	5.123E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	8.395E-04	4.040E-02	1.616E-03	1.576E-03
Architectural Salvage Store (YTML 26 &Ext)	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.942E-03	1.897E-01	5.691E-03	5.501E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	9.015E-04	4.338E-02	1.735E-03	1.692E-03

Note:

[1] Due to lack of information, it is assumed that there would be one barge hotelling during the operation hours (i.e. 0700-1900).

[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*

e.g. NOx emission factor of auxiliary engine under maneuvering (kg/hour)

= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000

= (116 x 0.43 x 10.0 x 4.86 / 60 / 1000)

= 0.0404 kg/hour

Vessels Schedule for Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext)

Hour		Number of Activities per hour		
		Monday to Sunday & Public Holidays		
Start	End	Hotelling	Arrival	Departure
0	1	0	0	0
1	2	0	0	0
2	3	0	0	0
3	4	0	0	0
4	5	0	0	0
5	6	0	0	0
6	7	0	0	0
7	8	1	1	0
8	9	1	0	0
9	10	1	0	0
10	11	1	0	0
11	12	1	0	0
12	13	1	0	0
13	14	1	0	0
14	15	1	0	0
15	16	1	0	0
16	17	1	0	0
17	18	1	0	0
18	19	1	0	0
19	20	1	0	1
20	21	0	0	0
21	22	0	0	0
22	23	0	0	0
23	24	0	0	0

Note:

[1] Due to lack of information and infrequent event of vessel activity for Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext), it is assumed that one barge will arrive at 0700 and departure at 1900, and for hotelling during the operation hours (i.e. 0700-1900).

Calculations of Time-In-Mode (TIM) for Barge to/ from the Architectural Salvage Store

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
全記五金貿易有限公司	Barge	493.7	NA	0	2.06	60	3.99

Notes:
[1] Length of sailing route within 500m assessment area.
[2] No information is available from the operator. The travelling speed of barge with similar nature and operation mode are recorded and can be found at https://www.marinetraffic.com. The recorded averaged speed of barge (i.e. about 3.2 knots, 2.06m/s) is adopted in this assessment, assuming the travelling speed of the barge is the same during the journey. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barge is travelling under maneuvering mode within the assessment area for assessment purpose.
[3] Given that the long duration of stay and infrequent sailing schedule of the barge, it is assumed that there would be one barge for hotelling continuously during the operation hours as a conservative assessment.
[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Architectural Salvage Store

Marine Emission

Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
全記五金貿易有限公司	Barge	Main Engine	727	0.00	0.30	60	3.99	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.99	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.
[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.
[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh
[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.
[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the architectural salvage store.

Detailed Emission Rate

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
全記五金貿易有限公司	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.017E-03	1.452E-01	4.356E-03	4.210E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	6.899E-04	3.320E-02	1.328E-03	1.295E-03

Note:
[1] Due to lack of information, it is assumed that there would be one barge hotelling during the operation hours (i.e. 0700-1900).
[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering at China Concrete Co. Ltd. (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (116 x 0.43 x 10.0 x 3.99 / 60 / 1000)
= 0.0332 kg/hour

Vessel Schedule

Hour		Number of Activities per hour		
		Monday to Sunday & Public Holidays		
Start	End	Hotelling	Arrival	Departure
0	1	0	0	0
1	2	0	0	0
2	3	0	0	0
3	4	0	0	0
4	5	0	0	0
5	6	0	0	0
6	7	0	0	0
7	8	1	1	0
8	9	1	0	0
9	10	1	0	0
10	11	1	0	0
11	12	1	0	0
12	13	1	0	0
13	14	1	0	0
14	15	1	0	0
15	16	1	0	0
16	17	1	0	0
17	18	1	0	0
18	19	1	0	0
19	20	1	0	1
20	21	0	0	0
21	22	0	0	0
22	23	0	0	0
23	24	0	0	0

Note:
[1] Due to lack of information and infrequent event of vessel activity, it is assumed that one barge will arrive at 0700 and departure at 1900, and for hotelling during the operation hours (i.e. 0700-1900).

Appendix 2.4 Calculation of Passenger Ferry Emissions and Visiting Frequencies

Calculations of Time-In-Mode (TIM) for Marine Vessels

Vessel Type	Journey	Length of Sailing Route (m) [1]	Design Speed (m/s)	Averaged Travelling Speed (m/s) [2]	Time-In-Mode (min)	
				Maneuvering	Hotelling [3]	Maneuvering [4]
Sam Ka Tsuen <-> Sai Wan Ho						
Ferry	Departure	620.1	NA	3.70	5	2.79
	Arrival	620.1	NA	3.70	5	2.79
Sam Ka Tsuen <-> Tung Lung Chau						
Ferry	Departure	99.2	NA	3.96	5	0.42
	Arrival	99.2	NA	3.96	5	0.42
Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen)						
Ferry	Departure	808.0	NA	3.96	5	3.40
	Arrival	808.0	NA	3.96	5	3.40

Notes:

[1] Length of sailing route within 500m assessment area. The entire length of the navigation route (within and outside assessment area) is indeed 1.5km and 7.5km for Sam Ka Tsuen <-> Sai Wan Ho and Sam Ka Tsuen <-> Tung Lung Chau, respectively.
[2] No information is available from the operator. The travelling speed of the ferries are referenced to https://www.vesselfinder.com (i.e. 6.6 - 7.8 knots for ferry to/ from Sai Wan Ho, 6.5 - 8.9 knots for ferry to/ from Tung Lung Chau and Montego Bay Circular Route). The averaged travelling speed is about 7.2knots (i.e. 3.70m/s) for ferry to/ from Sai Wan Ho and 7.7knots (i.e. 3.96m/s) for ferry to/ from Tung Lung Chau and Montego Bay Circular Route are therfore adopted for assessment purpose. According to EPD's study on marine vessel (2012), the speed in mpiranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, it is assumed that the kaito ferry is travelling under maneuvering mode within the assessment area for assessment purpose.

[3] TIM for hotelling for Sam Ka Tsuen <-> Sai Wan Ho and Sam Ka Tsuen <-> Tung Lung Chau are referenced to the approved planning application A/K15/121 (i.e. 5) and it has been adopted for assessment purpose.
TIM for hotelling for Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen is determined by the arrival and departure time at Sai Wan Ho Public Ferry Pier.
e.g. A ferry departs Central No.10 Pier at 13:05 and the total sailing time to arrive the pier is about 35 minutes. It will arrive Sam Ka Tsuen Public Ferry at 13:40 and depart at 13:45. Its TIM for hotelling is about 5 mins.
[4] TIM for maneuvering is estimated based on the averaged speed of the ferry and the length of sailing route within 500m assessment area.

Emisson Factor for Marine Vessels

Marine Emission

Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Vessel Type	Journey	Engine Type	Engine Power (kW) [1]	Loading Factor [2]		Time-In-Mode (min) [3]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [5]	NOx [4]	RSP [4]	FSP [4]
Sam Ka Tsuen <-> Sai Wan Ho											
Ferry	Departure	Main Engine	707	0.00	0.30	5	2.79	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	2.79	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.30	5	2.79	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	2.79	0.21	10.00	0.40	0.39
Sam Ka Tsuen <-> Tung Lung Chau											
Ferry	Departure	Main Engine	707	0.00	0.30	5	0.42	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	0.42	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.30	5	0.42	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	0.42	0.21	10.00	0.40	0.39
Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen)											
Ferry	Departure	Main Engine	707	0.00	0.30	5	3.40	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	3.40	0.21	10.00	0.40	0.39
	Arrival	Main Engine	707	0.00	0.30	5	3.40	0.21	10.00	0.30	0.29
		Auxiliary Engine	115	0.43	0.43	5	3.40	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine - No information from operator is available. Referenced to "Other Vessel" (GRT >=1000) in Table 4-5 of the Study on Marine Vessels Emissions Inventory, February 2012.
Engine Power for Auxiliary Engine - No information from operator is available. Referenced to "Other Vessel" (GRT >=1000) in Table 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012.
[2] Loading Factor for Main Engine - No information from operator is available. Reference to "All except tug" in Table 4-7 of the Study on Marine Vessels Emissions Inventory, February 2012.
Loading Factor for Auxiliary Engine - No information from operator is available. Reference to "All RTVs" in Table 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012.
[3] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Marine Vessels
[4] Emission Factor for the Propulsion Engine & Auxiliary Engine of Ferry - No information from operator is available. As a conservative approach, the emission factors for river-trade vessels from Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012 are adopted.
[5] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh

Detailed Emission Rate

Vessel Type	Journey	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Sam Ka Tsuen <-> Sai Wan Ho										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.05E-03	9.86E-02	2.96E-03	2.86E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	4.78E-04	2.30E-02	9.20E-04	8.97E-04
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.05E-03	9.86E-02	2.96E-03	2.86E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	4.78E-04	2.30E-02	9.20E-04	8.97E-04
Sam Ka Tsuen <-> Tung Lung Chau										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.07E-04	1.48E-02	4.43E-04	4.28E-04
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	7.15E-05	3.44E-03	1.38E-04	1.34E-04
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.07E-04	1.48E-02	4.43E-04	4.28E-04
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	7.15E-05	3.44E-03	1.38E-04	1.34E-04
Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen)										
Ferry	Departure	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.50E-03	1.20E-01	3.61E-03	3.49E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	5.82E-04	2.80E-02	1.12E-03	1.09E-03
	Arrival	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.50E-03	1.20E-01	3.61E-03	3.49E-03
		Auxiliary Engine	8.56E-04	4.12E-02	1.65E-03	1.61E-03	5.82E-04	2.80E-02	1.12E-03	1.09E-03

Note:

[1] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*

e.g. Sam Ka Tsuen <-> Sai Wan Ho NOx emission factor of auxiliary engine under maneuvering (kg/hour)

= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000

= (115 x 0.43 x 10.0 x 2.79 / 60 / 1000)

= 0.0230 kg/hour

Coral Sea Ferry Service Frequency

Passenger Ferry Schedule (Sam Ka Tsuen <-> Sai Wan Ho)

Hour		Number of Activities per hour			
		Sam Ka Tsuen <-> Sai Wan Ho			
Start	End	Monday to Sunday & Public Holidays			
		Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering
0	1				
1	2				
2	3				
3	4				
4	5				
5	6				
6	7	1		1 [(2)]	1 [(2)]
7	8	2	3	2	3
8	9	2	2	3	2
9	10	2	2	2	2
10	11	2	2	2	2
11	12	2	2	2	2
12	13	2	2	2	2
13	14	2	2	2	2
14	15	2	2	2	2
15	16	2	2	2	2
16	17	2	2	2	2
17	18	2	2	2	2
18	19	2	2	2	2
19	20	2	2	2	2
20	21	2	2	2	2
21	22	2	2	2	2
22	23	1	2	1	1
23	24				

Number of Activities Adopted in this Assessment			
Sam Ka Tsuen <-> Sai Wan Ho			
Departure		Arrival	
Hotelling	Maneuvering	Hotelling	Maneuvering
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	1	1
2	3	2	3
2	2	3	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
2	2	2	2
1	2	1	1
0	0	0	0

Notes:

[(1)] The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/timetable); accessed on 9 March 2024.

[(2)] It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 6-7 is then adopted as the arrival hour of the ferry as a conservative approach.

[(3)] The hour of departure is the hour the ferry departs at Sam Ka Tsuen Ferry Pier.

Passenger Ferry Schedule (Sam Ka Tsuen <-> Tung Lung Island)

Hour		Number of Activities per hour			
		Sam Ka Tsuen <-> Tung Lung Island			
		Saturday, Sunday & Public Holidays			
Start	End	Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering
0	1				
1	2				
2	3				
3	4				
4	5				
5	6				
6	7				
7	8				
8	9	1	1	1 [3]	1 [3]
9	10	1	1	1	1
10	11	1	1	1	1
11	12	1	1	1	1
12	13			1	1
13	14	1	1		
14	15	1	1	1	1
15	16	1	1	1	1
16	17	1	1	1	1
17	18				
18	19			1 [5]	1 [5]
19	20				
20	21				
21	22				
22	23				
23	24				

Number of Activities Adopted in this Assessment			
Sam Ka Tsuen <-> Tung Lung Island			
Departure		Arrival	
Hotelling	Maneuvering	Hotelling	Maneuvering
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	1	1	1
1	1	1	1
1	1	1	1
1	1	1	1
0	0	1	1
1	1	0	0
1	1	1	1
1	1	1	1
1	1	1	1
0	0	0	0
0	0	1	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Notes:

[1] The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/timetable); accessed on 9 March 2024.

[2] The ferry services between Sam Ka Tsuen and Tung Lung Island are only provided on Saturday, Sunday & public holidays.

[3] It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 8-9 is then adopted as the arrival hour of the ferry as a conservative approach.

[4] The hour of departure is the hour the ferry departs at Sam Ka Tsuen Ferry Pier.

[5] According to the ferry schedule, the last ferry will departure at Tung Lung Island at 17:40. Its sailing time is about 30 minutes. The last ferry from Tung Lung Island will arrive at Sam Ka Tsuen Ferry Pier at 18:10 (i.e. within Hour 18-19).

Passenger Ferry Schedule (Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen))

Hour		Number of Activities per hour			
		Montego Bay Circular Route			
		Monday to Sunday & Public Holidays			
Start	End	Departure		Arrival	
		Hotelling	Maneuvering	Hotelling	Maneuvering
0	1				
1	2				
2	3				
3	4				
4	5				
5	6				
6	7	1	1	1 [(3)]	1 [(3)]
7	8	1	1	1	1
8	9				
9	10	1	1	1	1
10	11	1	1	1	1
11	12				
12	13	1	1	1	1
13	14	1	1	1	1
14	15				
15	16	1	1	1	1
16	17	1	1	1	1
17	18				
18	19	1	1	1	1
19	20	1	1	1	1
20	21				
21	22	1	1	1	1
22	23			1	1
23	24				

Number of Activities Adopted in this Assessment			
Montego Bay Circular Route			
Departure		Arrival	
Hotelling	Maneuvering	Hotelling	Maneuvering
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
1	1	1	1
0	0	0	0
1	1	1	1
0	0	1	1
0	0	0	0

Notes:

[(1)] The daily schedule of the ferry service is reference to the operator's website (https://www.coralseaferryservice.com.hk/montego-bay-schedule); accessed on 5 March 2025.

[(2)] The hour of departure is the hour the ferry departs at Sam Ka Tsuen Ferry Pier.

[(3)] It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 6-7 is then adopted as the arrival hour of the ferry as a conservative approach.

Appendix 2.7 Calculation of Cruise Terminal Emissions and Year 2025 Cruise Schedule

Derivation of Emission Rates and Inventory of 4km Major Point Source (Tier 3)

Marine Emission from Cruises at Kai Tak Cruise Terminal

Emission Factors for Cruises

Cruises	Engine Type	Engine Power kW	Loading Factor [5]	Emission Factor (g/kWh) [6]			
			Hotelling	SO_2	NOx	RSP	FSP
Spectrum of the Seas	Main Engine [1]	67200	0	1.98	13.20	0.31	0.29
	Auxiliary Engine [3]	18682	0.416	2.12	13.90	0.32	0.29
	Boiler [4]	1000	1	2.83	2.00	0.19	0.14
Costa Serena	Main Engine [2]	75600	0	1.98	13.20	0.31	0.29
	Auxiliary Engine [3]	21017	0.416	2.12	13.90	0.32	0.29
	Boiler [4]	1000	1	2.83	2.00	0.19	0.14

Note:

[1] Engine Power for the Main Engine of Spectrum of the Seas is referenced from website https://en.wikipedia.org/wiki/Spectrum_of_the_Seas

[2] Engine Power for the Main Engine of Costa Serena is referenced from website https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf

[3] Engine Power for the Auxiliary Engine - According to Table 3-20 of the Study on Marine Vessels Emissions Inventory, February 2012, the ratio of the engine power for the Auxiliary Engine is equal to 0.278 of the engine power of the Main Engine.

[4] Engine Power for the Boiler - According to Table 3-23 of the Study of Marine Vessels Emissions Inventory, February 2012, the engine power for the boiler of the Cruise with the passenger carrying capacity >= 2600 is adopted as the passenger carrying capacity of Costa Serena (https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf) and Spectrum of the Seas (https://en.wikipedia.org/wiki/Spectrum_of_the_Seas) are 4890 and 4905, respectively.

[5] Loading Factor for the Main Engine - Table 3-18 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.
Loading Factor for the Auxiliary Engine - Table 3-21 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.
Loading Factor for the Boiler - 100% of loading is assumed as a conservative approach.

[6] According to the Air Pollution Control (Fuel for Vessels) Regulation, starting from 1 January 2019, all vessels except for specified vessel types as set out in the Regulation, are required to use low sulphur marine fuel (i.e. with sulphur content no exceeding 0.5% by weight).

- Emission Factor for the Main Engine - According to Table 3-27 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the engine type of Medium Speed Diesel engine and use of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Auxiliary Engine - According to Table 3-28 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Boiler - According to Table 3-29 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of marine gas oil with 0.5% sulphur content).

Emission Rate (Hotelling)

Emission Rate = Engine Power x Loading Factor x Emission Factor

Cruises	Air Pollutants	Emission Rate (kg/hr)				Emission Rate for 60 mins within an hour (g/s) [1]
		Main Engine	Auxiliary Engine	Boiler	Total	
Spectrum of the Seas	SO_2	0.00	16.48	2.83	19.31	5.36
	NOx	0.00	108.02	2	110.02	30.56
	RSP	0.00	2.49	0.19	2.68	0.74
	FSP	0.00	2.25	0.14	2.39	0.66
Costa Serena	SO_2	0.00	18.54	2.83	21.37	5.93
	NOx	0.00	121.53	2	123.53	34.31
	RSP	0.00	2.80	0.19	2.99	0.83
	FSP	0.00	2.54	0.14	2.68	0.74

Name of Cruise	Frequency of Visiting HK (Times) [a]	Total Engine Power (kW) [b]
AIDAstella	2	25000
Anthem of the Seas	1	67200
Celebrity Millennium	4	50000
Celebrity Solstice	6	67200
Costa Serena	8	75600
Diamond Princess	2	60700
Discovery Princess	2	62400
Mein Schiff 6	7	48000
Noordam	1	35200
Norwegian Sky	2	50700
Norwegian Spirit	6	58800
Norwegian Sun	3	50700
Ovation of the Seas	3	67200
Piano Land	20	39300
Queen Anne	2	12599
Queen Elizabeth	2	64000
Silver Moon	2	17000
Spectrum of the Seas	9	67200
Westerdam	2	35200
Total	84	

Sources:

[a] https://www.kaitakcruiseterminal.com.hk/schedule/2025-2/ (Last edit 21 Jan 2025)

[b] Information of Engine Power

AIDAstella: https://en.wikipedia.org/wiki/AIDAstella

Anthem of the Seas: https://en.wikipedia.org/wiki/Anthem_of_the_Seas#External_links

Celebrity Millennium: https://en.wikipedia.org/wiki/Celebrity_Millennium

Celebrity Solstice:https://en.wikipedia.org/wiki/Celebrity_Solstice

Celebrity Solstice: https://www.rivieramm.com/news-content-hub/news-content-hub/celebrity-solstice-goes-to-top-of-the-class-50934

Costa Serena: https://www.fincantieri.com/globalassets/prodotti-servizi/navi-da-crociera/costa/scheda_costa_concordia_serena_pacifica.pdf

Diamond Princess: https://ships.jobmarineman.com/diamond-princess-9228198/

Discovery Princess: https://en.wikipedia.org/wiki/Discovery_Princess

Mein Schiff 6: https://www.meyerwerft.de/en/ships/mein_schiff_6.jsp

Noordam: https://www.fincantieri.com/en/products-and-services/cruise-ships/noordam/

Norwegian Sky: https://en.wikipedia.org/wiki/Norwegian_Sky

Norwegian Spirit: https://www.scheepvaartwest.be/CMS/index.php/passengers-cruise/2774-norwegian-spirit-imo-9141065

Norwegian Sun: https://www.cruisemapper.com/ships/Norwegian-Sun-735

Ovation of the Seas: https://en.wikipedia.org/wiki/Ovation_of_the_Seas

Piano Land: https://en.wikipedia.org/wiki/MV_Piano_Land

Queen Anne: https://en.wikipedia.org/wiki/MS_Queen_Anne

Queen Elizabeth: https://en.wikipedia.org/wiki/MS_Queen_Elizabeth

Silver Moon: https://www.ship-technology.com/projects/silver-moon-cruise-ship/?cf-view

Spectrum of the Seas: https://en.wikipedia.org/wiki/Spectrum_of_the_Seas

Westerdam: https://www.fincantieri.com/en/products-and-services/cruise-ships/westerdam/

Note:

[1] According to the latest cruise schedule Year 2025, Costa Serena has the highest engine power among all cruise ships. Given there are two berthing spaces at the Cruise Terminal, another cruise ships with the second-highest engine power have been identified, including Anthem of the Seas, Celebrity Solstice, Ovation of the Seas and Spectrum of the Seas which have the same engine power. However, in view of the frequency of visit to Hong Kong of these four cruises, Spectrum of the Seas has therefore been selected as the second cruise ship for hoteling at Kai Tak Cruise Terminal at the same time for every hour of a day as Costa Serena for a conservative approach.

Appendix 2.8 Input Parameters of Industrial and Marine Sources in AERMOD

Input Parameters of Industrial Emission Sources in AERMOD

Concrete Batching Plant - Point Source

Description [1]	ID	X	Y	Z	RSP	FSP	Emission Height	Exit Temp	Exit Velocity	Stack Diameter	Operation Hours
					g/s	g/s	mAG	K	m/s	m	
Redland Concrete Ltd.	P201	842116	817205	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	0700-1900
	P202	842127	817210	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P203	842133	817213	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P204	842141	817216	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P205	842134	817226	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P206	842136	817214	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P207	842124	817209	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P208	842122	817208	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P209	842122	817218	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P210	842128	817227	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P211	842128	817227	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P212	842128	817227	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P213	842128	817227	4.5	4.86E-03	1.43E-03	12	298.15	27.5	0.15	
	P214	842130	817221	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P215	842130	817221	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P216	842130	817221	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P217	842130	817221	4.5	4.86E-03	1.43E-03	12	298.15	27.5	0.15	
	P218	842118	817226	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P219	842118	817226	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P220	842118	817226	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P221	842118	817226	4.5	9.72E-03	2.86E-03	12	298.15	6.1	0.45	
	P222	842123	817228	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P223	842123	817228	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P224	842123	817228	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P225	842123	817228	4.5	9.72E-03	2.86E-03	12	298.15	6.1	0.45	
	P226	842134	817226	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P227	842125	817219	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P228	842130	817221	4.5	5.56E-04	1.63E-04	12	298.15	1.8	0.20	
	P229	842123	817228	4.5	5.56E-04	1.63E-04	12	298.15	1.8	0.20	
	P230	842100	817199	4.5	2.41E-02	7.08E-03	3	298.15	11.3	0.56	

Note:
1. Please refer to "Calculations of Emission Sources within Concrete Batching Plant (CBP)" for details.

Concrete Batching Plant - Area Source

Description [1]	ID	X	Y	Z	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
					g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Redland Concrete Ltd.	L21 [2]	842149	817213	4.5	4.44E-06	1.08E-06	0.5	7	16	-26	0	0700-1900

Note:
1. Please refer to "Calculations of Emission Sources within Concrete Batching Plant (CBP)" for details.
2. Please refer to "Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)" for details.

Wind Erosion of Sand Barge - Area Source

Description [1] [2]	ID	X	Y	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
				g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Redland Concrete Ltd.	SB04	842026.2	817196.7	1.27E-06	1.89E-07	1.5	20	50	71	0	Full day

Notes:
1. All parameters of Wind Erosion of Sand Barge of concrete batching plants are referenced to the approved S16 application for Proposed Residential Development in "Comprehensive Development Area (4)" Zone and "Road" at No. 18 Tung Yuen Street, Cha Kwo Ling Yau Tong, Kowloon (A/K15/121) (extracted in **Appendix 2.22**).
2. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
3. Details of RSP and FSP emission rates were shown in "Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)".

Marine Emission - Barges

Description	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [1]	Release Height [1]	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling (Redland Concrete Ltd.)	B04	POINT	842065	817199	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	0700-1900
Barge - Maneuvering (Redland Concrete Ltd.)	RL01	POINT	842046	817193	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL02	POINT	842028	817186	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL03	POINT	842008	817181	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL04	POINT	841989	817176	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL05	POINT	841969	817172	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL06	POINT	841949	817169	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL07	POINT	841930	817163	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL08	POINT	841911	817158	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL09	POINT	841891	817153	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL10	POINT	841872	817150	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL11	POINT	841852	817146	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL12	POINT	841832	817142	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL13	POINT	841812	817138	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL14	POINT	841792	817134	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL15	POINT	841772	817130	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL16	POINT	841752	817126	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL17	POINT	841732	817122	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL18	POINT	841712	817121	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL19	POINT	841692	817120	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL20	POINT	841672	817119	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL21	POINT	841652	817118	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL22	POINT	841632	817117	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL23	POINT	841612	817116	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL24	POINT	841591	817115	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	

Note:
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum
2. No information from the operator is available. Barge information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to another similar type of vessel presented in Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) due to the similar nature and operating mode.

Marine Emission - Sand Depot (YTML 25 &Ext)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	SD01	POINT	842298.8	817611.9	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.3** for the vessel frequency
Barge - Maneuvering	SD02	POINT	842274.6	817606.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD03	POINT	842250.4	817601.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD04	POINT	842226.1	817596.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD05	POINT	842201.9	817590.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD06	POINT	842177.7	817585.5	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD07	POINT	842153.4	817580.2	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD08	POINT	842129.2	817574.9	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD09	POINT	842105.0	817569.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD10	POINT	842080.5	817564.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD11	POINT	842055.7	817563.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD12	POINT	842031.0	817561.8	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD13	POINT	842006.2	817560.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD14	POINT	841981.4	817559.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD15	POINT	841956.6	817558.1	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD16	POINT	841931.9	817556.9	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD17	POINT	841907.1	817555.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD18	POINT	841882.3	817554.4	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD19	POINT	841857.6	817553.2	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD20	POINT	841832.8	817552.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD21	POINT	841808.0	817550.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD22	POINT	841783.3	817549.5	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD23	POINT	841758.5	817548.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD24	POINT	841733.7	817547.1	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD25	POINT	841709.0	817545.8	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD26	POINT	841684.2	817544.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD27	POINT	841659.4	817543.4	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Wind Erosion at Yau Tong Bay Sand Depot - Area Source

Description [1] [2]	ID	X	Y	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
				g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Wind Erosion at Yau Tong Bay Sand Depot	WE01	842334.3	817646.9	1.27E-06	1.94E-07	0.5	21	48	63	0	Full day

Note:

1. Please refer to "Calculation of Emission factor for Wind Erosion at Sand Dunes (Sand Depot (YTML 25 &Ext))" for details.

Marine Emission - Architectural Salvage Store (YTML 26 &Ext)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	YTB01	POINT	842285.3	817646.8	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.3** for the vessel frequency
Barge - Maneuvering	YTB02	POINT	842261.1	817641.5	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB03	POINT	842236.9	817636.3	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB04	POINT	842212.6	817631.0	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB05	POINT	842188.4	817625.7	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB06	POINT	842164.2	817620.4	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB07	POINT	842140.0	817615.1	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB08	POINT	842115.7	817609.9	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB09	POINT	842091.5	817604.6	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB10	POINT	842067.0	817599.2	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB11	POINT	842042.0	817598.0	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB12	POINT	842017.1	817596.8	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB13	POINT	841992.1	817595.5	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB14	POINT	841967.1	817594.3	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB15	POINT	841942.2	817593.0	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB16	POINT	841917.2	817591.8	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB17	POINT	841892.2	817590.6	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB18	POINT	841867.3	817589.3	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB19	POINT	841842.3	817588.1	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB20	POINT	841817.3	817586.8	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB21	POINT	841792.3	817585.6	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB22	POINT	841767.4	817584.4	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB23	POINT	841742.4	817583.1	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB24	POINT	841717.4	817581.9	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB25	POINT	841690.2	817580.5	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Architectural Salvage Store (全記五金貿易有限公司)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	TK01	POINT	842052.8	817394.9	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.3** for the vessel frequency
Barge - Maneuvering	TK02	POINT	842027.8	817394.2	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK03	POINT	842002.8	817393.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK04	POINT	841978.7	817386.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK05	POINT	841954.4	817380.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK06	POINT	841930.2	817374.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK07	POINT	841906.0	817368.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK08	POINT	841881.9	817361.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK09	POINT	841857.5	817355.7	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK10	POINT	841833.1	817350.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK11	POINT	841809.8	817344.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK12	POINT	841786.5	817338.9	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK13	POINT	841763.2	817333.1	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK14	POINT	841739.9	817327.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK15	POINT	841716.6	817321.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK16	POINT	841693.3	817316.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK17	POINT	841669.9	817310.5	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK18	POINT	841646.6	817305.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK19	POINT	841622.2	817299.2	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK20	POINT	841597.9	817293.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK21	POINT	841572.0	817287.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Input Parameters of Marine Emission Sources in AERMOD

Marine Emission - Passenger Ferry (Sam Ka Tsuen <-> Tung Lung Island)

Description [1] [2]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	TLC1001	POINT	842381	816883	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	TLC1002	POINT	842374	816865	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1003	POINT	842366	816846	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1004	POINT	842359	816828	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1005	POINT	842351	816809	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1006	POINT	842311	816493	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Passenger Ferry (Sam Ka Tsuen <-> Sai Wan Ho)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	SWH01	POINT	842377	816887	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	SWH02	POINT	842360	816876	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH03	POINT	842342	816868	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH04	POINT	842323	816862	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH05	POINT	842304	816857	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH06	POINT	842284	816852	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH07	POINT	842264	816848	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH08	POINT	842245	816844	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH09	POINT	842225	816840	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH10	POINT	842206	816835	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH11	POINT	842186	816831	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH12	POINT	842167	816826	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH13	POINT	842148	816821	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH14	POINT	842128	816816	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH15	POINT	842109	816812	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH16	POINT	842089	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH17	POINT	842069	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH18	POINT	842049	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH19	POINT	842029	816808	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH20	POINT	842009	816809	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH21	POINT	841989	816809	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH22	POINT	841969	816810	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH23	POINT	841949	816811	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH24	POINT	841929	816812	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH25	POINT	841909	816813	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH26	POINT	841890	816815	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH27	POINT	841870	816817	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH28	POINT	841850	816819	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH29	POINT	841830	816821	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH30	POINT	841810	816823	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH31	POINT	841790	816825	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH32	POINT	841750	816829	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Passenger Ferry (Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen))

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	MON01	POINT	842377	816887	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	MON02	POINT	842357	816890	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON03	POINT	842337	816893	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON04	POINT	842317	816896	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON05	POINT	842297	816899	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON06	POINT	842277	816902	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON07	POINT	842257	816905	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON08	POINT	842237	816908	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON09	POINT	842217	816911	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON10	POINT	842197	816914	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON11	POINT	842177	816917	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON12	POINT	842157	816920	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON13	POINT	842137	816923	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON14	POINT	842117	816926	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON15	POINT	842097	816929	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON16	POINT	842077	816932	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON17	POINT	842057	816935	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON18	POINT	842037	816938	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON19	POINT	842017	816941	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON20	POINT	841997	816944	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON21	POINT	841978	816947	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON22	POINT	841958	816950	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON23	POINT	841938	816953	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON24	POINT	841918	816956	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON25	POINT	841898	816959	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON26	POINT	841878	816962	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON27	POINT	841858	816965	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON28	POINT	841838	816968	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON29	POINT	841818	816971	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON30	POINT	841798	816974	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON31	POINT	841778	816977	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON32	POINT	841758	816980	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON33	POINT	841740	816990	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON34	POINT	841723	817001	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON35	POINT	841705	817011	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON36	POINT	841688	817021	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON37	POINT	841671	817031	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON38	POINT	841653	817041	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON39	POINT	841636	817051	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON40	POINT	841618	817062	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON41	POINT	841601	817072	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Fishing Vessels

Description [1] [2]	ID	Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Fishing Vessels	FVH01	POINT	842167	817098	1.3	2.85E-03	1.37E-01	5.49E-03	5.36E-03	555	8	0.3	6	Please refer to **Appendix 2.5** for the fishing vessel frequency
	FVS01	POINT	842153	817084	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS02	POINT	842138	817069	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS03	POINT	842124	817054	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS04	POINT	842110	817040	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS05	POINT	842095	817025	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS06	POINT	842081	817011	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS07	POINT	842067	816995	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS08	POINT	842052	816981	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS09	POINT	842038	816966	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS10	POINT	842024	816951	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS11	POINT	842010	816937	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS12	POINT	841995	816922	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS13	POINT	841981	816907	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS14	POINT	841966	816893	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS15	POINT	841952	816878	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS16	POINT	841938	816863	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS17	POINT	841923	816849	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS18	POINT	841909	816834	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS19	POINT	841895	816819	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS20	POINT	841881	816805	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS21	POINT	841867	816790	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS22	POINT	841852	816774	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Fishing vessels information including exit temperature, exit velocity and internal diameter of its chimney is referenced to another similar type of vessel presented in Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) due to the similar nature.

Marine Emission - Planned Local Vessels

Description [1] [2]	ID	Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Route of SKT Ferry to/from LYM New Landing Facility	NRLF2	POINT	842383	816853	1.3	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	Please refer to **Appendix 2.6** for the planned local vessel frequency
	NRLF3	POINT	842383	816813	1.3	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. All parameters including emission rates of planned local vessels are referenced to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).

Input Parameters of Major Point Sources in AERMOD

Major Point Sources within 4km Assessment Area - Cruise Vessels at Kai Tak Cruise Terminal

Description	ID	Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Hotelling of Spectrum of the Seas	H1	Point	839744	818698	1.3	5.36	30.56	0.74	0.66	537	24.6	1.9	63.2 [2]	Full day
Hotelling of Costa Serena	H2	Point	840021	818427	1.3	5.93	34.31	0.83	0.74	537	24.6	1.9	62 [3]	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.

2. The emission height of the chimney of Spectrum of the Seas is estimated based on the website (https://zh.wikipedia.org/wiki/%E6%B5%B7%E6%B4%8B%E5%85%89%E8%AD%9C%E8%99%9F#%E5%A4%96%E9%83%A8%E9%93%BE%E6%8E%A5). The estimated height is about 63.2m (above water surface).

3. The emission height of the chimney of Costa Serena is estimated based on the observation. The estimated height is about 60m (above water surface) which is close to the height of the Post-Panamax (62m above water surface) as stated in the Approved EIA Report for Kai Tak Development. Therefore, the height of 62m above water surface has been adopted for the assessment.

Appendix 2.10 Summary of Met Data generated by Smart Air Modelling Platform (SAMP v2.1)

Grid (Li)	Hour	Annual Minimum		Month Minimum																				Month Average																	
		Temperature	RH	January		February		March		April		May		June		July		August		September		October		November		December		January		February		March		April		May		June		July	
				Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH
46,30	0000-0100	13	30	14	41	17	66	18	74	21	76	21	73	27	72	27	78	27	73	25	38	23	43	17	47	13	30	19	80	21	88	22	87	24	89	25	90	28	87	29	84	29	85	28	76	26	71	22	71	18	72
46,30	0100-0200	13	32	14	42	17	65	17	75	21	78	21	76	27	78	27	74	27	75	25	40	23	55	17	49	13	32	19	80	21	88	22	88	24	89	25	90	28	88	29	84	28	86	27	77	26	72	21	70	18	72
46,30	0200-0300	12	31	13	43	16	62	17	72	21	82	21	77	26	81	27	77	26	75	25	40	22	55	17	48	12	31	18	80	21	89	21	88	24	91	25	91	28	89	29	84	28	87	27	77	25	73	21	70	17	72
46,30	0300-0400	12	31	13	40	17	61	17	70	21	77	20	75	25	84	28	74	26	75	24	41	22	56	16	49	12	31	18	79	20	89	21	88	24	90	25	91	28	90	29	84	28	87	27	77	25	74	21	69	17	71
46,30	0400-0500	12	31	13	41	17	59	17	66	21	77	21	72	25	83	27	72	26	74	24	42	21	57	16	48	12	31	18	80	20	90	21	88	24	90	25	91	28	90	29	85	28	87	27	77	25	74	20	69	17	70
46,30	0500-0600	11	31	13	43	16	61	17	64	21	76	21	71	24	80	27	73	26	73	24	43	21	56	16	49	11	31	18	80	20	90	21	87	24	91	25	90	28	89	29	85	28	88	27	77	25	75	20	69	17	69
46,30	0600-0700	11	31	13	47	16	66	17	60	20	78	21	70	24	68	27	78	26	78	24	43	21	51	15	48	11	31	18	80	20	90	21	88	24	90	25	89	28	88	29	84	28	86	27	77	25	75	20	69	17	68
46,30	0700-0800	11	31	12	50	16	70	18	54	20	76	21	63	24	70	27	72	27	72	24	41	21	48	16	46	11	31	18	79	20	89	21	85	24	88	25	87	28	87	29	82	29	83	27	73	25	72	20	67	17	67
46,30	0800-0900	12	32	13	51	16	70	18	53	20	73	22	64	25	69	27	66	27	64	25	38	22	46	17	46	12	32	18	78	21	86	22	82	25	84	26	84	29	82	30	78	29	80	28	69	26	70	21	65	18	65
46,30	0900-1000	13	32	14	48	16	70	18	52	20	72	22	62	25	64	28	67	28	59	25	34	23	45	18	45	13	32	19	76	21	83	22	81	26	83	26	82	29	80	30	76	30	76	28	66	26	67	22	62	18	64
46,30	1000-1100	14	30	14	43	17	69	19	52	20	70	22	65	25	65	27	63	28	58	26	33	24	45	18	44	14	30	19	74	22	82	22	79	26	80	27	81	30	79	31	73	30	74	29	64	27	64	23	59	19	63
46,30	1100-1200	15	28	15	42	18	69	19	55	20	70	22	65	26	63	26	59	28	54	27	34	24	45	19	41	15	28	19	74	22	81	23	78	26	79	27	81	30	78	31	73	31	72	29	63	27	63	23	58	19	63
46,30	1200-1300	15	26	16	45	19	66	19	57	20	68	22	66	27	60	27	58	27	53	27	33	24	45	20	42	15	26	20	73	22	79	23	78	26	79	27	80	30	77	31	72	31	73	29	63	27	63	23	57	20	62
46,30	1300-1400	16	27	16	54	19	69	18	62	20	69	22	64	28	60	28	59	26	61	27	33	24	44	20	41	16	27	20	73	22	79	23	78	26	78	27	80	30	77	31	72	30	73	29	63	27	63	24	59	20	62
46,30	1400-1500	16	25	17	37	19	59	18	58	21	60	22	61	28	55	27	62	26	54	28	31	25	45	21	40	16	25	21	69	23	75	24	74	27	74	27	77	30	76	31	72	31	73	30	63	27	61	24	57	21	58
46,30	1500-1600	16	26	17	38	20	59	18	61	21	63	22	61	28	57	26	64	27	58	27	30	25	47	20	41	16	26	21	71	23	76	23	75	27	76	28	78	30	76	31	73	31	74	30	65	27	62	24	60	21	59
46,30	1600-1700	16	27	17	42	20	58	18	63	21	67	22	65	26	59	26	66	27	61	27	31	25	49	20	39	16	27	21	72	23	78	23	77	26	77	27	80	30	76	31	75	30	76	30	66	27	64	24	63	21	61
46,30	1700-1800	16	27	17	46	20	68	19	66	21	68	22	65	27	58	28	69	27	63	27	28	24	50	20	43	16	27	20	74	22	80	23	79	26	81	27	82	30	78	30	77	30	78	29	67	27	67	23	66	20	65
46,30	1800-1900	16	25	16	50	20	70	18	69	21	75	22	67	27	66	27	69	27	67	27	28	25	54	20	38	17	25	20	75	22	83	23	81	26	84	27	84	29	81	30	79	30	81	29	68	27	68	23	67	20	67
46,30	1900-2000	14	26	16	54	19	73	18	72	21	74	22	74	27	71	27	72	27	68	27	31	25	54	20	39	14	26	20	76	22	84	22	83	26	84	26	86	29	84	30	80	30	81	29	68	27	70	23	68	20	67
46,30	2000-2100	14	27	16	56	18	78	18	75	21	78	22	81	27	77	27	73	27	70	26	33	24	60	20	41	14	27	20	80	21	87	22	86	25	88	26	89	29	84	29	82	29	83	29	71	26	72	23	70	19	70
46,30	2100-2200	14	27	16	50	18	79	18	75	21	79	22	79	26	74	27	72	27	70	26	33	24	61	19	42	14	27	19	80	21	89	22	86	25	88	26	90	29	85	29	83	29	84	28	72	26	72	22	69	19	72
46,30	2200-2300	14	28	16	39	18	77	18	73	21	81	22	76	26	75	26	70	25	72	26	34	23	47	18	43	14	28	19	79	21	89	22	87	25	88	26	90	29	86	29	83	29	84	28	74	26	72	22	70	18	72
46,30	2300-0000	14	29	16	39	16	79	18	76	21	80	22	75	26	78	27	75	27	74	26	36	23	40	18	45	14	29	19	79	21	90	22	87	25	89	26	90	29	86	29	84	29	85	28	75	26	73	22	71	18	72
46,31	0000-0100	13	27	14	38	17	64	17	72	21	73	21	69	27	71	27	76	27	72	25	34	22	40	17	44	13	27	18	79	21	87	21	87	24	88	25	88	28	86	29	83	28	84	27	75	25	70	21	69	17	71
46,31	0100-0200	13	28	13	38	17	62	17	73	21	76	21	72	26	79	27	73	26	73	25	37	22	53	17	46	13	28	18	79	21	88	21	87	24	89	25	89	28	85	27	76	25	73	21	68	17	71
46,31	0200-0300	12	27	13	39	16	60	17	71	20	78	21	74	26	81	27	76	26	75	24	37	22	55	17	44	12	27	18	78	21	88	21	87	24	89	25	90	28	88	29	84	28	86	27	76	25	72	20	68	17	70
46,31	0300-0400	12	27	13	36	16	58	17	69	20	72	20	73	25	82	28	71	26	75	24	37	21	55	16	45	12	27	18	78	20	88	21	87	24	89	25	89	28	89	28	84	28	86	27	76	25	73	20	68	17	69
46,31	0400-0500	11	26	12	38	17	56	17	64	20	73	21	70	25	82	27	71	26	74	23	38	21	55	15	45	11	26	18	78	20	88	21	87	24	89	25	89	28	89	28	84	28	87	26	76	24	73	20	68	17	68
46,31	0500-0600	11	26	12	40	16	59	17	60	20	74	21	68	24	78	26	72	26	78	23	38	21	54	15	46	11	26	17	78	20	89	21	86	24	90	25	89	28	88	28	85	28	87	26	76	24	74	20	68	16	67
46,31	0600-0700	11	27	13	45	16	63	17	55	20	75	21	67	25	66	27	77	26	76	23	39	21	48	15	45	11	27	17	78	20	90	21	86	24	88	25	86	28	85	29	83	28	84	27	75	24	73	20	67	16	67
46,31	0700-0800	11	27	12	47	16	67	17	47	20	70	21	57	24	64	27	67	27	69	24	36	21	44	16	41	11	27	18	76	21	86	22	81	25	82	26	82	29	82	30	78	29	80	27	70	25	69	20	63	17	64
46,31	0800-0900	12	28	13	46	16	67	18	45	20	65	22	57	25	59	27	62	27	60	25	33	22	41	17	40	12	28	18	73	22	81	22	76	26	78	27	78	29	78	30	74	30	75	28	65	26	65	21	60	18	61
46,31	0900-1000	14	27	14	43	17	61	18	44	21	61	22	51	25	56	27	61	28	54	25	29	23	41	18	39	14	27	19	70	22	75	23	72	27	74	27	74	30	74	31	70	30	71	29	60	27	61	22	56	19	58
46,31	1000-1100	14	24	14	38	18	58	19	44	21	57	22	53	25	55	27	57	28	47	26	27	24	40	19	38	15	24	20	66	23	72	24	69	27	69	28	72	30	72	32	66	31	66	30	57	27	57	23	53	20	56
46,31	1100-1200	15	22	15	35	19	56	19	46	20	56	23	52	26	53	26	53	28	44	27	28	25	38	20	35	16	22	21	64	23	70	24	67	28	68	28	71	31	70	32	65	32	64	30	54	28	55	24	50	20	54
46,31	1200-1300	15	20	17	34	20	54	19	48	21	54	22	53	27	47	26	51	27	45	28	26	25	36	21	35	15	20	21	62	24	68	24	67	28	67	28	70	31	69	32	63	32	63	31	53	28	55	24	49	21	52
46,31	1300-1400	16	20	17	32	20	52	18	50	21	52	23	50	28	45	28	51	26	45	28	26	25	36	21	34	16	20	21	62	24	67	24	66	28	66	28	70	31	68	32	64	32	64	31	54	28	55	25	49	21	52
46,31	1400-1500	16	20	17	32	20	52	18	51	21	54	23	52	28	47	27	55	27	46	28	25	25	38	21	34	16	20	21	62	24	68	24	67	28	66	28	70	31	69	32	65	32	65	31	55	28	54	25	50	21	52
46,31	1500-1600	16	21	17	32	20	53	18	53	21	55	22	53	28	51	26	57	27	50	28	25	25	38	21	36	16	21	21	64	24	69	24	68	28	68	28	71	31	70	32	66	31	67	30	58	28	56	24	54	21	53
46,31	1600-1700	16	23	17	38	20	54	18	56	21	60	22	57	26	51	26	57	27	53	28	26	25	41	20	35	16	23	21	67	23	72	24	70	27	71	28	74	30	71	31	69	31	70	30	60	27	59	24	59	21	57
46,31	1700-1800	16	23	16	41	20	63	19	62	21	63	22	59	27	51	28	62	27	57	27	23	24	44	19	39	16	23	20	71	23	76	24	74	28	76	27	78	30	74	31	72	30	73	29	63	27	63	23	63	20	62
46,31	1800-1900	16	21	16	47	20	66	18	66	21	69	22	64	27	63	27	66	27	63	27	24	24	47	19	35	16	21	20	73	22	80	23	78	26	81	27	81	29	78	30	75	30	76	27	65	27	65	23	65	19	65
46,31	1900-2000	14	23	16	52	19	70	18	69	21	70	22	72	26	68	27	69	27	65	27	28	24	52	19	37	14	23	20	75	22	82	22	80	25	82	26	83	29	80	30	77	29	79	29	66	26	68	23	67	19	66
46,31	2000-2100	14	22	16	52	18	75	18	72	20	74	22	77	27	73	27	70	27	67	26	27	24	57	19	37	14	22	19	77	21	85	22	83	25	85	26	86	29	82	29	79	29	80	28	68	26	69	23	68	19	68
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46,31	2200-2300	14	24	16	36	18	79	18	71	20	77	22	72	26	74	26	68	25	69	26	30	23	46	18	40	14	24	19	77	21	88	22	85	25	87	26	88	28	85	29	82	29	83	28	72	26	70	22	69	18	70
46,31	2300-0000	14	25	15	36	16	79	17	73	20	77	22	71	26	77	27	72	27	72	25	32	23	36	17	42	14	25	19	78	21	89	22	86	24	88	26	88	28	85	29	83	29	84	28	73	25	72	21	70	18	71
47,30	0000-0100	11	30	13	45	16	65	17	76	21	80	21	72	26	74	26	79	26	74	24	42	21	46	17	48	11	30	18	81	20	90	21	89	24	91	25	91	28	90	28	86	28	87	27	80	25	74	21	73	17	74
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47,30	0400-0500	8	28	12	45	16	58	17	71	20	78	20	75	24	84	27	77	26	79	22	44	20	62	15	49	8	28	17	81	20	90	21	89	23	92	25	92	27	92	28	88	28	90	26	81	24	78	19	73	15	72
47,30	0500-0600	8	28	12	49	16	61	17	68	20	78	21	74	24	82	26	78	26	83	22	43	20	63	15	52	8	28	17	82	20	91	20	89	23	92	25	91	27	91	28	88	27	90	25	81	23	79	19	74	15	72
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47,30	1500-1600	16	23	17	35	20	56	18	58	21	61	22	59	28	57	26	62	26	56	27	27	25	45	20	39	16	23	21	68	23	74	24	73	27	74	28	76	30	75	31	72	31	72	30	63	27	61	24	58	21	56
47,30	1600-1700	16	24	16	40	19	56	18	61	20	65	22	63	26	57	26	64	27	60	27	29	24	48	20	38	16	24	20	70	23	75	23	75	27	76	27	78	30	76	31	74	30	75	29	65	27	64	23	62	20	59
47,30	1700-1800	16	25	16	47	20	67	18	66	20	67	22	64	26	57	28	67	27	63	27	27	24	51	19	47	16	25	20	73	22	79	23	78	26	80	27	82	30	78	30	76	30	77	29	66	26	67	23	66	19	65
47,30	1800-1900	15	24	16	52	20	69	18	69	21	75	22	68	27	68	27	68	27	68	27	28	26	54	19	41	15	24	20	75	22	82	23	81	25	84	27	84	29	81	30	79	29	81	28	69	26	69	22	68	19	68
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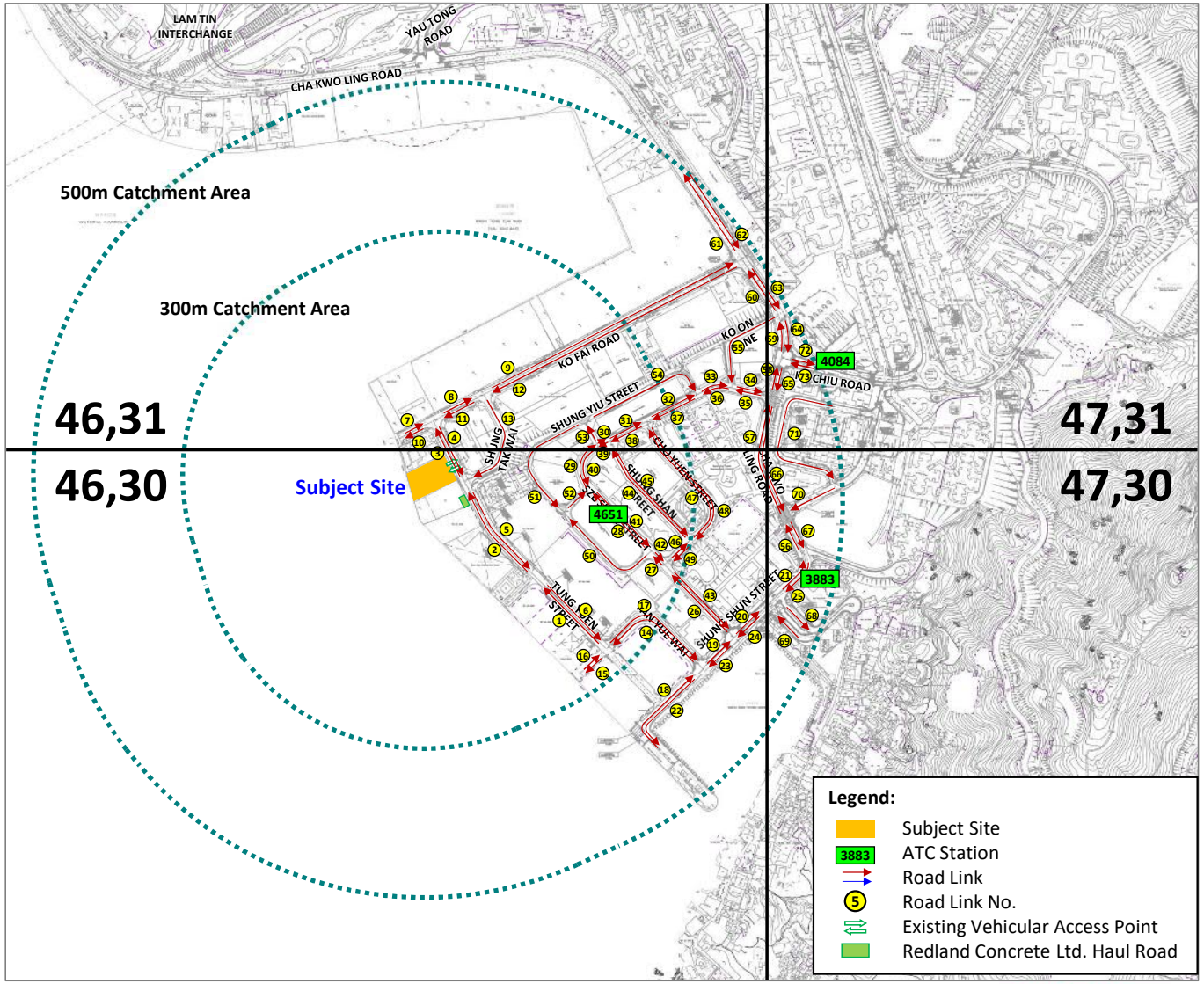
47,31	0000-0100	13	27	13	39	16	64	17	73	20	75	21	71	26

Appendix 2.11 Year 2047 Traffic Forecasts for Air Quality Impact Assessment & Summary of Emission Factors Generated by SAMP v2.1 (Please refer to Modelling Zip File)

Road Links and ATC Stations



JIANG Kevin

From: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Sent: Wednesday, April 23, 2025 5:40 PM
To: JIANG Kevin
Cc: KWOK Edmund; Wai Yan FUNG
Subject: Re: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Kevin,

I refer to your emails dated 6 Feb and 22 Apr 2025 regarding the above subject.

Please note that I have no in-principle comment on the methodology of traffic forecast solely for Air Quality and Noise Impact Assessment from a district traffic engineering viewpoint.

Regards,
Candy Lau
EK/LT, TEK, TD
Tel: 2399 2502

From: "JIANG Kevin" [redacted]
To: "Candy Lai Yu LAU" <laiyulau@td.gov.hk>
Cc: "KWOK Edmund" [redacted]
Date: 22/04/2025 02:25 PM
Subject: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

Further to our telephone conversation, please find the attached Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you very much.

Kind Regards

Kevin Jiang
Principal Traffic Engineer
Tel: [redacted] • Gen: +852 2529 7037 • Fax: +852 2527 8490

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From: JIANG Kevin
Sent: Thursday, February 6, 2025 11:45 AM
To: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Cc: KWOK Edmund [redacted]
Subject: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

For the Section 16 Planning Application (A/K15/132) in No.4 Tung Yuen Street, Yau Tong, Kowloon, we are pleased to submit herewith the revised Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you for your kind attention.

Kind Regards

Kevin Jiang
Tel: [redacted] • Gen: +852 2529 7037 • Fax: +852 2527 8490

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Road Name	Road ID	Road Type	Speed Limit (km/hr)	Average Speed (km/hr)	Start Emission Estimated by Broad Brush Approach (Y/N)	Hour	Total Vehicles (Veh/hr)	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium Goods Vehicles<=15t	07 - Medium Goods Vehicles15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles>24t	18 - Non-franchised Bus >24t	Total
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9	
Tung Yuen Street	1	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0600-0700	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	0700-0800	120	29.2%	4.2%	0.0%	8.3%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	1	1	50	29	Y	0800-0900	125	32.0%	4.0%	0.0%	8.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	0900-1000	120	29.2%	4.2%	0.0%	8.3%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	1	1	50	29	Y	1000-1100	125	32.0%	4.0%	0.0%	8.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	1100-1200	130	34.6%	3.8%	0.0%	7.7%	3.8%	7.7%	11.5%	3.8%	0.0%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	1	1	50	28	Y	1200-1300	150	30.0%	3.3%	3.3%	6.7%	3.3%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	3.3%	100.0%
Tung Yuen Street	1	1	50	29	Y	1300-1400	140	28.6%	3.6%	3.6%	7.1%	3.6%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	3.6%	3.6%	3.6%	100.0%
Tung Yuen Street	1	1	50	29	Y	1400-1500	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1500-1600	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1600-1700	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1700-1800	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1800-1900	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1900-2000	120	25.0%	4.2%	4.2%	4.2%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	1	1	50	29	Y	2000-2100	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	1	1	50	29	Y	2100-2200	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	1	1	50	30	Y	2200-2300	85	23.5%	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	5.9%	100.0%
Tung Yuen Street	1	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0000-0100	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0100-0200	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0200-0300	15	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0400-0500	15	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0500-0600	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0600-0700	70	35.7%	0.0%	0.0%	14.3%	7.1%	7.1%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	100.0%
Tung Yuen Street	2	1	50	27	Y	0700-0800	215	25.6%	2.3%	2.3%	11.6%	7.0%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.7%	4.7%	4.7%	100.0%
Tung Yuen Street	2	1	50	26	Y	0800-0900	230	26.1%	2.2%	2.2%	13.0%	6.5%	6.5%	13.0%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	0.0%	4.3%	4.3%	4.3%	100.0%
Tung Yuen Street	2	1	50	27	Y	0900-1000	215	25.6%	2.3%	2.3%	11.6%	7.0%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.7%	4.7%	4.7%	100.0%
Tung Yuen Street	2	1	50	27	Y	1000-1100	205	26.8%	2.4%	2.4%	12.2%	4.9%	7.3%	12.2%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	0.0%	4.9%	2.4%	4.9%	100.0%
Tung Yuen Street	2	1	50	27	Y	1100-1200	220	29.5%	2.3%	2.3%	11.4%	4.5%	6.8%	13.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.5%	2.3%	4.5%	100.0%
Tung Yuen Street	2	1	50	27	Y	1200-1300	215	30.2%	2.3%	2.3%	11.6%	4.7%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.7%	2.3%	4.7%	100.0%
Tung Yuen Street	2	1	50	28	Y	1300-1400	175	34.3%	2.9%	0.0%	11.4%	5.7%	8.6%	14.3%	2.9%	0.0%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	2.9%	2.9%	2.9%	100.0%
Tung Yuen Street	2	1	50	28	Y	1400-1500	160	34.4%	3.1%	0.0%	12.5%	6.3%	6.3%	12.5%	3.1%	0.0%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	3.1%	3.1%	3.1%	100.0%
Tung Yuen Street	2	1	50	28	Y	1500-1600	150	36.7%	3.3%	0.0%	13.3%	3.3%	6.7%	13.3%	3.3%	0.0%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	3.3%	100.0%
Tung Yuen Street	2	1	50	28	Y	1600-1700	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	100.0%
Tung Yuen Street	2	1	50	28	Y	1700-1800	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	100.0%
Tung Yuen Street	2	1	50	28	Y	1800-1900	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	100.0%
Tung Yuen Street	2	1	50	29	Y	1900-2000	125	32.0%	4.0%	0.0%	12.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	2	1	50	29	Y	2000-2100	110	31.8%	4.5%	0.0%	9.1%	4.5%	4.5%	13.6%	4.5%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	2	1	50	29	Y	2100-2200	110	31.8%	4.5%	0.0%	9.1%	4.5%	4.5%	13.6%	4.5%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	2	1	50	30	Y	2200-2300	100	50.0%	5.0%	0.0%	10.0%	5.0%	5.0%	10.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	0.0%	5.0%	5.0%	5.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	2300-0000	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0000-0100	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0100-0200	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0200-0300	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0300-0400	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0400-0500	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0500-0600	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	29	Y	0600-0700	120	37.5%	0.0%	0.0%	12.5%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	0.0%	0.0%	4.2%	0.0%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	3	1	50	24	Y	0700-0800	305	31.1%	1.6%	1.6%	13.1%	4.9%	6.6%	11.5%	3.3%	1.6%	3.3%	1.6%	1.6%	3.3%	1.6%	3.3%	4.9%	3.3%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	0800-0900	325	32.3%	1.5%	1.5%	13.8%	4.6%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	4.6%	3.1%	1.5%	100.0%
Tung Yuen Street	3	1	50	24	Y	0900-1000	310	32.3%	1.6%	1.6%	12.9%	4.8%	6.5%	11.3%	3.2%	1.6%	3.2%	1.6%	1.6%	3.2%	1.6%	3.2%	4.8%	3.2%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	1000-1100	315	33.3%	1.6%	1.6%	12.7%	4.8%	6.3%	11.1%	3.2%	1.6%	3.2%	1.6%	1.6%	3.2%	1.6%	3.2%	4.8%	3.2%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	1100-1200	335	35.8%	1.5%	1.5%	11.9%	4.5%	6.0%	11.9%	3.0%	1.5%	3.0%	1.5%	1.5%	3.0%	1.5%	3.0%	4.5%	3.0%	1.5%	100.0%
Tung Yuen Street	3	1	50	23	Y	1200-1300	345	36.2%	2.9%	1.4%	11.6%	4.3%	5.8%	11.6%	2.9%	1.4%	2.9%	1.4%	1.4%	2.9%	1.4%	2.9%	4.3%	2.9%	1.4%	100.0%
Tung Yuen Street	3	1	50	25	Y	1300-1400	295	40.7%	3.4%	0.0%	11.9%	5.1%	6.8%	11.9%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	1.7%	0.0%	3.4%	5.1%	3.4%	100.0%
Tung Yuen Street	3	1	50	25	Y	1400-1500	265	43.4%	3.8%	0.0%	11.3%	3.8%	5.7%	11.3%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	3	1	50	25	Y	1500-1600	270	44.4%	3.7%	0.0%	11.1%	3.7%	5.6%	11.1%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	3	1	50	25	Y	1600-1700	275	45.5%	3.6%	0.0%	10.9%	3.6%	5.5%	10.9%	1.8%	0.0%	1.8%	1.8%	1.8%	1.8%	1.8%	0.0%	3.6%	3.6%	3.6%	100.0%
Tung Yuen Street	3	1	50	25	Y	1700-1800	270	46.3%	3.7%	0.0%	9.3%	3.7%	5.6%	11.1%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	3	1	50	25	Y	1800-1900	265	45.3%	3.8%	0.0%	9.4%	3.8%	5.7%	11.3%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	3	1	50	27	Y	1900-2000	205	43.9%	2.4%	0.0%	9.8%	4.9%	4.9%	12.2%	2.4%	0.0%	2.4%	2.4%	2.4%	2.4%	2.4%	0.0%	2.4%	4.9%	2.4%	100.0%
Tung Yuen Street	3	1	50	28	Y	2000-2100	180	44.4%	2.8%	0.0%	11.1%	2.8%	5.6%	11.1%	2.8%	0.0%	2.8%	2.8%	2.8%	2.8%	2.8%	0.0%	2.8%	2.8%	2.8%	100.0%
Tung Yuen Street	3	1	50	28	Y	2100-2200	180	44.4%	2.8%	0.0%	11.1%	2.8%	5.6%	11.1%	2.8%	0.0%	2.8%	2.8%	2.8%	2.8%	2.8%	0.0%	2.8%	2.8%	2.8%	100.0%
Tung Yuen Street	3	1	50	28	Y	2200-2300	155	41.9%	3.2%	0.0%	9.7%	3.2%	6.5%	9.7%	3.2%	0.0%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	3.2%	3.2%	3.2%	100.0%
Tung Yuen Street	3	1	50	30	Y	2300-0000	80	43.8%	0.0%	0.0%	12.5%	6.3%	6.3%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	100.0%
Tung Yuen Street	4	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0600-0700	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	0900-1000	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	1100-1200	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1200-1300	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1300-1400	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1400-1500	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	1500-1600	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1600-1700	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1700-1800	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1800-1900	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1900-2000	115	26.1%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	4.3%	4.3%	4.3%	100.0%
Tung Yuen Street	4	1	50	29	Y	2000-2100	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	4	1	50	29	Y	2100-2200	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	4	1	50	29	Y	2200-2300	105	19.0%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	0.0%	4.8%	4.8%	4.8%	100.0%
Tung Yuen Street	4	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0200-0300

Ko Fai Road	8	1	50	30	Y	0300-0400	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	0400-0500	25	40.0%	0.0%	0.0%	20.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	0500-0600	35	42.9%	0.0%	0.0%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	29	Y	0600-0700	135	33.3%	0.0%	0.0%	14.8%	7.4%	7.4%	14.8%	3.7%	0.0%	3.7%	0.0%	0.0%	3.7%	0.0%	3.7%	3.7%	3.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	0700-0800	325	30.8%	1.5%	1.5%	13.8%	6.2%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	3.1%	4.6%	1.5%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	23	Y	0800-0900	350	31.4%	1.4%	1.4%	14.3%	5.7%	7.1%	12.9%	2.9%	1.4%	2.9%	1.4%	1.4%	2.9%	1.4%	2.9%	2.9%	4.3%	1.4%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	0900-1000	325	30.8%	1.5%	1.5%	13.8%	6.2%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	3.1%	4.6%	1.5%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1000-1100	340	32.4%	1.5%	1.5%	13.2%	5.9%	7.4%	11.8%	2.9%	1.5%	2.9%	1.5%	1.5%	2.9%	1.5%	2.9%	2.9%	4.4%	1.5%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	23	Y	1100-1200	365	34.2%	1.4%	1.4%	13.7%	5.5%	6.8%	12.3%	2.7%	1.4%	2.7%	1.4%	1.4%	2.7%	1.4%	2.7%	2.7%	4.1%	1.4%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	23	Y	1200-1300	365	34.2%	2.7%	1.4%	12.3%	5.5%	6.8%	12.3%	2.7%	1.4%	2.7%	1.4%	1.4%	2.7%	1.4%	2.7%	2.7%	4.1%	1.4%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1300-1400	340	36.8%	2.9%	0.0%	13.2%	5.9%	7.4%	13.2%	2.9%	0.0%	2.9%	1.5%	1.5%	2.9%	0.0%	2.9%	1.5%	4.4%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1400-1500	305	37.7%	3.3%	0.0%	13.1%	4.9%	6.6%	13.1%	3.3%	0.0%	3.3%	1.6%	1.6%	3.3%	0.0%	3.3%	1.6%	3.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1500-1600	310	38.7%	3.2%	0.0%	12.9%	4.8%	6.5%	12.9%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1600-1700	315	39.7%	3.2%	0.0%	12.7%	4.8%	6.3%	12.7%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1700-1800	310	40.3%	3.2%	0.0%	11.3%	4.8%	6.5%	12.9%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1800-1900	305	39.3%	3.3%	0.0%	11.5%	4.9%	6.6%	13.1%	3.3%	0.0%	3.3%	1.6%	1.6%	3.3%	0.0%	3.3%	1.6%	3.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	1900-2000	220	40.9%	2.3%	0.0%	11.4%	4.5%	6.8%	13.6%	2.3%	0.0%	2.3%	2.3%	2.3%	2.3%	0.0%	2.3%	2.3%	4.5%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	2000-2100	200	40.0%	2.5%	0.0%	12.5%	5.0%	7.5%	12.5%	2.5%	0.0%	2.5%	2.5%	2.5%	2.5%	0.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	2100-2200	200	40.0%	2.5%	0.0%	12.5%	5.0%	7.5%	12.5%	2.5%	0.0%	2.5%	2.5%	2.5%	2.5%	0.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	28	Y	2200-2300	170	38.2%	2.9%	0.0%	11.8%	5.9%	5.9%	11.8%	2.9%	0.0%	2.9%	2.9%	2.9%	2.9%	0.0%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	2300-0000	90	38.9%	0.0%	0.0%	11.1%	5.6%	5.6%	11.1%	5.6%	0.0%	5.6%	0.0%	0.0%	5.6%	0.0%	5.6%	0.0%	5.6%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0000-0100	60	50.0%	0.0%	0.0%	16.7%	8.3%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0100-0200	55	45.5%	0.0%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0200-0300	40	50.0%	0.0%	0.0%	25.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0300-0400	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0400-0500	45	44.4%	0.0%	0.0%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0500-0600	55	45.5%	0.0%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	27	Y	0600-0700	185	40.5%	2.7%	0.0%	16.2%	5.4%	5.4%	10.8%	2.7%	0.0%	2.7%	2.7%	0.0%	2.7%	0.0%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	0700-0800	440	36.4%	2.3%	1.1%	15.9%	5.7%	4.5%	10.2%	2.3%	1.1%	2.3%	2.3%	1.1%	2.3%	1.1%	3.4%	3.4%	3.4%	1.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	20	Y	0800-0900	480	36.5%	2.1%	1.0%	16.7%	6.3%	5.2%	10.4%	2.1%	1.0%	2.1%	2.1%	1.0%	2.1%	1.0%	3.1%	3.1%	3.1%	1.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	0900-1000	445	37.1%	2.2%	1.1%	15.7%	5.6%	4.5%	10.1%	2.2%	1.1%	2.2%	2.2%	1.1%	2.2%	1.1%	3.4%	3.4%	3.4%	1.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	20	Y	1000-1100	470	38.3%	2.1%	1.1%	14.9%	6.4%	5.3%	9.6%	2.1%	1.1%	2.1%	2.1%	1.1%	2.1%	1.1%	3.2%	3.2%	3.2%	1.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	19	Y	1100-1200	515	39.8%	1.9%	1.0%	15.5%	5.8%	4.9%	9.7%	1.9%	1.0%	1.9%	1.9%	1.0%	1.9%	1.0%	2.9%	3.9%	2.9%	1.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	19	Y	1200-1300	520	41.3%	1.9%	1.0%	14.4%	5.8%	4.8%	9.6%	1.9%	1.0%	1.9%	1.9%	1.0%	1.9%	1.0%	2.9%	3.8%	2.9%	1.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	20	Y	1300-1400	470	44.7%	2.1%	0.0%	14.9%	6.4%	5.3%	10.6%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	3.2%	4.3%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1400-1500	430	46.5%	2.3%	0.0%	15.1%	5.8%	4.7%	10.5%	1.2%	0.0%	1.2%	1.2%	1.2%	1.2%	0.0%	2.3%	4.7%	2.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1500-1600	445	47.2%	2.2%	0.0%	14.6%	5.6%	4.5%	10.1%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.6%	2.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1600-1700	455	48.4%	2.2%	0.0%	14.3%	5.5%	4.4%	9.9%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.5%	2.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1700-1800	450	48.9%	2.2%	0.0%	13.3%	5.6%	4.4%	10.0%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.6%	2.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1800-1900	440	47.7%	2.3%	0.0%	13.6%	5.7%	4.5%	10.2%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.3%	5.7%	2.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	23	Y	1900-2000	345	46.4%	1.4%	0.0%	13.0%	5.8%	4.3%	10.1%	1.4%	0.0%	1.4%	1.4%	1.4%	1.4%	0.0%	2.9%	5.8%	2.9%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	25	Y	2000-2100	295	47.5%	1.7%	0.0%	13.6%	5.1%	5.1%	10.2%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	0.0%	1.7%	5.1%	1.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	25	Y	2100-2200	300	46.7%	1.7%	0.0%	15.0%	5.0%	5.0%	10.0%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	0.0%	1.7%	5.0%	1.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	26	Y	2200-2300	245	44.9%	2.0%	0.0%	14.3%	6.1%	4.1%	10.2%	2.0%	0.0%	2.0%	2.0%	2.0%	2.0%	0.0%	2.0%	4.1%	2.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	29	Y	2300-0000	130	46.2%	3.8%	0.0%	15.4%	7.7%	3.8%	11.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	3.8%	3.8%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0600-0700	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0700-0800	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	0800-0900	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	0900-1000	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1000-1100	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1100-1200	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1200-1300	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1300-1400	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1400-1500	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1500-1600	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1600-1700	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1700-1800	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1800-1900	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1900-2000	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2200-2300	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	11	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0600-0700	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0900-1000	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1100-1200	145	27.6%	3.4%	3.4%	10.3%	3.4%	3.4%	10.3%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1200-1300	155	25.8%	3.2%	3.2%	9.7%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1300-1400	150	23.3%	3.3%	3.3%	10.0%	6.7%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1400-1500	150	23.3%	3.3%	3.3%	10.0%	6.7%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1500-1600	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1600-1700	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1700-1800	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1800-1900	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	1900-2000	125	20.0%	4.0%	4.0%	12.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	2000-2100	120	20.8%	4.2%	4.2%	8.3%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	2100-2200	120	20.8%	4.2%	4.2%	8.3%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	2200-2300	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0000-0100	55	45.5%	9.1%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0100-0200	50	50.0%	0.0%	0.0%	20.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0

Yan Yue Wai	15	1	50	30	Y	1400-1500	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1500-1600	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1600-1700	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1700-1800	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1800-1900	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1900-2000	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2200-2300	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	16	1	50	30	Y	0700-0800	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	0800-0900	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	0900-1000	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1000-1100	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1100-1200	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1200-1300	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Yan Yue Wai	16	1	50	30	Y	1300-1400	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1400-1500	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1500-1600	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1600-1700	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1700-1800	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1800-1900	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1900-2000	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2000-2100	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2100-2200	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2200-2300	65	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Yan Yue Wai	16	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	17	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	28	Y	0700-0800	175	34.3%	5.7%	2.9%	11.4%	5.7%	2.9%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Yan Yue Wai	17	1	50	28	Y	0800-0900	180	36.1%	5.6%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	100.0%
Yan Yue Wai	17	1	50	28	Y	0900-1000	175	34.3%	5.7%	2.9%	11.4%	5.7%	2.9%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Yan Yue Wai	17	1	50	28	Y	1000-1100	180	36.1%	5.6%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	100.0%
Yan Yue Wai	17	1	50	27	Y	1100-1200	195	38.5%	5.1%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	100.0%
Yan Yue Wai	17	1	50	27	Y	1200-1300	195	38.5%	5.1%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	100.0%
Yan Yue Wai	17	1	50	29	Y	1300-1400	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1400-1500	135	51.9%	3.7%	0.0%	18.5%	7.4%	3.7%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.7%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1500-1600	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1600-1700	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1700-1800	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1800-1900	135	51.9%	3.7%	0.0%	18.5%	7.4%	3.7%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.7%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1900-2000	105	52.4%	4.8%	0.0%	19.0%	4.8%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	4.8%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2000-2100	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	5.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2100-2200	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	5.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2200-2300	80	50.0%	6.3%	0.0%	12.5%	6.3%	6.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	6.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2300-0000	35	57.1%	0.0%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0700-0800	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0800-0900	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0900-1000	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1000-1100	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1100-1200	60	33.3%	8.3%	8.3%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1200-1300	70	28.6%	14.3%	7.1%	14.3%	7.1%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1300-1400	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1400-1500	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1500-1600	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1600-1700	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1700-1800	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1800-1900	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1900-2000	40	37.5%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2000-2100	35	28.6%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2100-2200	40	37.5%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2200-2300	35	28.6%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0000-0100	20	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0300-0400	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0500-0600	20	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0600-0700	65	53.8%	7.7%	0.0%	0.0%	15.4%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	100.0%
Shung Shun Street	19	1	50	28	Y	0700-0800	175	40.0%	5.7%	2.9%	14.3%	5.7%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	5.7%	5.7%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	0800-0900	185	43.2%	5.4%	2.7%	13.5%	5.4%	2.7%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	100.0%
Shung Shun Street	19	1	50	28	Y	0900-1000	180	41.7%	5.6%	2.8%	13.9%	5.6%	2.8%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1000-1100	185	43.2%	5.4%	2.7%	13.5%	5.4%	2.7%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1100-1200	205	43.9%	7.3%	2.4%	14.6%	4.9%	2.4%	2.4%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	4.9%	4.9%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1200-1300	205	43.9%	7.3%	2.4%	14.6%	4.9%	2.4%	2.4%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	4.9%	4.9%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1300-1400	200	42.5%	7.5%	2.5%	15.0%	5.0%	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1400-1500	190	42.1%	7.9%	2.6%	13.2%	5.3%	2.6%	2.6%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	5.3%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1500-1600	200	42.5%	7.5%	2.5%	15.0%	5.0%	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.

Shung Shun Street	23	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	0700-0800	145	34.5%	6.9%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	0800-0900	150	36.7%	6.7%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	0900-1000	145	34.5%	6.9%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1000-1100	150	36.7%	6.7%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1100-1200	160	37.5%	6.3%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	3.1%	6.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1200-1300	160	37.5%	6.3%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	3.1%	6.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1300-1400	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1400-1500	150	36.7%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1500-1600	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1600-1700	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1700-1800	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1800-1900	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	29	Y	1900-2000	120	37.5%	4.2%	4.2%	16.7%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	0.0%	0.0%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	29	Y	2000-2100	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	29	Y	2100-2200	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	2200-2300	95	31.6%	5.3%	5.3%	10.5%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0600-0700	65	46.2%	7.7%	0.0%	15.4%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0700-0800	180	36.1%	8.3%	2.8%	13.9%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0800-0900	185	37.8%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0900-1000	180	36.1%	8.3%	2.8%	13.9%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1000-1100	185	37.8%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1100-1200	200	40.0%	7.5%	2.5%	15.0%	5.0%	2.5%	5.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1200-1300	200	40.0%	7.5%	2.5%	15.0%	5.0%	2.5%	5.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1300-1400	190	42.1%	7.9%	2.6%	15.8%	5.3%	2.6%	5.3%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1400-1500	175	42.9%	5.7%	2.9%	14.3%	5.7%	2.9%	5.7%	0.0%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	5.7%	2.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1500-1600	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1600-1700	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1700-1800	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1800-1900	180	41.7%	5.6%	2.8%	16.7%	5.6%	2.8%	5.6%	0.0%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	2.8%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1900-2000	140	42.9%	7.1%	3.6%	14.3%	3.6%	3.6%	3.6%	0.0%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2000-2100	125	40.0%	4.0%	4.0%	16.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2100-2200	125	40.0%	4.0%	4.0%	16.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2200-2300	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2300-0000	50	40.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0000-0100	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0100-0200	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0200-0300	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0400-0500	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0500-0600	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0600-0700	95	42.1%	10.5%	0.0%	15.8%	5.3%	0.0%	5.3%	5.3%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	0700-0800	235	38.3%	10.6%	2.1%	12.8%	6.4%	2.1%	4.3%	4.3%	2.1%	4.3%	0.0%	0.0%	0.0%	0.0%	2.1%	2.1%	4.3%	4.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	0800-0900	255	39.2%	9.8%	2.0%	13.7%	5.9%	2.0%	3.9%	5.9%	2.0%	3.9%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	3.9%	3.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	0900-1000	245	38.8%	10.2%	2.0%	14.3%	6.1%	2.0%	4.1%	4.1%	2.0%	4.1%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	4.1%	4.1%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1000-1100	255	39.2%	11.8%	2.0%	13.7%	5.9%	2.0%	3.9%	3.9%	2.0%	3.9%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	3.9%	3.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1100-1200	285	40.4%	12.3%	1.8%	14.0%	5.3%	1.8%	3.5%	3.5%	1.8%	3.5%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1200-1300	290	39.7%	13.8%	1.7%	13.8%	5.2%	1.7%	3.4%	3.4%	1.7%	3.4%	0.0%	0.0%	0.0%	0.0%	1.7%	1.7%	5.2%	3.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1300-1400	280	41.1%	14.3%	1.8%	14.3%	5.4%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.4%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1400-1500	265	39.6%	15.1%	1.9%	13.2%	5.7%	1.9%	3.8%	1.9%	1.9%	1.9%	0.0%	0.0%	0.0%	0.0%	1.9%	1.9%	5.7%	3.8%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1500-1600	280	39.3%	16.1%	1.8%	14.3%	5.4%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.4%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1600-1700	285	40.4%	17.5%	1.8%	14.0%	5.3%	1.8%	3.5%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1700-1800	285	40.4%	17.5%	1.8%	14.0%	5.3%	1.8%	3.5%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1800-1900	275	40.0%	16.4%	1.8%	14.5%	5.5%	1.8%	3.6%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.5%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1900-2000	210	40.5%	16.7%	2.4%	14.3%	4.8%	2.4%	2.4%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	4.8%	2.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2000-2100	190	39.5%	15.8%	2.6%	13.2%	5.3%	2.6%	2.6%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2100-2200	190	39.5%	15.8%	2.6%	13.2%	5.3%	2.6%	2.6%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2200-2300	155	38.7%	12.9%	3.2%	12.9%	6.5%	3.2%	3.2%	0.0%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2300-0000	70	42.9%	14.3%	0.0%	14.3%	7.1%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0600-0700	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	26	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	11.5%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	26	1	50	29	Y	0900-1000	125	24.0%	4.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	26	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	11.5%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	26	1	50	29	Y	1100-1200	135	29.6%	3.7%	3.7%	11.1%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1200-1300	140	28.6%	3.6%	3.6%	10.7%	3.6%	3.6%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	26	1	50	29	Y	1300-1400	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1400-1500	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1500-1600	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1600-1700	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1700-1800	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1800-1900	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1900-2000	115	21.7%	4.3%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	26	1	50	29	Y	2000-2100	115	21.7%	4.3%

Sze Shan Street	30	1	50	27	Y	1200-1300	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1300-1400	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	28	Y	1400-1500	180	30.6%	8.3%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	5.6%	2.8%	2.8%	100.0%
Sze Shan Street	30	1	50	27	Y	1500-1600	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1600-1700	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1700-1800	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1800-1900	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	28	Y	1900-2000	145	31.0%	6.9%	3.4%	10.3%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	30	1	50	29	Y	2000-2100	135	29.6%	7.4%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	30	1	50	29	Y	2100-2200	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	30	1	50	29	Y	2200-2300	120	25.0%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	30	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	28	Y	0700-0800	170	29.4%	5.9%	2.9%	11.8%	5.9%	2.9%	8.8%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	0800-0900	175	31.4%	5.7%	2.9%	11.4%	5.7%	2.9%	8.6%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	0900-1000	170	29.4%	5.9%	2.9%	11.8%	5.9%	2.9%	8.8%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	1000-1100	175	31.4%	5.7%	2.9%	11.4%	5.7%	2.9%	8.6%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	27	Y	1100-1200	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	7.9%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1200-1300	195	30.8%	7.7%	2.6%	12.8%	5.1%	2.6%	7.7%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.1%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1300-1400	195	30.8%	7.7%	2.6%	12.8%	5.1%	2.6%	7.7%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.1%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1400-1500	185	29.7%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	31	1	50	27	Y	1500-1600	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1600-1700	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1700-1800	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1800-1900	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	28	Y	1900-2000	155	29.0%	6.5%	3.2%	12.9%	3.2%	3.2%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	100.0%
Sze Shan Street	31	1	50	29	Y	2000-2100	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	31	1	50	29	Y	2100-2200	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	31	1	50	29	Y	2200-2300	120	25.0%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	31	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0000-0100	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0200-0300	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0300-0400	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0600-0700	65	46.2%	7.7%	0.0%	23.1%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	27	Y	0700-0800	205	31.7%	7.3%	2.4%	14.6%	7.3%	2.4%	4.9%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.9%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	27	Y	0800-0900	215	32.6%	7.0%	2.3%	16.3%	7.0%	2.3%	4.7%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	4.7%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	0900-1000	205	31.7%	7.3%	2.4%	14.6%	7.3%	2.4%	4.9%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.9%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	27	Y	1000-1100	210	31.0%	7.1%	2.4%	16.7%	7.1%	2.4%	4.8%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.8%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	26	Y	1100-1200	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	26	Y	1200-1300	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	26	Y	1300-1400	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	27	Y	1400-1500	215	30.2%	9.3%	2.3%	14.0%	7.0%	2.3%	4.7%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	7.0%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1500-1600	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1600-1700	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1700-1800	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1800-1900	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	28	Y	1900-2000	175	28.6%	8.6%	2.9%	14.3%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	5.7%	2.9%	2.9%	100.0%
Sze Shan Street	32	1	50	28	Y	2000-2100	160	28.1%	6.3%	3.1%	12.5%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	3.1%	100.0%
Sze Shan Street	32	1	50	28	Y	2100-2200	165	27.3%	9.1%	3.0%	12.1%	6.1%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	6.1%	3.0%	3.0%	100.0%
Sze Shan Street	32	1	50	29	Y	2200-2300	140	25.0%	7.1%	3.6%	10.7%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	32	1	50	30	Y	2300-0000	50	40.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0000-0100	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0300-0400	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0500-0600	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0600-0700	80	50.0%	6.3%	0.0%	18.8%	6.3%	6.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0700-0800	195	41.0%	7.7%	2.6%	15.4%	7.7%	2.6%	5.1%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	2.6%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0800-0900	210	42.9%	7.1%	2.4%	16.7%	7.1%	4.8%	7.1%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0900-1000	205	41.5%	7.3%	2.4%	17.1%	7.3%	4.9%	7.3%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1000-1100	210	42.9%	7.1%	2.4%	16.7%	7.1%	4.8%	7.1%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	26	Y	1100-1200	235	44.7%	6.4%	2.1%	17.0%	6.4%	4.3%	6.4%	0.0%	2.1%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	2.1%	0.0%	100.0%
Sze Shan Street	33	1	50	26	Y	1200-1300	235	44.7%	6.4%	2.1%	17.0%	6.4%	4.3%	6.4%	0.0%	2.1%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	2.1%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1300-1400	220	47.7%	6.8%	2.3%	18.2%	6.8%	2.3%	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.8%	2.3%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1400-1500	195	48.7%	5.1%	2.6%	17.9%	7.7%	2.6%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	2.6%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1500-1600	205	48.8%	4.9%	2.4%	19.5%	7.3%	2.4%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1600-1700	210	50.0%	4.8%	2.4%	19.0%	7.1%	2.4%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1700-1800	210	50.0%	4.8%	2.4%	19.0%	7.1%	2.4%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1800-1900	205	48.8%	4.9%	2.4%	19.5%	7.3%	2.4%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	28	Y	1900-2000	160	46.9%	6.3%	3.1%	18.8%	6.3%	3.1%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	3.1%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2000-2100	135	48.1%	3.7%	3.7%	18.5%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	3.7%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2100-2200	135	48.1%	3.7%	3.7%	18.5%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	3.7%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2200-2300	115	47.8%	4.3%	4.3%	17.4%	8.7%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	2300-0000	60	50.0%	8.3%	0.0%	16.7%	8.3%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0000-0100	25	60.0%	0.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0300-0400	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0500-0600	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0600-0700	85	41.2%	5.9%	0.0%	17.6%	5.9%	5.9%	11.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	5.9%	0.0%	100.0%
Sze Shan Street	34	1	50	27	Y	0700-0800	210	38.1%	7.1%	2.4%	16.7%	7.1%	4.8%	9.5%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	0800-0900	225	40.0%	6.7%	2.2%	17.8%	6.7%	4.4%	8.9%	0.0%	2.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	4.4%	0.0%	100.0%
Sze Shan Street	34	1	50	27	Y	0900-1000	215	39.5%	7.0%	2.3%	16.3%	7.0%	4.7%	9.3%	0.0%	2.3%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	4.7%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1000-1100	225	40.0%	6.7%	2.2%	17.8%	6.7%	4.4%	8.9%	0.0%	2.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	4.4%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1100-1200	250	40.0%	6.0%	2.0%	18.0%	8.0%	4.0%	8.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	4.0%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1200-1300	250	40.0%	6.0%	2.0%	18.0%	8.0%	4.0%	8.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	4.0%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1300-1400	230	41.3%	6.5%	2.2%	19.6%	8.7%	4.3%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	2.2%	0.0%	100.0%
Sze Shan Street	34	1	50

Sze Shan Street	37	1	50	30	Y	2300-0000	35	28.6%	14.3%	0.0%	28.6%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0100-0200	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	38	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0600-0700	30	33.3%	16.7%	0.0%	33.3%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	29	Y	0700-0800	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	0800-0900	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	0900-1000	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	1000-1100	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	28	Y	1100-1200	145	20.7%	6.9%	3.4%	17.2%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	38	1	50	28	Y	1200-1300	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	100.0%
Sze Shan Street	38	1	50	28	Y	1300-1400	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	100.0%
Sze Shan Street	38	1	50	28	Y	1400-1500	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	100.0%
Sze Shan Street	38	1	50	28	Y	1500-1600	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1600-1700	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1700-1800	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1800-1900	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	29	Y	1900-2000	130	19.2%	7.7%	3.8%	15.4%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	2000-2100	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	38	1	50	29	Y	2100-2200	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	38	1	50	29	Y	2200-2300	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	38	1	50	30	Y	2300-0000	25	40.0%	20.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	39	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0600-0700	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	29	Y	0700-0800	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	0800-0900	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	0900-1000	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	1000-1100	120	20.8%	4.2%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	39	1	50	29	Y	1100-1200	130	19.2%	7.7%	3.8%	15.4%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	39	1	50	29	Y	1200-1300	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	29	Y	1300-1400	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	29	Y	1400-1500	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	28	Y	1500-1600	145	20.7%	10.3%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	39	1	50	28	Y	1600-1700	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	28	Y	1700-1800	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	28	Y	1800-1900	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	29	Y	1900-2000	125	20.0%	8.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	39	1	50	29	Y	2000-2100	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	2100-2200	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	39	1	50	29	Y	2200-2300	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	39	1	50	30	Y	2300-0000	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0700-0800	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0800-0900	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0900-1000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	1000-1100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	29	Y	1100-1200	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1200-1300	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1300-1400	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1400-1500	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1500-1600	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1600-1700	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1700-1800	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1800-1900	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1900-2000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	40	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Sze Shan Street	40	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0700-0800	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0800-0900	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0900-1000	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	1000-1100	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	29	Y	1100-1200	105	14.3%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	41	1	50	29	Y	1200-1300	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1300-1400	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1400-1500	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1500-1600	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1600-1700	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1700-1800	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1800-1900	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	30	Y	1900-2000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2200-2300	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	100.0%
Sze Shan Street	41	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	42	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	42	1

Shung Shan Street	45	1	50	30	Y	1000-1100	80	18.8%	6.3%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	1100-1200	80	18.8%	6.3%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	1200-1300	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Shung Shan Street	45	1	50	30	Y	1300-1400	90	16.7%	0.0%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Shung Shan Street	45	1	50	30	Y	1400-1500	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1500-1600	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1600-1700	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1700-1800	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1800-1900	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1900-2000	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	2200-2300	65	7.7%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Shung Shan Street	45	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0700-0800	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0800-0900	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0900-1000	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1000-1100	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1100-1200	45	33.3%	11.1%	0.0%	11.1%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1200-1300	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1300-1400	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1400-1500	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1500-1600	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1600-1700	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1700-1800	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1800-1900	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1900-2000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2000-2100	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2100-2200	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2200-2300	30	16.7%	16.7%	0.0%	16.7%	16.7%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0700-0800	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0800-0900	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0900-1000	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1000-1100	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1100-1200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1200-1300	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1300-1400	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	47	1	50	30	Y	1400-1500	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1500-1600	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1600-1700	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1700-1800	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1800-1900	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1900-2000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	2000-2100	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2100-2200	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2200-2300	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	0600-0700	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	29	Y	0700-0800	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	0800-0900	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	0900-1000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1000-1100	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1100-1200	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Cho Yuen Street	48	1	50	29	Y	1200-1300	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1300-1400	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1400-1500	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1500-1600	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1600-1700	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1700-1800	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1800-1900	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	30	Y	1900-2000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2200-2300	90	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	100.0%
Cho Yuen Street	48	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	49	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	49	1	50	30	Y	0700-0800	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	0800-0900	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	0900-1000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1000-1100	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1100-1200	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1200-1300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	49	1	50	30	Y	1300-1400	65	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Cho Yuen Street	49	1	50	30	Y	1400-1500	65	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Cho Yuen Street	49	1	50	30	Y	1500-1600	65	7.7%	7.7%	0.

Shunq Yiu Street	52	1	50	30	Y	2100-2200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	52	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	52	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0700-0800	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0800-0900	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0900-1000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1000-1100	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1100-1200	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1200-1300	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1300-1400	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1400-1500	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1500-1600	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1600-1700	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1700-1800	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1800-1900	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1900-2000	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2000-2100	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2100-2200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0600-0700	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0700-0800	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0800-0900	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0900-1000	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1000-1100	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1100-1200	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	29	Y	1200-1300	105	19.0%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1300-1400	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1400-1500	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1500-1600	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1600-1700	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1700-1800	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1800-1900	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1900-2000	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2000-2100	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2100-2200	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2200-2300	25	40.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko On Lane	55	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0600-0700	25	40.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0700-0800	95	26.3%	5.3%	5.3%	21.1%	10.5%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	100.0%
Ko On Lane	55	1	50	30	Y	0800-0900	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	0900-1000	95	26.3%	5.3%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	100.0%
Ko On Lane	55	1	50	30	Y	1000-1100	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	1100-1200	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	1200-1300	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	1300-1400	75	40.0%	0.0%	6.7%	26.7%	13.3%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1400-1500	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1500-1600	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1600-1700	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1700-1800	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1800-1900	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1900-2000	50	40.0%	0.0%	10.0%	20.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2000-2100	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2100-2200	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2200-2300	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0000-0100	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0100-0200	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0200-0300	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0400-0500	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0500-0600	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	29	Y	0600-0700	125	48.0%	12.0%	0.0%	12.0%	4.0%	4.0%	4.0%	8.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	25	Y	0700-0800	300	41.7%	10.0%	1.7%	10.0%	5.0%	3.3%	5.0%	6.7%	1.7%	3.3%	0.0%	0.0%	1.7%	1.7%	1.7%	5.0%	1.7%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	0800-0900	325	43.1%	10.8%	1.5%	10.8%	4.6%	3.1%	4.6%	6.2%	1.5%	3.1%	0.0%	0.0%	1.5%	1.5%	1.5%	4.6%	1.5%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	0900-1000	315	41.3%	11.1%	1.6%	11.1%	4.8%	3.2%	4.8%	6.3%	1.6%	3.2%	0.0%	0.0%	1.6%	1.6%	1.6%	4.8%	1.6%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	1000-1100	325	44.1%	10.8%	1.5%	10.8%	4.6%	3.1%	4.6%	6.2%	1.5%	3.1%	0.0%	0.0%	1.5%	1.5%	1.5%	4.6%	1.5%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1100-1200	350	44.3%	11.4%	1.4%	11.4%	4.3%	2.9%	4.3%	5.7%	1.4%	2.9%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1200-1300	365	43.8%	12.3%	1.4%	12.3%	4.1%	2.7%	4.1%	5.5%	1.4%	2.7%	0.0%	0.0%	1.4%	1.4%	1.4%	4.1%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1300-1400	345	44.9%	11.6%	1.4%	11.6%	4.3%	2.9%	4.3%	5.8%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	1400-1500	335	43.3%	11.9%	1.5%	11.9%	4.5%	3.0%	4.5%	6.0%	1.5%	1.5%	0.0%	0.0%	1.5%	1.5%	1.5%	4.5%	1.5%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1500-1600	350	42.9%	12.9%	1.4%	12.9%	4.3%	2.9%	4.3%	5.7%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1600-1700	360	44.4%	12.5%	1.4%	12.5%	4.2%	2.8%	4.2%	5.6%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.2%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1700-1800	355	43.7%	12.7%	1.4%	12.7%	4.2%	2.8%	4.2%	5.6%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.2%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1800-1900	350	42.9%	12.9%	1.4%	12.9%	4.3%	2.9%	4.3%	5.7%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	25	Y	1900-2000	270	42.6%	13.0%	1.9%	13.0%	3

Cha Kwo Ling Road	60	1	50	37	Y	0800-0900	465	44.1%	6.5%	1.1%	15.1%	5.4%	4.3%	7.5%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.3%	2.2%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	0900-1000	440	43.2%	6.8%	1.1%	14.8%	5.7%	4.5%	6.8%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.5%	2.3%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	1000-1100	460	43.5%	6.5%	1.1%	15.2%	5.4%	4.3%	7.6%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.3%	2.2%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1100-1200	515	42.7%	7.8%	1.0%	16.5%	5.8%	3.9%	6.8%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.9%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1200-1300	525	42.9%	7.6%	1.0%	16.2%	5.7%	3.8%	6.7%	1.9%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.8%	1.9%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1300-1400	510	42.2%	7.8%	1.0%	16.7%	5.9%	3.9%	6.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1400-1500	475	41.1%	8.4%	1.1%	16.8%	6.3%	3.2%	6.3%	2.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	5.3%	1.1%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1500-1600	495	41.4%	8.1%	1.0%	17.2%	7.1%	3.0%	6.1%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.1%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1600-1700	510	41.2%	8.8%	1.0%	17.6%	6.9%	2.9%	5.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1700-1800	505	40.6%	8.9%	1.0%	17.8%	6.9%	3.0%	5.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.0%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1800-1900	495	40.4%	9.1%	1.0%	17.2%	7.1%	3.0%	6.1%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.1%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	1900-2000	385	40.3%	7.8%	1.3%	16.9%	6.5%	2.6%	6.5%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	5.2%	1.3%	1.3%	100.0%
Cha Kwo Ling Road	60	1	50	38	Y	2000-2100	340	39.7%	8.8%	1.5%	16.2%	5.9%	2.9%	5.9%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	60	1	50	38	Y	2100-2200	340	39.7%	8.8%	1.5%	16.2%	5.9%	2.9%	5.9%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	60	1	50	39	Y	2200-2300	280	39.3%	7.1%	1.8%	16.1%	5.4%	3.6%	5.4%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	3.6%	1.8%	1.8%	100.0%
Cha Kwo Ling Road	60	1	50	40	Y	2300-0000	125	48.0%	8.0%	0.0%	20.0%	8.0%	4.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0000-0100	130	50.0%	3.8%	0.0%	15.4%	7.7%	3.8%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0100-0200	125	48.0%	4.0%	0.0%	16.0%	8.0%	4.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	8.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0200-0300	90	50.0%	5.6%	0.0%	16.7%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0300-0400	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0400-0500	95	47.4%	5.3%	0.0%	15.8%	5.3%	5.3%	10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0500-0600	130	50.0%	3.8%	0.0%	15.4%	7.7%	3.8%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	38	Y	0600-0700	375	46.7%	4.0%	0.0%	16.0%	6.7%	4.0%	8.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	1.3%	4.0%	8.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	32	Y	0700-0800	850	44.1%	4.1%	0.6%	15.9%	5.9%	3.5%	7.6%	0.6%	0.6%	1.2%	0.6%	0.6%	0.6%	0.6%	1.2%	4.1%	7.6%	0.6%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	0800-0900	940	44.1%	4.3%	0.5%	16.0%	5.9%	3.7%	7.4%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.3%	8.0%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	32	Y	0900-1000	870	44.3%	4.6%	0.6%	15.5%	5.7%	3.4%	7.5%	0.6%	0.6%	1.1%	0.6%	0.6%	0.6%	0.6%	1.1%	4.6%	7.5%	0.6%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1000-1100	920	45.1%	4.3%	0.5%	15.8%	6.0%	3.8%	7.1%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.3%	7.1%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1100-1200	1030	45.6%	4.9%	0.5%	15.5%	5.8%	3.9%	7.3%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	4.4%	6.8%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1200-1300	1050	45.7%	4.8%	0.5%	15.7%	5.7%	3.8%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	4.8%	6.7%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1300-1400	1005	46.3%	5.0%	0.5%	15.4%	5.5%	3.5%	7.5%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.0%	6.5%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1400-1500	940	46.3%	5.3%	0.5%	15.4%	5.9%	3.7%	6.9%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.8%	5.9%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1500-1600	980	46.9%	5.1%	0.5%	15.3%	5.6%	3.6%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.1%	5.6%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1600-1700	1010	47.5%	5.4%	0.5%	15.3%	5.4%	3.5%	6.9%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.0%	5.4%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1700-1800	990	47.5%	5.6%	0.5%	15.2%	5.6%	3.5%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.1%	5.1%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1800-1900	970	46.9%	5.7%	0.5%	14.9%	5.7%	3.6%	7.2%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.2%	5.2%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	33	Y	1900-2000	735	46.9%	5.4%	0.7%	15.0%	5.4%	3.4%	6.8%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	4.8%	5.4%	0.7%	100.0%
Cha Kwo Ling Road	61	1	50	34	Y	2000-2100	655	46.8%	5.3%	0.8%	15.3%	5.3%	3.8%	6.9%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	4.6%	5.3%	0.8%	100.0%
Cha Kwo Ling Road	61	1	50	34	Y	2100-2200	660	46.2%	5.3%	0.8%	15.2%	5.3%	3.8%	6.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	4.5%	5.3%	0.8%	100.0%
Cha Kwo Ling Road	61	1	50	36	Y	2200-2300	535	44.9%	4.7%	0.9%	15.0%	5.6%	3.7%	6.5%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	4.7%	5.6%	0.9%	100.0%
Cha Kwo Ling Road	61	1	50	39	Y	2300-0000	270	48.1%	5.6%	0.0%	16.7%	5.6%	3.7%	7.4%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0000-0100	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0100-0200	90	50.0%	5.6%	0.0%	16.7%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0200-0300	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0300-0400	65	46.2%	7.7%	0.0%	15.4%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0400-0500	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0500-0600	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	39	Y	0600-0700	295	47.5%	6.8%	0.0%	13.6%	5.1%	3.4%	6.8%	1.7%	0.0%	1.7%	0.0%	0.0%	1.7%	0.0%	0.0%	5.1%	6.8%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	0700-0800	675	45.9%	6.7%	0.7%	14.1%	5.2%	3.7%	5.2%	1.5%	0.7%	1.5%	0.7%	0.7%	1.5%	0.0%	0.7%	4.4%	5.9%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	0800-0900	745	46.3%	6.7%	0.7%	14.1%	5.4%	3.4%	5.4%	1.3%	0.7%	1.3%	0.7%	0.7%	1.3%	0.0%	0.7%	4.7%	6.0%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	0900-1000	685	46.0%	6.6%	0.7%	13.9%	5.1%	3.6%	5.8%	1.5%	0.7%	1.5%	0.7%	0.7%	1.5%	0.0%	0.7%	4.4%	5.8%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1000-1100	715	46.2%	6.3%	0.7%	14.0%	4.9%	3.5%	6.3%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.9%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1100-1200	790	46.8%	6.3%	0.6%	13.9%	5.1%	3.8%	6.3%	1.3%	0.6%	1.3%	0.6%	0.6%	1.3%	0.0%	0.6%	4.4%	5.7%	0.6%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1200-1300	790	46.8%	6.3%	0.6%	13.3%	5.1%	3.8%	7.0%	1.3%	0.6%	1.3%	0.6%	0.6%	1.3%	0.0%	0.6%	4.4%	5.7%	0.6%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1300-1400	755	46.4%	6.0%	0.7%	13.2%	5.3%	4.0%	7.3%	1.3%	0.7%	1.3%	0.7%	0.7%	1.3%	0.0%	0.7%	4.6%	6.0%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1400-1500	690	47.1%	5.8%	0.7%	13.0%	5.1%	3.6%	7.2%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.3%	5.8%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1500-1600	715	46.9%	5.6%	0.7%	13.3%	4.9%	4.2%	7.7%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.2%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1600-1700	730	47.3%	5.5%	0.7%	13.0%	4.8%	4.1%	8.2%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.1%	5.5%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1700-1800	715	46.9%	5.6%	0.7%	12.6%	4.9%	4.2%	8.4%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.2%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1800-1900	700	46.4%	5.7%	0.7%	12.9%	5.0%	4.3%	7.9%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.3%	5.7%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	1900-2000	540	46.3%	5.6%	0.9%	13.0%	4.6%	3.7%	8.3%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.0%	0.9%	4.6%	5.6%	0.9%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	2000-2100	475	46.3%	5.3%	1.1%	12.6%	5.3%	4.2%	7.4%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	0.0%	1.1%	4.2%	5.3%	1.1%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	2100-2200	485	46.4%	6.2%	1.0%	12.4%	5.2%	4.1%	7.2%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	1.0%	4.1%	5.2%	1.0%	100.0%
Cha Kwo Ling Road	62	1	50	37	Y	2200-2300	400	45.0%	6.3%	1.3%	12.5%	5.0%	3.8%	7.5%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	0.0%	1.3%	3.8%	5.0%	1.3%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	2300-0000	200	47.5%	7.5%	0.0%	12.5%	5.0%	5.0%	7.5%	2.5%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0000-0100	40	50.0%	12.5%	0.0%	12.5%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0100-0200	35	57.1%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0200-0300	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0400-0500	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0500-0600	35	57.1%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0600-0700	130	42.3%	11.5%	0.0%	15.4%	7.7%	3.8%	3.8%	3.8%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	3.8%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0700-0800	330	37.9%	10.6%	1.5%	13.6%	6.1%	3.0%	4.5%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	3.0%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0800-0900	355	39.4%	11.3%	1.4%	14.1%	5.6%	2.8%	4.2%	2.8%	1.4%	2.8%	1.4%	1.4%	1.4%	0.0%	1.4%	4.2%	2.8%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0900-1000	335	38.8%	10.4%	1.5%	13.4%	6.0%	3.0%	4.5%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	3.0%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1000-1100	340	39.7%	10.3%	1.5%	13.2%	5.9%	2.9%	4.4%	2.9%	1.5%	2.9%	1.5%	1.5%	1.5%	0.0%	1.5%	4.4%	2.9%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1100-1200	370	40.5%	10.8%	1.4%	13.5%	5.4%	2.7%	5.4%	2.7%	1.4%	2.7%	1.4%	1.4%	1.4%	0.0%	1.4%	4.1%	2.7%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1200-1300	370	40.5%	10.8%	1.4%	13.5%	5.4%	2.7%	5.4%	2.7%	1.4%	2.7%	1.4%	1.4%	1.4%	0.0%	1.4%	4.1%	2.7%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1300-1400	350	40.0%	10.0%	1.4%	14.3%	5.7%	2.9%	5.7%	2.9%	1.4%	2.9%	1.4%	1.4%	1.4%	0.0%	1.4%	4.3%	1.4%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1400-1500	330	39.4%	9.1%	1.5%	13.6%	6.1%	3.0%	6.1%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1500-1600	335	40.3%	9.0%	1.5%	13.4%	6.0%	3.0%	6.0%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1600-1700	340	41.2%	8.8%	1.5%	13.2%	5.9%	2.9%	5.9%	2.9%	1.5%	2.9%	1.5%	1.5%	1.5%	0.0%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1700-1800	335	40.3%	9.0%	1.5%	13.4%	6.0%	3.0%	6.0%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1800-1900	330	39.4%	9.1%	1.5%	13.6%	6.1%	3.0%	6.1%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	1900-2000	255	39.2%	9.8%	2.0%	13.7%	5.9%	2.0%	5.9%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.0%	2.0%	3.9%	2.0%	2.0%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	2000-2100	230	39.1%	8.7%	2.2%	13.0%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	0.0%	2.2%	4.3%	2.2%	2.2%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	2100-2200	235	38.3%	8.5%	2.1%	12.8%	6.4%	2.1%	6.4%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	0.0%	2.1%	4.3%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	2200-2300	195	35.9%	7.7%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	0.0%	2.6%	5.1%	2.6%	2.6%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	2300-0000	95	42.1%	10.5%	0.0%	15.8%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0000-0100	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0100-0200	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0200-0300	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0400-0500	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0500-0600	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0600-0700	135	42.9%	14.3%	0.0%	14.3%	4.8%	0.0%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	0700-0800	280	37.5%	12.5%	1.8%	10.7%	5.4%	1.8%	3.6%	3.6%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	1.8%	5.4%	3.6%	1.8%	100.0%
Cha Kwo Ling Road	64	1	50	38	Y	0800-0900	300	38.3%	13.3%	1.7%	11.7%	5.0%	1.7%	3.3%	3.3%	1.7%	3.3%	1.7%	1.7%	1.7%	0.0%	1.7%	5.0%	3.3%	1.7%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	0900-1000	280	37.5%	12.5%	1.8%	10.7%	5.4%	1.8%	3.6%	3.6%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	1.8%	5.4%	3.6%	1.8%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	1000-1100	290	37.9%	12.1%	1.7%	12.1%	5.2%	1.7%	3.4%	3.4%	1.7%	3.4%	1.7%	1.7%	1.7%	0.0%	1.7%	5.2%	3.4%	1.7%	100.0%
Cha Kwo Ling Road	64	1	50	38	Y	1100-1200	320	39.1%	12.5%	1

Cha Kwo Ling Road	67	1	50	26	Y	1900-2000	255	39.2%	11.8%	2.0%	9.8%	3.9%	2.0%	3.9%	5.9%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.9%	2.0%	2.0%	100.0%
Cha Kwo Ling Road	67	1	50	26	Y	2000-2100	240	37.5%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	4.2%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	67	1	50	26	Y	2100-2200	240	37.5%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	4.2%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	67	1	50	28	Y	2200-2300	175	40.0%	11.4%	2.9%	11.4%	5.7%	2.9%	2.9%	5.7%	2.9%	2.9%	0.0%	0.0%	0.0%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	67	1	50	30	Y	2300-0000	85	47.1%	11.8%	0.0%	11.8%	5.9%	0.0%	5.9%	5.9%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0000-0100	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0100-0200	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0200-0300	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0400-0500	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0500-0600	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0600-0700	45	33.3%	22.2%	0.0%	11.1%	11.1%	0.0%	0.0%	11.1%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0700-0800	115	26.1%	13.0%	4.3%	13.0%	8.7%	4.3%	4.3%	8.7%	4.3%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0800-0900	120	29.2%	12.5%	4.2%	12.5%	8.3%	4.2%	4.2%	8.3%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0900-1000	120	29.2%	12.5%	4.2%	12.5%	8.3%	4.2%	4.2%	8.3%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	1000-1100	120	29.2%	16.7%	4.2%	12.5%	8.3%	4.2%	4.2%	4.2%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1100-1200	140	32.1%	21.4%	3.6%	10.7%	7.1%	3.6%	3.6%	3.6%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1200-1300	145	31.0%	20.7%	3.4%	10.3%	6.9%	3.4%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1300-1400	140	32.1%	25.0%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1400-1500	140	32.1%	25.0%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1500-1600	140	32.1%	28.6%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1600-1700	150	33.3%	30.0%	3.3%	10.0%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1700-1800	150	33.3%	30.0%	3.3%	10.0%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1800-1900	145	34.5%	27.6%	3.4%	10.3%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	1900-2000	115	30.4%	26.1%	4.3%	8.7%	4.3%	4.3%	4.3%	0.0%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2000-2100	105	28.6%	23.8%	4.8%	9.5%	4.8%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2100-2200	105	28.6%	23.8%	4.8%	9.5%	4.8%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2200-2300	90	27.8%	22.2%	5.6%	11.1%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2300-0000	30	50.0%	33.3%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0000-0100	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0100-0200	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0200-0300	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0400-0500	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0500-0600	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0600-0700	35	42.9%	28.6%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0700-0800	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0800-0900	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0900-1000	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1000-1100	110	31.8%	18.2%	4.5%	9.1%	4.5%	4.5%	4.5%	9.1%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1100-1200	135	33.3%	22.2%	3.7%	11.1%	3.7%	3.7%	3.7%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1200-1300	150	33.3%	20.0%	3.3%	10.0%	6.7%	3.3%	3.3%	6.7%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1300-1400	150	33.3%	23.3%	3.3%	10.0%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1400-1500	150	33.3%	23.3%	3.3%	10.0%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1500-1600	160	34.4%	25.0%	3.1%	9.4%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1600-1700	170	35.3%	26.5%	2.9%	8.8%	5.9%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1700-1800	170	35.3%	26.5%	2.9%	8.8%	5.9%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1800-1900	160	34.4%	25.0%	3.1%	9.4%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1900-2000	125	32.0%	24.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2000-2100	115	30.4%	21.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2100-2200	115	30.4%	21.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2200-2300	90	27.8%	22.2%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2300-0000	30	50.0%	33.3%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0000-0100	60	41.7%	8.3%	0.0%	8.3%	8.3%	0.0%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0100-0200	55	45.5%	9.1%	0.0%	9.1%	9.1%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0200-0300	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0300-0400	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0400-0500	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0500-0600	60	41.7%	8.3%	0.0%	16.7%	8.3%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	28	Y	0600-0700	155	45.2%	6.5%	0.0%	12.9%	6.5%	3.2%	3.2%	6.5%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	3.2%	3.2%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	0700-0800	370	41.9%	5.4%	1.4%	13.5%	5.4%	2.7%	4.1%	5.4%	1.4%	2.7%	0.0%	0.0%	0.0%	1.4%	1.4%	5.4%	4.1%	4.1%	0.0%	100.0%
Yan Wing Street	70	1	50	22	Y	0800-0900	400	42.5%	5.0%	1.3%	13.8%	5.0%	2.5%	3.8%	6.3%	1.3%	2.5%	0.0%	0.0%	0.0%	1.3%	1.3%	6.3%	3.8%	3.8%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	0900-1000	380	40.8%	5.3%	1.3%	13.2%	5.3%	2.6%	3.9%	6.6%	1.3%	2.6%	0.0%	0.0%	0.0%	1.3%	1.3%	6.6%	3.9%	3.9%	0.0%	100.0%
Yan Wing Street	70	1	50	22	Y	1000-1100	395	41.8%	7.6%	1.3%	12.7%	5.1%	2.5%	3.8%	6.3%	1.3%	2.5%	0.0%	0.0%	0.0%	1.3%	1.3%	6.3%	3.8%	2.5%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1100-1200	445	42.7%	7.9%	1.1%	13.5%	4.5%	2.2%	4.5%	5.6%	1.1%	2.2%	0.0%	0.0%	0.0%	1.1%	1.1%	5.6%	4.5%	2.2%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1200-1300	460	41.3%	8.7%	1.1%	12.0%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	4.3%	2.2%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1300-1400	455	40.7%	8.8%	1.1%	12.1%	4.4%	2.2%	4.4%	5.5%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.5%	4.4%	2.2%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1400-1500	440	38.6%	10.2%	1.1%	11.4%	4.5%	2.3%	4.5%	5.7%	1.1%	2.3%	1.1%	1.1%	1.1%	1.1%	5.7%	4.5%	2.3%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1500-1600	455	39.6%	11.0%	1.1%	11.0%	4.4%	2.2%	4.4%	5.5%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.5%	5.5%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	20	Y	1600-1700	465	39.8%	11.8%	1.1%	10.8%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	5.4%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1700-1800	460	39.1%	12.0%	1.1%	10.9%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	5.4%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1800-1900	450	38.9%	11.1%	1.1%	11.1%	4.4%	2.2%	4.4%	5.6%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.6%	5.6%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	1900-2000	355	38.0%	11.3%	1.4%	11.3%	4.2%	1.4%	4.2%	5.6%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	5.6%	5.6%	1.4%	1.4%	0.0%	100.0%
Yan Wing Street	70	1	50	25	Y	2000-2100	300	38.3%	10.0%	1.7%	11.7%	5.0%	1.7%	3.3%	5.0%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	5.0%	5.0%	1.7%	1.7%	0.0%	100.0%
Yan Wing Street	70	1	50	24	Y	2100-2200	310	38.7%	9.7%	1.6%	11.3%	4.8%	1.6%	4.8%	4.8%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	4.8%	4.8%	1.6%	1.6%	0.0%	100.0%
Yan Wing Street	70	1	50	26	Y	2200-2300	240	39.6%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	0.0%	0.0%	0.0%	2.1%	2.1%	6.3%	4.2%	2.1%	0.0%	100.0%
Yan Wing Street	70	1	50	29	Y	2300-0000	110	45.5%	9.1%	0.0%	13.6%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0100-0200	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0200-0300	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ka Wing Street	71	1	50	30	Y	0400-0500	5	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0600-0700	30	33.3%	0.0%	0.0%	50.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0700-0800	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0800-0900	110	18.2%	4.5%	4.5%	31.8%	13.6%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0900-1000	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1000-1100	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1100-1200	110	22.7%	4.5%	4.5%	27.3%	13.6%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1200-1300	120	20.8%	8.3%	4.2%	25.0%	12.5%	4.2%	4.2%	0.0%	4.2%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	4.2%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1300-1400	100	25.0%	10.0%	5.0%	25.0%	15.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1400-1500	95	26.3%	10.5%	5.3%	26.3%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1500-1600	100	30.0%	10.0%	5.0%	25.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1600-1700	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1700-1800	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1800-1900	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1900-2000	70	28.6%	7.1%	7.1%	21.4%	14.3%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1

Road ID	Segment ID	X coordinate of endpoint 1	Y coordinate of endpoint 1	X coordinate of endpoint 2	Y coordinate of endpoint 2	Road height (mAG)	Physical Road width (m)	Road elevation (m)	Barrier 1 width (m)	Barrier 1 height (m)	Barrier 1 DCL (m)	Barrier 2 width (m)	Barrier 2 height (m)	Barrier 2 DCL (m)	Portal ID
1	1	842339.6395	817017.1269	842324.8792	817032.2		6.15								
1	1	842324.8792	817032.2	842256.4247	817102.1056		6.65								
1	1	842256.4247	817102.1056	842255.0634	817106.9792		6.65								
1	1	842255.0634	817106.9792	842245.1532	817116.8487		5.3								
2	2	842245.1532	817116.8487	842233.0699	817129.5574		5.25								
2	2	842233.0699	817129.5574	842227.5931	817131.8132		6.6								
2	2	842227.5931	817131.8132	842197.5755	817162.0575		6.6								
2	2	842197.5755	817162.0575	842182.547	817180.7128		6.65								
2	2	842182.547	817180.7128	842155.3505	817231.7886		6.75								
2	2	842155.3505	817231.7886	842148.0751	817245.4519		5.2								
3	3	842148.0751	817245.4519	842104.335	817328.8975		5.15								
4	4	842107.8994	817330.7423	842151.1011	817246.9265		5.15								
5	5	842151.1011	817246.9265	842158.7877	817233.4507		5.2								
5	5	842158.7877	817233.4507	842163.4835	817228.5632		6.75								
5	5	842163.4835	817228.5632	842186.4125	817184.3788		6.75								
5	5	842186.4125	817184.3788	842202.1373	817164.7896		6.65								
5	5	842202.1373	817164.7896	842235.3571	817131.8529		6.6								
5	5	842235.3571	817131.8529	842246.4743	817120.8303		5.25								
6	6	842246.4743	817120.8303	842258.0671	817109.0605		5.3								
6	6	842258.0671	817109.0605	842328.1914	817037.8654		6.65								
6	6	842328.1914	817037.8654	842329.9653	817034.6344		6.65								
6	6	842329.9653	817034.6344	842343.9811	817021.312		6.15								
7	7	842060.6644	817306.2372	842095.6789	817324.4059		6.7								
7	7	842095.6789	817324.4059	842107.7082	817330.6478		5.35								
8	8	842107.7082	817330.6478	842175.44	817365.6014		5.65								
9	9	842175.44	817365.6014	842186.4045	817371.2276		5.35								
9	9	842186.4045	817371.2276	842257.996	817407.9636		6.65								
9	9	842257.996	817407.9636	842323.7735	817441.7162		6.5								
9	9	842323.7735	817441.7162	842405.2333	817485.807		6.4								
9	9	842405.2333	817485.807	842469.4011	817535.2063		6.55								
9	9	842469.4011	817535.2063	842521.6933	817547.9497		5.15								
10	10	842063.738	817300.3109	842095.7116	817316.9017		6.7								
10	10	842095.7116	817316.9017	842097.7907	817320.3501		6.7								
10	10	842097.7907	817320.3501	842109.6964	817327.4118		5.35								
11	11	842109.6964	817327.4118	842176.7947	817363.0952		5.65								
12	12	842176.7947	817363.0952	842187.7032	817368.5882		5.35								
12	12	842187.7032	817368.5882	842193.0945	817368.3505		6.65								
12	12	842193.0945	817368.3505	842260.8627	817403.0184		6.65								
12	12	842260.8627	817403.0184	842326.4834	817437.1884		6.5								
12	12	842326.4834	817437.1884	842408.5153	817480.4191		6.4								
12	12	842408.5153	817480.4191	842496.8596	817525.5835		6.55								
12	12	842496.8596	817525.5835	842501.1547	817531.7268		6.55								
12	12	842501.1547	817531.7268	842525.7224	817544.7699		5.15								
13	13	842175.44	817365.6014	842205.5703	817309.8613		10.6								
13	13	842205.5703	817309.8613	842193.3857	817267.5318		7.4								
13	13	842193.3857	817267.5318	842148.0751	817245.4519		7.4								
14	14	842342.0505	817019.3823	842381.7228	817059.0373		7.25								
14	14	842381.7228	817059.0373	842405.5975	817057.9298		6.55								
14	14	842405.5975	817057.9298	842469.6834	816991.5486		7.25								
15	15	842342.0505	817019.3823	842302.6652	816982.5402		5.25								
16	16	842338.739	817022.3159	842299.0116	816985.2805		5.25								
17	17	842338.739	817022.3159	842380.7211	817063.8767		7.25								
17	17	842380.7211	817063.8767	842408.9139	817062.54		6.55								
17	17	842408.9139	817062.54	842473.118	816994.9055		7.25								
18	18	842433.2154	816868.9852	842386.6571	816916.8403		3.6								
18	18	842386.6571	816916.8403	842468.1825	816996.7023		6.75								
19	19	842468.1825	816996.7023	842508.9824	817038.8892		6.8								
20	20	842508.9824	817038.8892	842561.8069	817089.5727		6.75								
21	21	842561.8069	817089.5727	842602.4166	817126.2707		6.8								
21	21	842602.4166	817126.2707	842603.9694	817144.3036		7.4								
22	22	842434.9079	816870.5711	842390.8051	816915.4409		3.6								
22	22	842390.8051	816915.4409	842471.4592	816993.2818		6.75								
23	23	842471.4592	816993.2818	842514.1596	817035.0792		6.8								
24	24	842514.1596	817035.0792	842565.3451	817085.4643		6.75								
25	25	842565.3451	817085.4643	842606.8181	817126.6569		6.8								
25	25	842606.8181	817126.6569	842608.2949	817145.9811		7.4								
26	26	842417.067	817132.3963	842484.5996	817082.7455		5.4								
26	26	842484.5996	817082.7455	842512.1323	817033.0947		5.4								
27	27	842398.5138	817152.3066	842417.067	817132.3963		5.35								
28	28	842316.8446	817237.811	842357.6792	817195.0588		5.35								
28	28	842357.6792	817195.0588	842398.5138	817152.3066		5.35								
29	29	842316.8446	817237.811	842305.1698	817254.5895		5.1								
29	29	842305.1698	817254.5895	842307.5984	817275.08		5.5								
29	29	842307.5984	817275.08	842315.4635	817287.2611		5.45								
29	29	842315.4635	817287.2611	842327.3456	817294.2468		5.75								
30	30	842327.3456	817294.2468	842342.2468	817301.8586		5.4								
31	31	842342.2468	817301.8586	842391.5809	817327.0205		10.6								
32	32	842391.5809	817327.0205	842460.908	817363.2747		5.25								
33	33	842460.908	817363.2747	842484.0931	817374.6597		5.35								
33	33	842484.0931	817374.6597	842508.0557	817372.7191		5.3								
34	34	842508.0557	817372.7191	842563.498	817359.9021		5.35								
35	35	842507.7205	817369.867	842562.5464	817356.2053		5.35								
36	36	842462.277	817361.0447	842484.6947	817371.7435		5.35								
36	36	842484.6947	817371.7435	842507.7205	817369.867		5.3								
37	37	842393.4788	817323.3023	842462.277	817361.0447		10.5								
38	38	842344.1389	817298.0762	842393.4788	817323.3023		5.3								
39	39	842329.2435	817290.5287	842344.1389	817298.0762		5.4								
40	40	842329.2435	817290.5287	842317.5307	817283.8753		5.75								
40	40	842317.5307	817283.8753	842310.3864	817273.6886		5.45								
40	40	842310.3864	817273.6886	842398.0945	817254.7587		5.5								
40	40	842398.0345	817254.7587	842318.6185	817239.5752		5.1								
41	41	842318.6185	817239.5752	842359.7026	817197.0648		5.35								
41	41	842359.7026	817197.0648	842400.7867	817154.5543		5.35								
42	42	842400.7867	817154.5543	842419.6471	817135.0988		5.35								
43	43	842419.6471	817135.0988	842467.5344	817085.7102		5.4								
43	43	842467.5344	817085.7102	842515.4217	817036.3215		5.4								
44	44	842452.7089	817163.676	842411.2139	817206.9198		4.4								
44	44	842411.2139	817206.9198	842369.7189	817250.1635		4.4								
44	44	842369.7189	817250.1635	842341.4186	817301.4355		4.6								
45	45	842344.2557	817302.8832	842371.8755	817251.7748		4.6								
45	45	842371.8755	817251.7748	842413.4563	817208.8317		4.4								
45	45	842413.4563	817208.8317	842455.0372	817165.8885		4.4								
46	46	842451.1538	817166.0673	842416.283	817133.2376		5.35								
47	47	842451.1538	817166.0673	842474.1923	817189.2849		5.35								
47	47	842474.1923	817189.2849	842479.0053	817203.2917		5.4								
47	47	842479.0053	817203.2917	842476.8707	817219.0538		5.4								
47	47	842476.8707	817219.0538	842444.1732	817253.6467		5.35								
47	47	842444.1732	817253.6467	842411.4758	817288.2395		5.35								
47	47	842411.4758	817288.2395	842390.1415	817326.2863		5.35								
48	48	842453.238	817164.1684	842477.13	817187.0358		5.35								
48	48	842477.13	817187.0358	842482.0814	817202.6014		5.4								
48	48	842482.0814	817202.6014	842479.0679	817220.8735		5.4								
48	48	842479.0679	817220.8735	842446.5131	817255.5791		5.35								
48	48	842446.5131	817255.5791	842413.9582	817290.2848		5.35								
48	48	842413.9582	817290.2848	842393.5269	817328.0392		5.35								
49	49	842453.238	817164.1684	842417.9537	817131.47		5.35								
50	50	842400.7867	817154.5543	842375.1042	817130.1314		6.1								
50	50	842375.1042	817130.1314	842363.3041	817127.5787		6.1								
50	50	842363.3041	817127.5787	842353.2728	817130.1979		6.1								
50	50	842353.2728	817130.1979	842318.1416	817167.1792		6.3								
50	50	842318.1416	817167.1792	842283.0104	817204.1606		6.3								
51	51	842318.6462	817326.9621	842246.033	817292.6583		7								
51	51	842246.033	817292.6583	842236.6838	817277.6603		7.2								
51	51	842236.6838	817277.6603	842235.1143	817262.0526		6.2								
51	51	842235.1143	817262.0526	842246.8075	817242.2066		6.2								
51	51	842246.8075	817242.2066	842283.0104	817204.1606		6.2								
52	52	842283.0104	817204.1606	842318.6185	817239.5752		6.5								
53	53	842329.2435	817290.5287	842310.6462	817326.9621		8.9								
54	54	842310.6462	817326.9621	842433.9449	817390.0112		7.5								
54	54	842433.9449	817390.0112	842446.5305	817386.6935		7.5								
54	54	842446.5305	817386.6935	842462.277	817361.0447		7.2								
55	55	842573.5411	817470.7109	842594.2349	817432.3433		7.5								
55	55	842504.2349	817432.3433	842507.4222	817369.8913		6.3								
56	56	842575.0384	817202.6069	842603.9694	817144.3036		6.7								
57	57	842575.0384	817202.6069	842548.3477	817258.0018		6.7								
57	57	842548.3477	817258.0018	842543.9827	817288.3013		7.7								
57	57	842543.9827	817288.3013	842559.9551	817358.5898		6.55								
58	58	842558.9351	817358.5898	842572.8933	817412.7962		6.65								
59	59	842572.8933	817412.7962	842575.4519	817440.9477		8.2								
59	59	842575.4519	817440.9477	842569.6379	817468.6201		7.6								
60	60	842569.6379	817468.6201	842513.3692	817542.1259		6.5								
61	61	842519.3692	817542.1259	842433.2106	817672.2303		6.8								
62	62	842525.2687	817545.4726	842498.6251	817587.0714		8.25								
62	62	842498.6251	817587.0714	842458.7469	817649.9288		6.8								
63	63	842573.5411	817470.7109	842525.2687	817545.4726		6.5								
64	64	842580.0842	817411.255	842582.1448	817441.7546		7.6								
64	64	842582.1448	817441.7546	842573.5411	817470.7109		8.2								
65	65	842562.9262	817358.1295	842580.0842	817411.255		6.65								
66	66	842562.9262	817358.1295	842548.9484	817287.3098		6.55								
66	66	842548.9484	817287.3098	842553.2465	817257.8472		7.7								
66	66	842553.2465	817257.8472	842580.4758	817205.2549		6.7								
67	67	842580.4758	817205.2549	842608.2949	817145.9811		6.7								
68	68	842560.5343	817096.3299	842580.2296	817079.9152		2.7								
68	68	842580.2296	817079.9152	842614.0334	817046.2474		5.75								
68	68	842614.0334	817046.2474	842626.2793	817047.9385		4.05								
69	69	842626.2793	817047.9385	842613.8301	817035.2812		3.9								
69	69	842613.8301	817035.2812	842597.6975	817036.6869		4.2								
69	69	842597.6975	817036.6869	842554.17	817082.1417		3.7								
70	70	842648.5439	817238.4031	842611.7912	817220.505		5.1								
70	70	842611.7912	817220.505	842575.0384	817202.6069		5.1								
71	71	842638.0557	817348.9906	842587.6344	817358.2843		7.2								
71	71	842587.6344	817358.2843	842569.1149	817279.3975		10.1								
71	71	842569.1149	817279.3975	842636.3445	817261.8378		8.1								
71	71	842636.3445	817261.8378	842646.5439	817238.4031		7.5								
72	72	842618.5192	817404.5467	842573.2369	817416.5786		6.75								
73	73	842621.7338	817396.855	842571.5422	817407.5493		6.75								
74	74	842156.47	817222.39	842146.38	817217.23		12	4.4							

Confidential

Start Profile	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium Goods Vehicles<=15t	07 - Medium Goods Vehicles15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles>24t	18 - Non-franchised Bus >24t
	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
Y	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Appendix 2.13 Predicted Air Quality Impact Assessment Results

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=40)
	Easting	Northing													
D01_GF	842121	817283	4.4	G	1.5	5.9	97.9	44.3	24.5	50.3	19.6	28.9	11.6	22.8	6.9
D01_L1	842121	817283	4.4	L1	5.50	9.90	90.9	39.5	20.8	50.0	19.5	28.7	11.5	22.8	6.8
D01_L2	842121	817283	4.4	L2	10.00	14.40	89.1	36.6	17.3	49.9	19.8	28.6	11.5	22.8	6.8
D01_1F	842121	817283	4.4	1	18.20	22.60	89.2	36.0	16.6	49.8	19.7	28.6	11.5	22.7	6.8
D01_2F	842121	817283	4.4	2	21.30	25.70	89.2	35.5	16.5	49.7	19.6	28.6	11.5	22.7	6.8
D01_3F	842121	817283	4.4	3	24.40	28.80	89.7	35.7	16.5	49.7	19.8	28.6	11.5	22.7	6.8
D01_4F	842121	817283	4.4	4	27.50	31.90	90.8	35.8	16.5	49.7	19.9	28.6	11.5	22.7	6.8
D01_5F	842121	817283	4.4	5	30.60	35.00	89.9	35.7	16.4	49.7	19.6	28.6	11.5	22.7	6.8
D01_6F	842121	817283	4.4	6	33.70	38.10	89.8	35.9	16.3	49.6	19.4	28.6	11.4	22.7	6.8
D01_7F	842121	817283	4.4	7	36.80	41.20	89.4	36.1	16.2	49.6	19.2	28.5	11.3	22.7	6.8
D01_8F	842121	817283	4.4	8	39.90	44.30	86.9	36.2	16.0	49.5	19.1	28.5	11.3	22.7	6.8
D01_9F	842121	817283	4.4	9	43.00	47.40	86.0	36.0	15.8	49.5	19.0	28.5	11.3	22.7	6.8
D01_10F	842121	817283	4.4	10	46.10	50.50	85.8	35.8	15.6	49.5	18.9	28.5	11.2	22.7	6.8
D01_11F	842121	817283	4.4	11	49.20	53.60	85.8	35.8	15.4	49.5	18.9	28.5	11.2	22.7	6.8
D01_12F	842121	817283	4.4	12	52.30	56.70	86.0	35.6	15.2	49.4	18.8	28.5	11.2	22.7	6.8
D01_13F	842121	817283	4.4	13	55.40	59.80	86.1	35.3	15.0	49.4	18.8	28.5	11.2	22.7	6.8
D01_14F	842121	817283	4.4	14	58.50	62.90	85.8	35.1	14.9	49.4	18.8	28.5	11.2	22.7	6.8
D01_15F	842121	817283	4.4	15	61.60	66.00	85.9	35.0	14.7	49.4	18.7	28.5	11.2	22.7	6.8
D01_17F	842121	817283	4.4	17	67.80	72.20	86.1	35.0	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D01_19F	842121	817283	4.4	19	74.00	78.40	86.3	34.9	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D01_22F	842121	817283	4.4	22	83.40	87.80	86.3	34.8	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D01_25F	842121	817283	4.4	25	92.85	97.25	87.0	34.8	14.0	49.4	18.7	28.5	11.1	22.7	6.8
D02_GF	842128	817270	4.4	G	1.5	5.9	97.4	44.1	24.6	50.4	19.6	28.9	11.6	22.8	6.9
D02_L1	842128	817270	4.4	L1	5.50	9.90	90.4	39.8	20.9	50.1	19.6	28.7	11.5	22.8	6.8
D02_L2	842128	817270	4.4	L2	10.00	14.40	89.2	36.6	17.4	50.0	20.0	28.6	11.6	22.8	6.8
D02_1F	842128	817270	4.4	1	18.20	22.60	89.3	36.2	16.8	49.9	20.0	28.6	11.6	22.8	6.8
D02_2F	842128	817270	4.4	2	21.30	25.70	89.2	36.0	16.8	49.8	19.8	28.6	11.5	22.8	6.8
D02_3F	842128	817270	4.4	3	24.40	28.80	91.3	35.9	16.8	49.8	20.1	28.6	11.6	22.7	6.8
D02_4F	842128	817270	4.4	4	27.50	31.90	91.8	36.6	16.8	49.8	20.3	28.6	11.7	22.7	6.8
D02_5F	842128	817270	4.4	5	30.60	35.00	91.2	36.4	16.7	49.8	20.0	28.6	11.6	22.7	6.8
D02_6F	842128	817270	4.4	6	33.70	38.10	90.9	36.3	16.6	49.7	19.7	28.6	11.5	22.7	6.8
D02_7F	842128	817270	4.4	7	36.80	41.20	89.5	36.1	16.4	49.6	19.4	28.6	11.4	22.7	6.8
D02_8F	842128	817270	4.4	8	39.90	44.30	89.5	35.8	16.2	49.6	19.2	28.5	11.3	22.7	6.8
D02_9F	842128	817270	4.4	9	43.00	47.40	87.0	35.7	16.0	49.5	19.0	28.5	11.3	22.7	6.8
D02_10F	842128	817270	4.4	10	46.10	50.50	86.4	35.7	15.7	49.5	18.9	28.5	11.2	22.7	6.8
D02_11F	842128	817270	4.4	11	49.20	53.60	86.1	35.7	15.5	49.5	18.9	28.5	11.2	22.7	6.8
D02_12F	842128	817270	4.4	12	52.30	56.70	86.1	35.8	15.3	49.4	18.8	28.5	11.2	22.7	6.8
D02_13F	842128	817270	4.4	13	55.40	59.80	86.8	35.9	15.1	49.4	18.8	28.5	11.2	22.7	6.8
D02_14F	842128	817270	4.4	14	58.50	62.90	86.3	36.1	15.0	49.4	18.7	28.5	11.2	22.7	6.8
D02_15F	842128	817270	4.4	15	61.60	66.00	86.4	35.9	14.8	49.4	18.7	28.5	11.2	22.7	6.8
D02_17F	842128	817270	4.4	17	67.80	72.20	86.6	35.0	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D02_19F	842128	817270	4.4	19	74.00	78.40	86.7	34.9	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D02_22F	842128	817270	4.4	22	83.40	87.80	86.8	34.8	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D02_25F	842128	817270	4.4	25	92.85	97.25	87.8	34.7	14.0	49.4	18.6	28.5	11.1	22.7	6.8
D03_GF	842134	817259	4.4	G	1.5	5.9	97.9	44.1	24.8	50.4	19.7	28.9	11.6	22.8	6.9
D03_L1	842134	817259	4.4	L1	5.50	9.90	90.6	39.9	21.1	50.1	19.7	28.8	11.6	22.8	6.8
D03_L2	842134	817259	4.4	L2	10.00	14.40	89.6	36.6	17.6	50.1	20.3	28.7	11.7	22.8	6.8
D03_1F	842134	817259	4.4	1	18.20	22.60	89.4	36.1	17.0	50.0	20.3	28.6	11.7	22.8	6.8
D03_2F	842134	817259	4.4	2	21.30	25.70	89.4	36.7	17.1	49.9	20.0	28.6	11.6	22.8	6.8
D03_3F	842134	817259	4.4	3	24.40	28.80	91.3	37.0	17.1	50.0	20.4	28.6	11.7	22.8	6.8
D03_4F	842134	817259	4.4	4	27.50	31.90	91.6	37.7	17.1	50.0	20.9	28.6	11.8	22.8	6.8
D03_5F	842134	817259	4.4	5	30.60	35.00	91.3	37.8	17.0	49.9	20.5	28.6	11.7	22.8	6.8
D03_6F	842134	817259	4.4	6	33.70	38.10	90.8	37.4	16.8	49.8	20.0	28.6	11.6	22.7	6.8
D03_7F	842134	817259	4.4	7	36.80	41.20	89.6	36.9	16.6	49.7	19.6	28.6	11.5	22.7	6.8
D03_8F	842134	817259	4.4	8	39.90	44.30	89.6	36.4	16.4	49.6	19.3	28.5	11.4	22.7	6.8
D03_9F	842134	817259	4.4	9	43.00	47.40	89.4	36.1	16.1	49.5	19.1	28.5	11.3	22.7	6.8
D03_10F	842134	817259	4.4	10	46.10	50.50	87.0	36.0	15.9	49.5	18.9	28.5	11.2	22.7	6.8
D03_11F	842134	817259	4.4	11	49.20	53.60	87.0	36.0	15.6	49.5	18.9	28.5	11.2	22.7	6.8
D03_12F	842134	817259	4.4	12	52.30	56.70	86.5	36.0	15.4	49.4	18.8	28.5	11.2	22.7	6.8
D03_13F	842134	817259	4.4	13	55.40	59.80	86.6	36.1	15.2	49.4	18.8	28.5	11.2	22.7	6.8
D03_14F	842134	817259	4.4	14	58.50	62.90	86.7	36.2	15.0	49.4	18.7	28.5	11.2	22.7	6.8
D03_15F	842134	817259	4.4	15	61.60	66.00	86.8	36.3	14.9	49.4	18.7	28.5	11.2	22.7	6.8
D03_17F	842134	817259	4.4	17	67.80	72.20	87.0	35.6	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D03_19F	842134	817259	4.4	19	74.00	78.40	87.1	34.9	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D03_22F	842134	817259	4.4	22	83.40	87.80	87.1	34.8	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D03_25F	842134	817259	4.4	25	92.85	97.25	88.3	34.7	14.0	49.4	18.6	28.5	11.1	22.7	6.8
D04_GF	842140	817247	4.4	G	1.5	5.9	98.5	43.3	24.7	50.4	19.7	28.9	11.6	22.8	6.9
D04_L1	842140	817247	4.4	L1	5.50	9.90	91.4	39.3	21.1	50.1	19.8	28.8	11.6	22.8	6.9
D04_L2	842140	817247	4.4	L2	10.00	14.40	91.2	36.4	17.6	51.4	20.7	28.7	11.8	22.8	6.8
D04_1F	842140	817247	4.4	1	18.20	22.60	89.6	36.3	17.3	51.6	21.1	28.7	11.9	22.8	6.8
D04_2F	842140	817247	4.4	2	21.30	25.70	90.2	36.3	17.3	49.9	20.1	28.6	11.6	22.8	6.8
D04_3F	842140	817247	4.4	3	24.40	28.80	91.7	36.5	17.4	50.8	20.7	28.6	11.8	22.8	6.8
D04_4F	842140	817247	4.4	4	27.50	31.90	92.1	36.7	17.3	51.8	22.1	28.9	12.2	22.8	6.8
D04_5F	842140	817247	4.4	5	30.60	35.00	92.1	37.0	17.2	51.7	21.8	28.7	12.1	22.8	6.8
D04_6F	842140	817247	4.4	6	33.70	38.10	91.8	37.4	17.1	51.1	20.6	28.6	11.8	22.8	6.8
D04_7F	842140	817247	4.4	7	36.80	41.20	90.4	37.7	16.8	49.7	19.8	28.6	11.5	22.8	6.8
D04_8F	842140	817247	4.4	8	39.90	44.30	90.2	37.7	16.5	49.6	19.3	28.5	11.4	22.7	6.8
D04_9F	842140	817247	4.4	9	43.00	47.40	89.4	37.4	16.2	49.5	19.1	28.5	11.3	22.7	6.8
D04_10F	842140	817247	4.4	10	46.10	50.50	88.4	37.2	16.0	49.5	18.9	28.5	11.2	22.7	6.8
D04_11F	842140	817247	4.4	11	49.20	53.60	87.1	36.9	15.7	49.4	18.9	28.5	11.2	22.7	6.8
D04_12F	842140	817247	4.4	12	52.30	56.70	87.1	36.5	15.5	49.4	18.8	28.5	11.2	22.7	6.8
D04_13F	842140	817247	4.4	13	55.40	59.80	86.8	36.5	15.3	49.4	18.8	28.5	11.2	22.7	6.8
D04_14F	842140	817247	4.4	14	58.50	62.90	87.0	36.4	15.1	49.4	18.7	28.5	11.2	22.7	6.8
D04_15F	842140	817247	4.4	15	61.60	66.00	87.1	36.1	14.9	49.4	18.7	28.5	11.2	22.7	6.8
D04_17F	842140	817247	4.4	17	67.80	72.20	87.1	35.7	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D04_19F	842140	817247	4.4	19	74.00	78.40	87.1	35.2	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D04_22F	842140	817247	4.4	22	83.40	87.80	87.1	34.9	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D04_25F	842140	817247	4.4	25	92.85	97.25	88.8	34.7	14.1	49.4	18.6	28.5	11.1	22.6	6.8

Confidential

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=40)
	Easting	Northing													
D05_GF	842125	817239	4.4	G	1.5	5.9	90.3	37.4	20.1	50.6	19.7	28.8	11.5	22.8	6.9
D05_L1	842125	817239	4.4	L1	5.50	9.90	90.5	37.3	19.5	50.3	20.0	28.8	11.6	22.8	6.9
D05_L2	842125	817239	4.4	L2	10.00	14.40	91.7	37.0	18.1	51.0	21.1	28.8	11.9	22.8	6.8
D05_1F	842125	817239	4.4	1	18.20	22.60	91.4	37.8	17.8	50.9	22.1	28.7	12.2	22.8	6.8
D05_2F	842125	817239	4.4	2	21.30	25.70	91.9	38.8	18.0	49.8	20.1	28.6	11.7	22.8	6.8
D05_3F	842125	817239	4.4	3	24.40	28.80	92.6	39.1	18.1	50.2	20.6	28.6	11.8	22.8	6.8
D05_4F	842125	817239	4.4	4	27.50	31.90	94.3	39.7	18.1	59.9	26.2	29.9	13.4	22.8	6.8
D05_5F	842125	817239	4.4	5	30.60	35.00	94.2	39.9	18.0	54.9	25.2	29.0	13.1	22.8	6.8
D05_6F	842125	817239	4.4	6	33.70	38.10	92.9	39.7	17.7	50.0	21.4	28.7	12.0	22.8	6.8
D05_7F	842125	817239	4.4	7	36.80	41.20	93.3	39.8	17.4	49.7	19.9	28.6	11.6	22.8	6.8
D05_8F	842125	817239	4.4	8	39.90	44.30	92.6	39.3	17.0	49.6	19.3	28.5	11.4	22.8	6.8
D05_9F	842125	817239	4.4	9	43.00	47.40	91.6	38.5	16.7	49.5	19.1	28.5	11.3	22.8	6.8
D05_10F	842125	817239	4.4	10	46.10	50.50	90.9	37.9	16.3	49.5	18.9	28.5	11.3	22.7	6.8
D05_11F	842125	817239	4.4	11	49.20	53.60	89.4	37.4	16.0	49.5	18.8	28.5	11.2	22.7	6.8
D05_12F	842125	817239	4.4	12	52.30	56.70	87.7	37.0	15.7	49.4	18.8	28.5	11.2	22.7	6.8
D05_13F	842125	817239	4.4	13	55.40	59.80	89.3	36.7	15.4	49.4	18.8	28.5	11.2	22.7	6.8
D05_14F	842125	817239	4.4	14	58.50	62.90	89.1	36.2	15.2	49.4	18.7	28.5	11.2	22.7	6.8
D05_15F	842125	817239	4.4	15	61.60	66.00	89.3	36.2	15.0	49.4	18.7	28.5	11.2	22.7	6.8
D05_17F	842125	817239	4.4	17	67.80	72.20	89.4	35.7	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D05_19F	842125	817239	4.4	19	74.00	78.40	89.3	35.3	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D05_22F	842125	817239	4.4	22	83.40	87.80	88.5	34.9	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D05_25F	842125	817239	4.4	25	92.85	97.25	89.1	34.6	14.1	49.4	18.6	28.5	11.1	22.6	6.8
D06_GF	842111	817232	4.4	G	1.5	5.9	90.6	37.0	18.8	50.7	19.9	28.9	11.6	22.8	6.9
D06_L1	842111	817232	4.4	L1	5.50	9.90	90.5	37.3	18.6	50.8	20.5	28.9	11.7	22.8	6.9
D06_L2	842111	817232	4.4	L2	10.00	14.40	91.5	37.4	18.2	55.1	24.0	29.8	12.8	22.8	6.9
D06_1F	842111	817232	4.4	1	18.20	22.60	93.0	41.0	18.7	54.8	24.3	29.7	12.9	22.8	6.8
D06_2F	842111	817232	4.4	2	21.30	25.70	93.3	42.3	19.0	51.6	20.9	28.9	11.9	22.8	6.8
D06_3F	842111	817232	4.4	3	24.40	28.80	94.0	42.4	19.1	54.6	23.4	29.7	12.7	22.8	6.8
D06_4F	842111	817232	4.4	4	27.50	31.90	95.8	42.2	19.0	**89.2**	**40.7**	**35.7**	**17.7**	22.8	6.8
D06_5F	842111	817232	4.4	5	30.60	35.00	95.5	41.2	18.8	70.1	31.8	32.7	15.1	22.8	6.8
D06_6F	842111	817232	4.4	6	33.70	38.10	95.8	40.8	18.4	52.4	22.6	29.1	12.4	22.8	6.8
D06_7F	842111	817232	4.4	7	36.80	41.20	96.3	40.5	18.0	51.0	20.2	28.8	11.7	22.8	6.8
D06_8F	842111	817232	4.4	8	39.90	44.30	94.4	39.9	17.5	49.7	19.4	28.6	11.4	22.8	6.8
D06_9F	842111	817232	4.4	9	43.00	47.40	94.1	39.7	17.1	49.6	19.1	28.6	11.3	22.8	6.8
D06_10F	842111	817232	4.4	10	46.10	50.50	94.0	39.5	16.6	49.5	18.9	28.5	11.3	22.8	6.8
D06_11F	842111	817232	4.4	11	49.20	53.60	94.0	38.6	16.3	49.5	18.8	28.5	11.2	22.7	6.8
D06_12F	842111	817232	4.4	12	52.30	56.70	94.1	37.9	15.9	49.5	18.8	28.5	11.2	22.7	6.8
D06_13F	842111	817232	4.4	13	55.40	59.80	93.4	37.1	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D06_14F	842111	817232	4.4	14	58.50	62.90	92.1	36.6	15.4	49.5	18.7	28.5	11.2	22.7	6.8
D06_15F	842111	817232	4.4	15	61.60	66.00	90.4	36.3	15.2	49.5	18.7	28.5	11.2	22.7	6.8
D06_17F	842111	817232	4.4	17	67.80	72.20	90.1	35.9	14.8	49.4	18.7	28.5	11.1	22.7	6.8
D06_19F	842111	817232	4.4	19	74.00	78.40	90.0	35.7	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D06_22F	842111	817232	4.4	22	83.40	87.80	89.3	35.4	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D06_25F	842111	817232	4.4	25	92.85	97.25	89.3	34.7	14.1	49.4	18.6	28.5	11.1	22.6	6.8
D07_GF	842097	817225	4.4	G	1.5	5.9	90.7	37.0	18.3	51.3	20.4	29.0	11.7	22.9	6.9
D07_L1	842097	817225	4.4	L1	5.50	9.90	90.8	37.3	18.3	51.9	21.5	29.4	12.0	22.8	6.9
D07_L2	842097	817225	4.4	L2	10.00	14.40	91.8	38.4	18.5	59.1	25.8	31.1	13.3	22.8	6.9
D07_1F	842097	817225	4.4	1	18.20	22.60	95.4	46.1	20.5	58.6	24.4	29.4	13.0	22.8	6.9
D07_2F	842097	817225	4.4	2	21.30	25.70	97.2	47.6	21.0	55.3	22.4	29.2	12.4	22.8	6.9
D07_3F	842097	817225	4.4	3	24.40	28.80	101.8	47.6	20.9	60.1	24.8	30.5	13.1	22.8	6.9
D07_4F	842097	817225	4.4	4	27.50	31.90	102.9	47.6	20.4	68.1	28.5	32.9	14.2	22.8	6.9
D07_5F	842097	817225	4.4	5	30.60	35.00	104.4	46.0	19.8	62.7	26.5	31.1	13.6	22.8	6.8
D07_6F	842097	817225	4.4	6	33.70	38.10	102.4	42.5	19.1	56.2	23.0	29.2	12.5	22.8	6.8
D07_7F	842097	817225	4.4	7	36.80	41.20	101.5	40.5	18.5	52.2	20.6	29.0	11.8	22.8	6.8
D07_8F	842097	817225	4.4	8	39.90	44.30	102.3	40.6	17.9	50.2	19.6	28.7	11.5	22.8	6.8
D07_9F	842097	817225	4.4	9	43.00	47.40	101.1	40.5	17.4	49.8	19.2	28.6	11.4	22.8	6.8
D07_10F	842097	817225	4.4	10	46.10	50.50	98.1	39.9	16.9	49.6	19.0	28.6	11.3	22.7	6.8
D07_11F	842097	817225	4.4	11	49.20	53.60	99.3	38.9	16.5	49.6	18.9	28.6	11.2	22.7	6.8
D07_12F	842097	817225	4.4	12	52.30	56.70	97.2	37.8	16.1	49.5	18.8	28.5	11.2	22.7	6.8
D07_13F	842097	817225	4.4	13	55.40	59.80	96.4	37.1	15.8	49.5	18.8	28.5	11.2	22.7	6.8
D07_14F	842097	817225	4.4	14	58.50	62.90	92.3	36.7	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D07_15F	842097	817225	4.4	15	61.60	66.00	92.3	36.4	15.3	49.5	18.7	28.5	11.2	22.7	6.8
D07_17F	842097	817225	4.4	17	67.80	72.20	90.8	35.9	15.0	49.5	18.7	28.5	11.2	22.7	6.8
D07_19F	842097	817225	4.4	19	74.00	78.40	89.9	35.8	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D07_22F	842097	817225	4.4	22	83.40	87.80	89.2	35.3	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D07_25F	842097	817225	4.4	25	92.85	97.25	89.2	34.5	14.1	49.4	18.6	28.5	11.1	22.6	6.8
D08_GF	842083	817218	4.4	G	1.5	5.9	90.4	38.2	18.1	52.5	21.5	29.1	12.0	22.9	6.9
D08_L1	842083	817218	4.4	L1	5.50	9.90	90.6	38.1	18.2	54.3	22.8	29.8	12.4	22.8	6.9
D08_L2	842083	817218	4.4	L2	10.00	14.40	92.7	40.8	19.4	57.1	24.6	30.3	13.0	22.8	6.9
D08_1F	842083	817218	4.4	1	18.20	22.60	136.1	56.6	**25.6**	55.8	22.8	29.2	12.6	22.9	6.9
D08_2F	842083	817218	4.4	2	21.30	25.70	**145.2**	**58.1**	25.5	55.9	22.5	29.2	12.5	**23.0**	**6.9**
D08_3F	842083	817218	4.4	3	24.40	28.80	143.9	55.0	24.2	57.4	22.9	29.6	12.6	22.9	6.9
D08_4F	842083	817218	4.4	4	27.50	31.90	129.2	51.1	22.5	58.1	23.2	29.8	12.6	22.9	6.9
D08_5F	842083	817218	4.4	5	30.60	35.00	120.5	48.3	21.0	56.4	22.6	29.6	12.4	22.9	6.8
D08_6F	842083	817218	4.4	6	33.70	38.10	115.2	46.1	19.8	54.2	21.5	28.9	12.1	22.8	6.8
D08_7F	842083	817218	4.4	7	36.80	41.20	108.4	44.8	18.9	51.8	20.5	28.8	11.8	22.8	6.8
D08_8F	842083	817218	4.4	8	39.90	44.30	106.4	42.2	18.2	50.6	19.7	28.8	11.5	22.8	6.8
D08_9F	842083	817218	4.4	9	43.00	47.40	104.3	40.4	17.7	50.0	19.3	28.7	11.4	22.7	6.8
D08_10F	842083	817218	4.4	10	46.10	50.50	104.0	39.7	17.2	49.8	19.1	28.6	11.3	22.7	6.8
D08_11F	842083	817218	4.4	11	49.20	53.60	103.5	38.7	16.8	49.6	18.9	28.6	11.3	22.7	6.8
D08_12F	842083	817218	4.4	12	52.30	56.70	104.2	38.1	16.5	49.6	18.9	28.6	11.2	22.7	6.8
D08_13F	842083	817218	4.4	13	55.40	59.80	104.1	37.7	16.2	49.6	18.8	28.5	11.2	22.7	6.8
D08_14F	842083	817218	4.4	14	58.50	62.90	103.8	36.8	15.9	49.5	18.8	28.5	11.2	22.7	6.8
D08_15F	842083	817218	4.4	15	61.60	66.00	99.0	36.3	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D08_17F	842083	817218	4.4	17	67.80	72.20	95.1	35.7	15.2	49.5	18.7	28.5	11.2	22.7	6.8
D08_19F	842083	817218	4.4	19	74.00	78.40	91.4	35.3	14.8	49.4	18.7	28.5	11.2	22.7	6.8
D08_22F	842083	817218	4.4	22	83.40	87.80	89.5	34.6	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D08_25F	842083	817218	4.4	25	92.85	97.25	89.4	34.4	14.1	49.4	18.7	28.5	11.1	22.6	6.8

Confidential

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=40)
	Easting	Northing													
D09_GF	842079	817230	4.4	G	1.5	5.9	89.4	37.2	18.0	51.9	21.0	29.1	11.9	22.8	6.9
D09_L1	842079	817230	4.4	L1	5.50	9.90	89.6	37.0	18.0	52.9	21.7	29.5	12.1	22.8	6.9
D09_L2	842079	817230	4.4	L2	10.00	14.40	91.2	38.0	18.3	55.3	23.1	29.9	12.5	22.8	6.9
D09_1F	842079	817230	4.4	1	18.20	22.60	100.8	47.2	20.7	55.5	22.9	29.1	12.5	22.8	6.9
D09_2F	842079	817230	4.4	2	21.30	25.70	111.8	47.9	21.2	55.3	22.7	29.0	12.5	22.9	6.9
D09_3F	842079	817230	4.4	3	24.40	28.80	108.1	48.3	21.2	56.0	23.2	29.2	12.6	22.9	6.9
D09_4F	842079	817230	4.4	4	27.50	31.90	110.1	45.6	20.6	56.7	23.4	29.4	12.7	22.8	6.8
D09_5F	842079	817230	4.4	5	30.60	35.00	104.8	43.2	19.9	56.2	22.7	29.0	12.4	22.8	6.8
D09_6F	842079	817230	4.4	6	33.70	38.10	102.2	41.5	19.1	54.2	21.6	29.0	12.1	22.8	6.8
D09_7F	842079	817230	4.4	7	36.80	41.20	102.2	40.3	18.4	52.1	20.6	28.9	11.8	22.8	6.8
D09_8F	842079	817230	4.4	8	39.90	44.30	102.2	39.6	17.8	50.7	19.9	28.8	11.6	22.8	6.8
D09_9F	842079	817230	4.4	9	43.00	47.40	101.2	38.6	17.3	50.0	19.4	28.7	11.4	22.7	6.8
D09_10F	842079	817230	4.4	10	46.10	50.50	102.2	38.0	16.9	49.8	19.1	28.6	11.3	22.7	6.8
D09_11F	842079	817230	4.4	11	49.20	53.60	99.9	38.1	16.5	49.7	19.0	28.6	11.3	22.7	6.8
D09_12F	842079	817230	4.4	12	52.30	56.70	99.8	37.7	16.2	49.6	18.9	28.6	11.2	22.7	6.8
D09_13F	842079	817230	4.4	13	55.40	59.80	98.9	37.3	15.9	49.6	18.8	28.6	11.2	22.7	6.8
D09_14F	842079	817230	4.4	14	58.50	62.90	95.4	36.8	15.6	49.5	18.8	28.5	11.2	22.7	6.8
D09_15F	842079	817230	4.4	15	61.60	66.00	95.5	35.9	15.4	49.5	18.8	28.5	11.2	22.7	6.8
D09_17F	842079	817230	4.4	17	67.80	72.20	92.3	35.7	15.0	49.5	18.7	28.5	11.2	22.7	6.8
D09_19F	842079	817230	4.4	19	74.00	78.40	90.1	34.9	14.7	49.4	18.7	28.5	11.1	22.7	6.8
D09_22F	842079	817230	4.4	22	83.40	87.80	89.4	34.5	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D09_25F	842079	817230	4.4	25	92.85	97.25	89.4	34.4	14.1	49.4	18.7	28.5	11.1	22.7	6.8
D10_GF	842075	817244	4.4	G	1.5	5.9	89.4	36.5	17.9	51.4	20.7	29.1	11.8	22.8	6.9
D10_L1	842075	817244	4.4	L1	5.50	9.90	89.4	36.4	17.8	51.9	21.0	29.3	11.9	22.8	6.9
D10_L2	842075	817244	4.4	L2	10.00	14.40	90.8	36.9	17.8	53.1	21.8	29.6	12.1	22.8	6.8
D10_1F	842075	817244	4.4	1	18.20	22.60	91.2	39.7	18.5	53.6	22.0	29.3	12.2	22.8	6.8
D10_2F	842075	817244	4.4	2	21.30	25.70	91.6	41.4	18.9	53.7	21.9	29.2	12.2	22.8	6.8
D10_3F	842075	817244	4.4	3	24.40	28.80	95.6	42.8	19.0	54.0	22.2	29.2	12.3	22.8	6.8
D10_4F	842075	817244	4.4	4	27.50	31.90	98.6	42.2	19.0	53.9	22.2	29.2	12.3	22.8	6.8
D10_5F	842075	817244	4.4	5	30.60	35.00	99.9	40.0	18.7	53.2	21.6	29.2	12.1	22.8	6.8
D10_6F	842075	817244	4.4	6	33.70	38.10	100.1	39.4	18.3	52.2	20.9	29.1	11.9	22.8	6.8
D10_7F	842075	817244	4.4	7	36.80	41.20	98.1	38.3	17.9	51.4	20.3	29.0	11.7	22.8	6.8
D10_8F	842075	817244	4.4	8	39.90	44.30	96.7	37.6	17.4	50.7	19.8	28.9	11.5	22.8	6.8
D10_9F	842075	817244	4.4	9	43.00	47.40	96.6	37.3	17.0	50.3	19.4	28.8	11.4	22.7	6.8
D10_10F	842075	817244	4.4	10	46.10	50.50	96.8	36.8	16.6	49.9	19.1	28.7	11.3	22.7	6.8
D10_11F	842075	817244	4.4	11	49.20	53.60	97.1	36.5	16.3	49.7	19.0	28.6	11.3	22.7	6.8
D10_12F	842075	817244	4.4	12	52.30	56.70	96.5	36.3	16.0	49.7	18.9	28.6	11.2	22.7	6.8
D10_13F	842075	817244	4.4	13	55.40	59.80	96.5	36.1	15.7	49.6	18.8	28.6	11.2	22.7	6.8
D10_14F	842075	817244	4.4	14	58.50	62.90	95.2	36.0	15.4	49.5	18.8	28.5	11.2	22.7	6.8
D10_15F	842075	817244	4.4	15	61.60	66.00	96.4	35.8	15.2	49.5	18.8	28.5	11.2	22.7	6.8
D10_17F	842075	817244	4.4	17	67.80	72.20	92.3	35.5	14.9	49.5	18.7	28.5	11.2	22.7	6.8
D10_19F	842075	817244	4.4	19	74.00	78.40	89.7	34.9	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D10_22F	842075	817244	4.4	22	83.40	87.80	89.4	34.6	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D10_25F	842075	817244	4.4	25	92.85	97.25	89.4	34.5	14.1	49.4	18.7	28.5	11.1	22.7	6.8
D11_GF	842071	817257	4.4	G	1.5	5.9	89.0	36.2	17.9	51.0	20.4	29.0	11.7	22.8	6.9
D11_L1	842071	817257	4.4	L1	5.50	9.90	89.4	36.3	17.8	51.2	20.5	29.0	11.7	22.8	6.8
D11_L2	842071	817257	4.4	L2	10.00	14.40	89.4	36.5	17.6	51.3	20.9	29.0	11.9	22.8	6.8
D11_1F	842071	817257	4.4	1	18.20	22.60	90.6	37.8	17.6	51.8	21.1	29.0	11.9	22.8	6.8
D11_2F	842071	817257	4.4	2	21.30	25.70	90.8	38.2	17.7	51.9	21.1	29.0	11.9	22.8	6.8
D11_3F	842071	817257	4.4	3	24.40	28.80	91.0	38.4	17.8	52.2	21.2	29.0	12.0	22.8	6.8
D11_4F	842071	817257	4.4	4	27.50	31.90	93.3	38.8	17.9	52.2	21.1	29.0	11.9	22.8	6.8
D11_5F	842071	817257	4.4	5	30.60	35.00	93.9	38.7	17.8	51.4	20.8	28.9	11.8	22.8	6.8
D11_6F	842071	817257	4.4	6	33.70	38.10	94.5	38.4	17.6	50.7	20.3	28.8	11.7	22.8	6.8
D11_7F	842071	817257	4.4	7	36.80	41.20	95.2	37.5	17.4	50.5	19.9	28.8	11.6	22.8	6.8
D11_8F	842071	817257	4.4	8	39.90	44.30	95.0	36.6	17.1	50.0	19.6	28.7	11.5	22.7	6.8
D11_9F	842071	817257	4.4	9	43.00	47.40	95.3	36.3	16.7	49.9	19.3	28.6	11.4	22.7	6.8
D11_10F	842071	817257	4.4	10	46.10	50.50	95.0	36.0	16.4	49.8	19.1	28.6	11.3	22.7	6.8
D11_11F	842071	817257	4.4	11	49.20	53.60	96.5	35.7	16.1	49.7	19.0	28.6	11.3	22.7	6.8
D11_12F	842071	817257	4.4	12	52.30	56.70	96.5	35.5	15.8	49.7	18.9	28.6	11.2	22.7	6.8
D11_13F	842071	817257	4.4	13	55.40	59.80	94.2	35.2	15.6	49.7	18.8	28.5	11.2	22.7	6.8
D11_14F	842071	817257	4.4	14	58.50	62.90	92.5	35.3	15.3	49.6	18.8	28.5	11.2	22.7	6.8
D11_15F	842071	817257	4.4	15	61.60	66.00	91.3	35.4	15.1	49.5	18.8	28.5	11.2	22.7	6.8
D11_17F	842071	817257	4.4	17	67.80	72.20	90.7	35.7	14.8	49.5	18.7	28.5	11.2	22.7	6.8
D11_19F	842071	817257	4.4	19	74.00	78.40	89.4	34.7	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D11_22F	842071	817257	4.4	22	83.40	87.80	89.1	34.6	14.3	49.4	18.7	28.5	11.1	22.7	6.8
D11_25F	842071	817257	4.4	25	92.85	97.25	89.1	34.5	14.1	49.4	18.7	28.5	11.1	22.7	6.8
D12_GF	842084	817263	4.4	G	1.5	5.9	89.0	36.5	18.3	50.4	20.0	28.8	11.6	22.8	6.9
D12_L1	842084	817263	4.4	L1	5.50	9.90	89.4	36.5	18.1	51.0	20.2	28.7	11.6	22.8	6.8
D12_L2	842084	817263	4.4	L2	10.00	14.40	89.6	36.8	17.7	51.1	20.7	28.7	11.8	22.8	6.8
D12_1F	842084	817263	4.4	1	18.20	22.60	89.8	36.4	17.2	51.0	20.6	28.7	11.8	22.8	6.8
D12_2F	842084	817263	4.4	2	21.30	25.70	89.9	37.0	17.3	50.9	20.6	28.7	11.8	22.8	6.8
D12_3F	842084	817263	4.4	3	24.40	28.80	90.8	37.1	17.3	50.9	20.8	28.7	11.8	22.8	6.8
D12_4F	842084	817263	4.4	4	27.50	31.90	91.5	37.1	17.4	50.8	20.8	28.6	11.8	22.8	6.8
D12_5F	842084	817263	4.4	5	30.60	35.00	92.2	37.1	17.3	50.8	20.5	28.6	11.7	22.8	6.8
D12_6F	842084	817263	4.4	6	33.70	38.10	92.7	37.0	17.2	50.5	20.0	28.6	11.6	22.7	6.8
D12_7F	842084	817263	4.4	7	36.80	41.20	93.9	36.7	17.0	49.9	19.7	28.6	11.5	22.7	6.8
D12_8F	842084	817263	4.4	8	39.90	44.30	93.8	36.4	16.8	49.8	19.4	28.6	11.4	22.7	6.8
D12_9F	842084	817263	4.4	9	43.00	47.40	94.5	36.1	16.5	49.8	19.2	28.5	11.3	22.7	6.8
D12_10F	842084	817263	4.4	10	46.10	50.50	94.3	35.8	16.2	49.7	19.0	28.5	11.3	22.7	6.8
D12_11F	842084	817263	4.4	11	49.20	53.60	94.3	35.6	15.9	49.7	18.9	28.5	11.2	22.7	6.8
D12_12F	842084	817263	4.4	12	52.30	56.70	94.3	35.4	15.6	49.6	18.9	28.5	11.2	22.7	6.8
D12_13F	842084	817263	4.4	13	55.40	59.80	92.3	35.3	15.4	49.6	18.8	28.5	11.2	22.7	6.8
D12_14F	842084	817263	4.4	14	58.50	62.90	91.7	35.5	15.2	49.5	18.8	28.5	11.2	22.7	6.8
D12_15F	842084	817263	4.4	15	61.60	66.00	91.0	35.6	15.0	49.5	18.7	28.5	11.2	22.7	6.8
D12_17F	842084	817263	4.4	17	67.80	72.20	90.5	35.8	14.7	49.5	18.7	28.5	11.2	22.7	6.8
D12_19F	842084	817263	4.4	19	74.00	78.40	89.2	34.7	14.5	49.4	18.7	28.5	11.1	22.7	6.8
D12_22F	842084	817263	4.4	22	83.40	87.80	88.1	34.6	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D12_25F	842084	817263	4.4	25	92.85	97.25	88.4	34.6	14.1	49.4	18.7	28.5	11.1	22.7	6.8

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ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	NO_2			RSP		FSP		SO_2	
	x	y					19th Highest Hourly	10th Highest Daily	Annual (Jenkin Method)	10th Highest Daily	Annual	19th Highest Daily	Annual	4th Highest 10-min (AQO=500)	4th Highest Daily (AQO=40)
	Easting	Northing													
D13_GF	842096	817270	4.4	G	1.5	5.9	90.5	36.9	19.0	50.3	19.7	28.7	11.5	22.8	6.9
D13_L1	842096	817270	4.4	L1	5.50	9.90	90.7	36.7	18.6	50.1	19.8	28.7	11.6	22.8	6.8
D13_L2	842096	817270	4.4	L2	10.00	14.40	90.4	36.8	17.7	50.9	20.2	28.8	11.7	22.8	6.8
D13_1F	842096	817270	4.4	1	18.20	22.60	89.7	36.2	17.0	50.8	20.1	28.9	11.6	22.8	6.8
D13_2F	842096	817270	4.4	2	21.30	25.70	89.6	37.2	17.0	50.8	20.1	28.7	11.6	22.8	6.8
D13_3F	842096	817270	4.4	3	24.40	28.80	89.5	37.1	17.0	50.9	20.3	28.8	11.7	22.8	6.8
D13_4F	842096	817270	4.4	4	27.50	31.90	89.5	36.8	17.0	50.9	20.3	28.8	11.7	22.7	6.8
D13_5F	842096	817270	4.4	5	30.60	35.00	90.8	36.8	17.0	50.7	20.0	28.7	11.6	22.7	6.8
D13_6F	842096	817270	4.4	6	33.70	38.10	90.7	36.5	16.9	49.8	19.7	28.6	11.5	22.7	6.8
D13_7F	842096	817270	4.4	7	36.80	41.20	92.1	36.2	16.8	49.8	19.4	28.6	11.4	22.7	6.8
D13_8F	842096	817270	4.4	8	39.90	44.30	93.2	36.0	16.5	49.8	19.2	28.5	11.4	22.7	6.8
D13_9F	842096	817270	4.4	9	43.00	47.40	92.3	35.7	16.3	49.7	19.1	28.5	11.3	22.7	6.8
D13_10F	842096	817270	4.4	10	46.10	50.50	91.6	35.5	16.0	49.6	19.0	28.5	11.3	22.7	6.8
D13_11F	842096	817270	4.4	11	49.20	53.60	91.7	35.3	15.7	49.6	18.9	28.5	11.2	22.7	6.8
D13_12F	842096	817270	4.4	12	52.30	56.70	91.6	35.4	15.5	49.5	18.8	28.5	11.2	22.7	6.8
D13_13F	842096	817270	4.4	13	55.40	59.80	90.5	35.5	15.3	49.5	18.8	28.5	11.2	22.7	6.8
D13_14F	842096	817270	4.4	14	58.50	62.90	89.6	35.7	15.1	49.5	18.8	28.5	11.2	22.7	6.8
D13_15F	842096	817270	4.4	15	61.60	66.00	89.9	35.8	14.9	49.5	18.7	28.5	11.2	22.7	6.8
D13_17F	842096	817270	4.4	17	67.80	72.20	89.5	34.8	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D13_19F	842096	817270	4.4	19	74.00	78.40	88.0	34.8	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D13_22F	842096	817270	4.4	22	83.40	87.80	87.8	34.7	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D13_25F	842096	817270	4.4	25	92.85	97.25	89.0	34.6	14.0	49.4	18.7	28.5	11.1	22.7	6.8
D14_GF	842108	817276	4.4	G	1.5	5.9	90.6	37.8	20.4	50.3	19.6	28.8	11.5	22.8	6.9
D14_L1	842108	817276	4.4	L1	5.50	9.90	90.3	37.2	19.5	50.1	19.6	28.7	11.5	22.8	6.8
D14_L2	842108	817276	4.4	L2	10.00	14.40	89.4	37.0	17.6	50.0	20.0	28.6	11.6	22.8	6.8
D14_1F	842108	817276	4.4	1	18.20	22.60	89.6	36.2	16.8	49.9	19.9	28.6	11.5	22.8	6.8
D14_2F	842108	817276	4.4	2	21.30	25.70	89.4	36.0	16.7	49.9	19.8	28.6	11.5	22.7	6.8
D14_3F	842108	817276	4.4	3	24.40	28.80	89.4	36.0	16.7	49.9	20.0	28.8	11.6	22.7	6.8
D14_4F	842108	817276	4.4	4	27.50	31.90	89.6	36.3	16.7	49.9	20.1	28.8	11.6	22.7	6.8
D14_5F	842108	817276	4.4	5	30.60	35.00	89.6	36.1	16.7	49.8	19.8	28.6	11.5	22.7	6.8
D14_6F	842108	817276	4.4	6	33.70	38.10	91.1	36.1	16.6	49.7	19.5	28.6	11.4	22.7	6.8
D14_7F	842108	817276	4.4	7	36.80	41.20	90.8	36.1	16.5	49.6	19.3	28.5	11.4	22.7	6.8
D14_8F	842108	817276	4.4	8	39.90	44.30	90.2	35.9	16.3	49.6	19.2	28.5	11.3	22.7	6.8
D14_9F	842108	817276	4.4	9	43.00	47.40	90.4	35.6	16.0	49.5	19.0	28.5	11.3	22.7	6.8
D14_10F	842108	817276	4.4	10	46.10	50.50	89.4	35.5	15.8	49.5	18.9	28.5	11.2	22.7	6.8
D14_11F	842108	817276	4.4	11	49.20	53.60	88.3	35.5	15.6	49.5	18.9	28.5	11.2	22.7	6.8
D14_12F	842108	817276	4.4	12	52.30	56.70	86.8	35.6	15.3	49.5	18.8	28.5	11.2	22.7	6.8
D14_13F	842108	817276	4.4	13	55.40	59.80	86.6	35.2	15.1	49.5	18.8	28.5	11.2	22.7	6.8
D14_14F	842108	817276	4.4	14	58.50	62.90	87.1	35.0	15.0	49.4	18.8	28.5	11.2	22.7	6.8
D14_15F	842108	817276	4.4	15	61.60	66.00	87.0	35.0	14.8	49.4	18.7	28.5	11.2	22.7	6.8
D14_17F	842108	817276	4.4	17	67.80	72.20	87.1	34.9	14.6	49.4	18.7	28.5	11.1	22.7	6.8
D14_19F	842108	817276	4.4	19	74.00	78.40	87.3	34.8	14.4	49.4	18.7	28.5	11.1	22.7	6.8
D14_22F	842108	817276	4.4	22	83.40	87.80	87.1	34.7	14.2	49.4	18.7	28.5	11.1	22.7	6.8
D14_25F	842108	817276	4.4	25	92.85	97.25	88.3	34.7	14.0	49.4	18.7	28.5	11.1	22.7	6.8
						Max.	145.2	58.1	25.6	89.2	40.7	35.7	17.7	23.0	6.9
						New AQO	**200**	**120**	**40**	**75**	**30**	**37.5**	**15**	**500**	**40**

Note:

1. Shaded cell in orange denotes the predicted air quality exceeds the relevant AQOs.
2. Bolded cell denotes the largest value.

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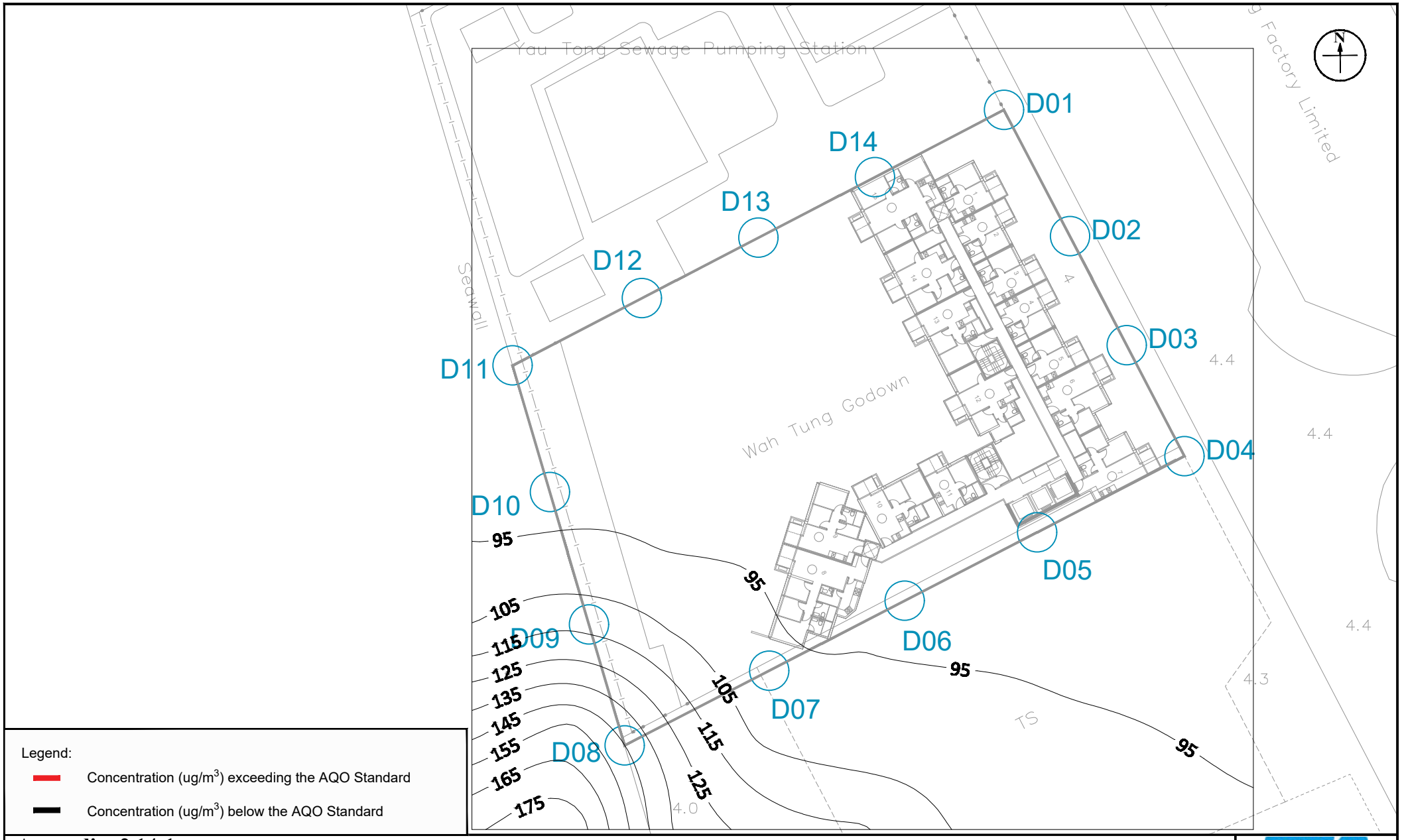
Appendix 2.14 Contour Map for SO2, NO2, RSP and FSP



Appendix: 2.14-1

Title: Contour Map of 19th Highest Hourly Average Concentration of NO_2 at 25.7mPD (2/F) (AQO Standard: 200ug/m³)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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Concentration (ug/m^3) exceeding the AQO Standard

Concentration (ug/m^3) below the AQO Standard

ix: 2.14-2

Contour Map of 10th Highest Daily Average Concentration of NO_2 at 25.7mPD (2/F) (AQO Standard: 120ug/m^3)

RAMBOLL

Drawn by: TL



Concentration (ug/m^3) exceeding the AQO Standard

Concentration (ug/m^3) below the AQO Standard

ix: 2.14-3

Contour Map of Annual Average Concentration of NO_2 at 22.6mPD (1/F) (AQO Standard: 40ug/m^3)

RAMBOLL

Drawn by: TL



Concentration (ug/m^3) exceeding the AQO Standard

Concentration (ug/m^3) below the AQO Standard

Exceedance Zone (No fresh air intake or air sensitive uses)

Indoor Area falls within the Exceedance Zone
(i.e. Its openable window / fresh air intake would be located outside the exceedance zone)

Blank Wall / Facade not for ventilation

ix: 2.14-4

Contour Map of 10th Highest 24-hour Average Concentration of RSP at 31.9mPD (4/F) (AQO Standard: 75ug/m³)

RAMBOLL

Drawn by: TL



Concentration (ug/m^3) exceeding the AQO Standard

Concentration (ug/m^3) below the AQO Standard

Exceedance Zone (No fresh air intake or air sensitive uses)

Indoor Area falls within the Exceedance Zone
(i.e. Its openable window / fresh air intake would be located outside the exceedance zone)

Blank Wall / Facade not for ventilation

ix: 2.14-5a

Contour Map of Annual Average Concentration of RSP at 31.9mPD (4/F) (AQO Standard: 30ug/m^3)

RAMBOLL

Drawn by: TL



Concentration (ug/m^3) exceeding the AQO Standard

Concentration (ug/m^3) below the AQO Standard

Exceedance Zone (No fresh air intake or air sensitive uses)

Indoor Area falls within the Exceedance Zone
(i.e. Its openable window / fresh air intake would be located outside the exceedance zone)

Blank Wall / Facade not for ventilation

ix: 2.14-5b

Contour Map of Annual Average Concentration of RSP at 35.0mPD (5/F) (AQO Standard: 30ug/m³)

RAMBOLL

Drawn by: TL



Concentration (ug/m^3) exceeding the AQO Standard

Concentration (ug/m^3) below the AQO Standard

Exceedance Zone (No fresh air intake or air sensitive uses)

Indoor Area falls within the Exceedance Zone
(i.e. Its openable window / fresh air intake would be located outside the exceedance zone)

Blank Wall / Facade not for ventilation

ix: 2.14-6

Contour Map of 19th Highest 24-hour Average Concentration of FSP at 31.9mPD (4/F) (AQO Standard: 37.5ug/m³)

RAMBOLL

Drawn by: TL



Concentration (ug/m^3) exceeding the AQO Standard

Concentration (ug/m^3) below the AQO Standard

Exceedance Zone (No fresh air intake or air sensitive uses)

Indoor Area falls within the Exceedance Zone
(i.e. Its openable window / fresh air intake would be located outside the exceedance zone)

Blank Wall / Facade not for ventilation

ix: 2.14-7a

Contour Map of Annual Average Concentration of FSP at 31.9mPD (4/F) (AQO Standard: 15ug/m³)

RAMBOLL

Drawn by: TL



Concentration (ug/m^3) exceeding the AQO Standard

Concentration (ug/m^3) below the AQO Standard

Exceedance Zone (No fresh air intake or air sensitive uses)

Indoor Area falls within the Exceedance Zone
(i.e. Its openable window / fresh air intake would be located outside the exceedance zone)

Blank Wall / Facade not for ventilation

ix: 2.14-7b

Contour Map of Annual Average Concentration of FSP at 35.0mPD (5/F) (AQO Standard: 15ug/m³)

RAMBOLL

Drawn by: TL



Concentration (ug/m^3) exceeding the AQO Standard

Concentration (ug/m^3) below the AQO Standard

ix: 2.14-8

Contour Map of 4th Highest 10-min Average Concentration of SO_2 at 25.7mPD (2/F) (AQO Standard: 500ug/m³)

RAMBOLL

Drawn by: TL



Concentration (ug/m^3) exceeding the AQO Standard

Concentration (ug/m^3) below the AQO Standard

ix: 2.14-9

Contour Map of 4th Highest Daily Average Concentration of SO_2 at 25.7mPD (2/F) (AQO Standard: 40ug/m³)

RAMBOLL

Drawn by: TL

Appendix 2.15 Extracts from Approved Planning Application A/K15/126 – Input Parameters of Odour Sources in AERMOD

Odour Strength inside Kwun Tong Wholesale Fish Market

Sampling flowrate = 5.42E-05 m^3/s

Covered surface area = 0.13 m^2

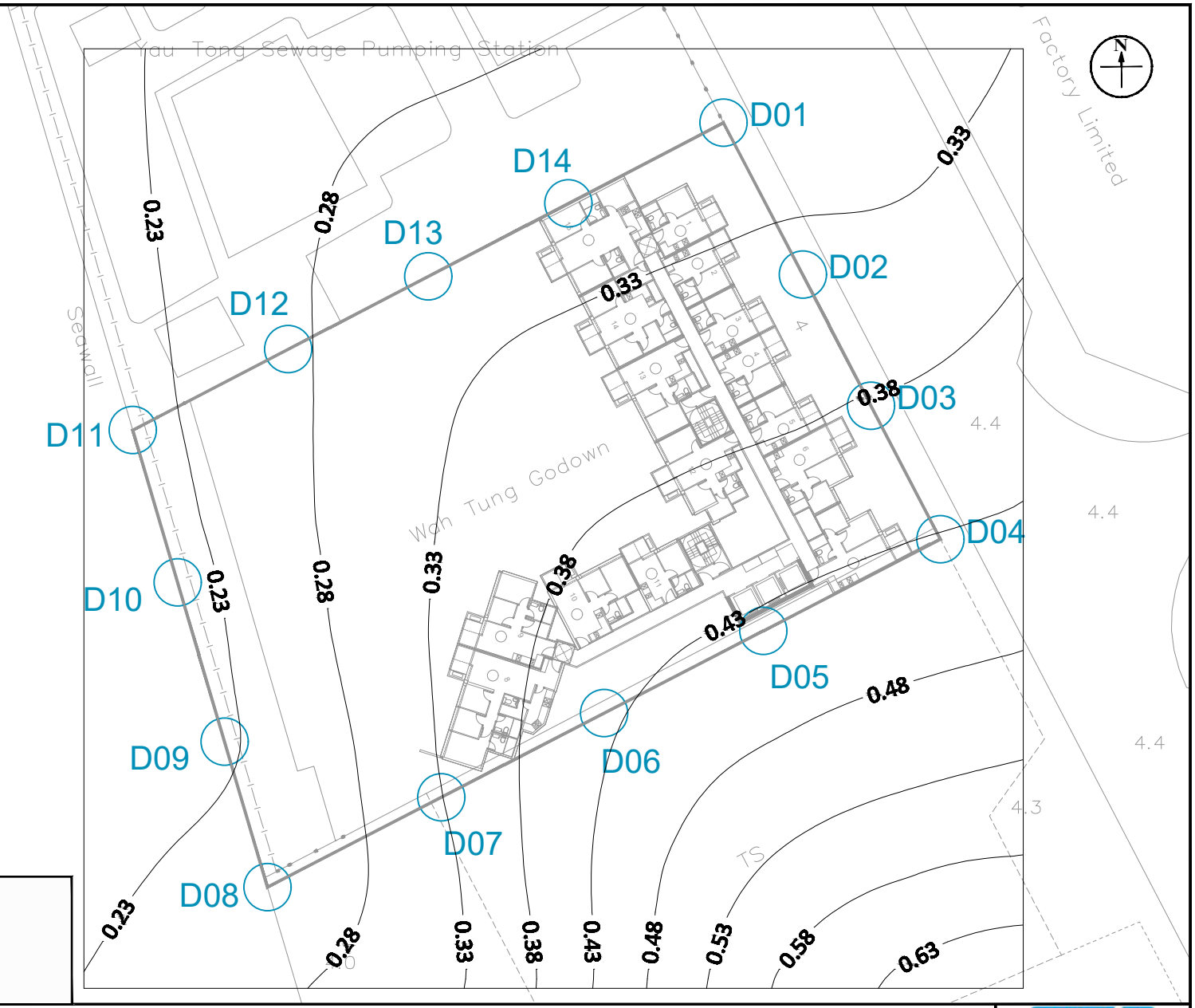
Odour sources

Label	X1	Y1	X2	Y2	Z	Distance (m)	Width (m)	Angle (deg. Clockwise from N)	Release Height m	Area m^2	Sampling Concentration OU/m^3	Emission Rate (OU/s-m^2)	Plume Height m
PB01	842149	817159	842158	817167	4.4	11.8	7.54	45.6	3.0	89.1	14	**5.83E-03**	0.0
PB02	842162	817172	842165	817174	4.4	3.7	9.54	45.8	3.0	35.3	14	**5.83E-03**	0.0
PB03	842164	817144	842159	817149	4.4	7.5	10.88	-44.4	3.0	82.1	14	**5.83E-03**	0.0
PB04	842189	817104	842187	817106	4.4	2.5	39.74	-46.0	3.0	99.2	14	**5.83E-03**	0.0
FT01	842177	817119	842159	817138	4.4	26.5	26	-43.9	3.0	688.3	59	**2.46E-02**	0.0
FT02	842187	817115	842180	817122	4.4	9.7	21.1	-43.4	3.0	204.7	59	**2.46E-02**	0.0
WF01	842152	817132	842137	817147	4.4	21.5	17.17	-44.6	3.0	369.4	180	**7.50E-02**	0.0
WF02	842159	817149	842155	817154	4.4	6.3	17.9	-44.2	3.0	113.3	180	**7.50E-02**	0.0
WF03	842207	817126	842169	817165	4.4	54.3	11.5	-43.8	3.0	624.3	180	**7.50E-02**	0.0
WF04	842171	817113	842152	817132	4.4	26.5	9	-44.2	3.0	238.5	180	**7.50E-02**	0.0
WF05	842177	817106	842171	817113	4.4	9.5	13.6	-43.8	3.0	129.2	180	**7.50E-02**	0.0
WF06	842182	817101	842178	817106	4.4	6.5	34.6	-43.7	3.0	224.5	180	**7.50E-02**	0.0
WF07	842184	817099	842182	817101	4.4	2.8	6.46	-43.8	3.0	17.8	180	**7.50E-02**	0.0

Note:

Due to the erected concrete block wall at the northeast side of KTFM, release height is set at 3m, which is the worst-case scenario for the proposed residential development comprising residential units starting from 9m above ground.

Appendix 2.17 Contour Map for Odour



Legend:

- Concentration (OU) exceeding the Criterion
- Concentration (OU) below the Criterion

Appendix: 2.17

Title: Contour Map of Highest 5-s Average Concentration of Odour at 5.9mPD (G/F) (Criterion: 5OU)

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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Appendix 2.20 Location of Exceedance Zone



Appendix: 2.20

Title: Location of Exceedance Zone

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jun 2025

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Appendix 2.21 Correspondence with DSD regarding Proposed Enhancement Work at YTSPS

Tony Ling

From: Andy Ho Cheung LAW <andyhclaw@dsd.gov.hk>
Sent: Friday, June 13, 2025 2:34 PM
To: Tony Ling
Cc: Peter Ka Man CHAN; Jolitta LM CHAN/EPD; Kenneth Pak Cheong WONG/PLAND; Tony Cheng; Wendy Tin
Subject: Re: [Internet]RE: S.16 Application at No. 4 Tung Yuen Street, Yau Tong (A/K15/132) - Enquiry for Enhancement Work of Yau Tong Sewage Pumping Station

Dear Tony,

We spoke.

Regarding DSD's proposed project on enhancement works at YTSPS, please find the below information for your reference: -

1. The tentative completion of enhancement works at YTSPS is 2032 subject to funding availability.

2. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical SPS subject to funding and detailed design.

You are reminded that DSD's enhancement works is to serve the Yau Tong region. The applicant shall employ any required mitigation measures due to applicant's planning application and subsequent development.

For your information, the E&M advisor/Project Engineer of the proposed works is Mr. Peter CHAN. If you have further enquiries regarding the proposed works, you may contact Mr. Peter CHAN at 2594 7211, or me. Thanks.

Regards,
Andy H.C. LAW
EME/ST2/1/3, DSD
Tel: 2195 3459



From: "Tony Ling" [redacted]
To: "andyhclaw@dsd.gov.hk" <andyhclaw@dsd.gov.hk>
Cc: "Tony Cheng" [redacted], "Wendy Tin" [redacted]
Date: 06/06/2025 15:37
Subject: [Internet]RE: S.16 Application at No. 4 Tung Yuen Street, Yau Tong (A/K15/132) - Enquiry for Enhancement Work of Yau Tong Sewage Pumping Station
Serial No.:

==========
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Dear Andy,

As discussed today, it is understood that YTSPS enhancement work is under initial stage, details regarding the design are limited to provide.

Therefore, we would like to confirm the following information first for facilitating the captioned application.

1. Tentative completion year of YTSPS enhancement work is Year 2030.
2. Proposed Enhancement Work at YTSPS would be comparable to other existing/typical SPSs (i.e. deodorising unit)

Thank you for your attention. Your prompt reply would be greatly appreciated.

Best Regards,
Tony Ling

Environmental Consultant

[redacted]

[redacted]

Ramboll Hong Kong Limited

Classification: Confidential

From: Tony Ling
Sent: Thursday, June 5, 2025 4:59 PM
To: andyhclaw@dsd.gov.hk
Cc: Tony Cheng[redacted]; Wendy Tin [redacted]
Subject: S.16 Application at No. 4 Tung Yuen Street, Yau Tong (A/K15/132) - Enquiry for Enhancement Work of Yau Tong Sewage Pumping Station

Dear Andy,

As per our conversation, it is understood that the enhancement work will take place at Yau Tong Sewage Pumping Station(YTSPS) .

In view of that YTSPS enhancement work is under initial stage, could you please provide the details about enhancement work for our air quality impact assessment.

Items:
1. Construction Programme (i.e. Tentative Completion Year)
2. Proposed Exhaust Location(s) and Enhancement Design (i.e. Types of Serving Units (e.g. wet well. inlet chamber, etc...) , No. of Deodouriser and its removal efficiency, etc...)
3. Any enclosure/ cover for potential odour sources and equipped with deodorising unit?
4. Design Capacity (m3 per day) after enhancement

Best Regards,
Tony Ling

Environmental Consultant

[redacted]

[redacted]

Ramboll Hong Kong Limited

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This message has been analyzed by Deep Discovery Email Inspector.

Appendix 2.22 Extracts from Approved Planning Application A/K15/121 – Input Parameters of Concrete Batching Plant



LEGEND

- PROJECT BOUNDARY
- AREA SOURCE OF CONCRETE BATCHING PLANTS
- POINT SOURCE OF CHIMNEY EMISSIONS
- POINT SOURCE OF CONCRETE BATCHING PLANTS

Rev	Description	By	Date
C	THIRD ISSUE	SF	04/20
B	SECOND ISSUE	GL	12/19
A	FIRST ISSUE	GL	10/19

Consultant

ARUP

Contract No. and Title

Environmental Review for Proposed Residentiail Development at 18 Tung Yuen Street, Cha Kwo Ling, Yau Tong, Lei Yue Mun, Kowloon

Drawing title

LOCATION OF EMISSION SOURCES - CONCRETE BATCHING PLANTS AND CHIMNEYS DURING ULTIMATE SCENARIO

Drawing no.			Rev.
APPENDIX 3.5			C
Drawn SF	Date 04/20	Checked RC	Approved FC
Scale AS SHOWN		Status PRELIMINARY	

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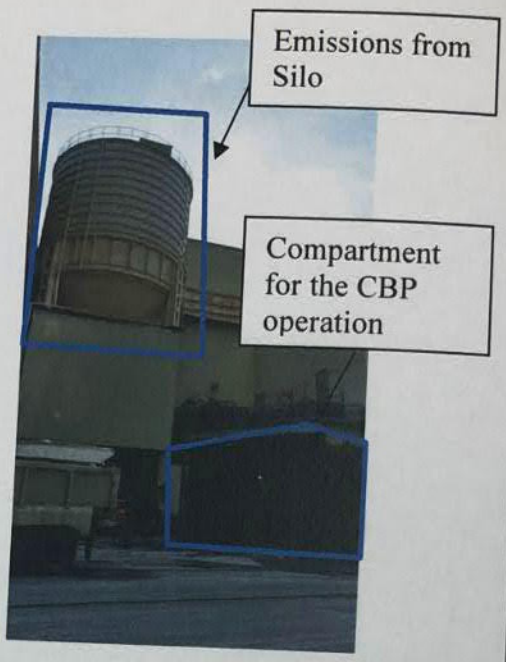
Report\Appendix 3.5 - Location of Emission Sources - Concrete Batching Plants and Chimneys - Ultimate.dgn

Redland Concrete Limited



Source: Extracted from GeoInfo Map



Sourece: Site Photos taken on 19 Sep 2019

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NTERIM CASE & ULTIMATE CASE\APPENDIX\AIR
2_PHOTO OF REDLAND CBP DOC

Table 4: Calculation of RSP Emission factor for Paved Road within Concrete Batching Plants

$$E = k\,(sL)^{0.91} \times (W)^{1.02}$$

(ref: Section 13.2.1.3 of USEPA AP-42)

Where

E = Emission Factor in grams per vehicle kilometer traveled (g/veh-km) (Ref. AP42 S13.2.1.3)

k = Particle size multiplier, k = 0.62 g/veh-km for RSP and 0.15 g/veh-km for FSP as defined according to Table 2 of S13.2.1-1

sL = road surface silt loading (grams per square meter) (g/m^2) (i.e. 12g/m^2 as per AP-42 Table 13.2.1-3 mean silt loading for concrete batching)

W = average weight (tons) of the vehicles traveling the road (22 tons is assumed in the equation)

Therefore

RSP emission factor = $0.62 \times 12^{0.91} \times 22^{1.02}$ = 139.2252 g/veh-km

FSP emission factor = $0.15 \times 12^{0.91} \times 22^{1.02}$ = 33.6835 g/veh-km

Detailed calculation of RSP and FSP emission rate by each segment

Company	Source / Segment ID	Distance	Road Width	Road Surface Area	Peak hourly no. of mixer trucks [1]	Dust removal efficiency [2]	RSP Emission Rate [3]		FSP Emission Rate [3]	
		(m)	(m)	(m^2)	(veh/hr)	(%)	(g/s)	($g/s/m^2$)	(g/s)	($g/s/m^2$)
China Concrete Co. Ltd. [4] [5] [6]	L11	17	6	102	NA	NA	1.15E-02	3.10E-05	2.77E-03	7.49E-06
	L12	6	45	268	NA	NA	1.15E-02	3.10E-05	2.77E-03	7.49E-06
HK Concrete Co. Ltd.	L31	3	18	53	22	91.7	2.13E-04	4.01E-06	5.15E-05	9.70E-07
	L32	37	3	113	22	91.7	2.66E-03	2.35E-05	6.43E-04	5.69E-06
Redland Concrete Ltd.	L21	7	16	110	22	91.7	4.91E-04	4.44E-06	1.19E-04	1.08E-06

Notes:

[1] Peak hourly traffic count of each concrete batching plants based on site observations

[2] Refer to "Calculation of Dust Removal Efficiency by Watering for Paved Road within Concrete Batching Plants"

[3] Emission Rate (g/s) = Emission Factor x (1 - Dust Removal Efficiency) x No. of Trucks per hour x Travelling Distance

Emission Rate ($g/s/m^2$) = Emission Factor x (1 - Dust Removal Efficiency) x No. of Trucks per hour x Travelling Distance / Road Surface Area

[4] According to SP License for China Concrete (L3-194(4)), dust emission rate from paved roads is 0.215kg/hr.

[5] According to Table 13.2.1-1, particle size multiplier (k) of TSP, RSP and FSP for paved road is defined as 3.23g/veh-km, 0.62 g/veh-km and 0.15 g/veh-km respectively. The conversion ratio of TSP to RSP and FSP for paved road has thus referenced to the particle size multiplier. As such, TSP = 3.23 / 0.62; RSP = 3.23 / 0.15 FSP

[6] Emission sources at China Concrete Co. Ltd. and HK Concrete Co. Ltd. (L11-L12, L31-L32) would only be operational during interim phase.

Table 1 : Emission Inventory for Chimney (In-use only)

Company	Source ID	Type	X	Y	Release Height	Exit Temperature	Exit velocity	Internal diameter	Length of X side	Length of Y side	Angle (deg. Clockwise from N)	Emission Rate (g/s) or (g/m²-s)					Operation hours [1]
			(m)	(m)	(mAG)	(K)	(m/s)	(m)	(m)	(m)	(°)	NO_x	SO_2	CO	RSP [7]	FSP [7]	
China Concrete Co. Ltd. [1] [4] [5] [6]	P101	Point	842301	817005	31	Ambient	15.6	0.20							4.86E-03	1.43E-03	14 hours a day (0700 to 2100)
	P102	Point	842298	817002	31	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P103	Point	842300	817009	8	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P104	Point	842294	817003	8	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P105	Area	842282	817004	6				4	4	136				6.86E-03	2.02E-03	
	P106	Point	842307	817023	30	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P107	Point	842309	817025	30	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P108	Point	842314	817030	30	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P109	Point	842312	817028	30	Ambient	15.6	0.28							4.86E-03	1.43E-03	
	P110	Point	842313	817029	12	Ambient	15.6	0.28							4.86E-03	1.43E-03	
	P111	Point	842308	817024	12	Ambient	15.6	0.28							4.86E-03	1.43E-03	
	L11	Area	842311	817033	0.5				17	6	45				9.72E-03	2.86E-03	
	L12	Area	842293	816992	0.5				6	45	46				9.72E-03	2.86E-03	
HK Concrete Co. Ltd. [1] [4] [5] [6]	P301	Point	842273	817039	33	Ambient	13.8	0.20							3.08E-05	7.45E-06	
	P302	Point	842271	817036	33	Ambient	13.8	0.20							3.08E-05	7.45E-06	
	P303	Point	842276	817036	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	12 hours a day (0700 to 1900)
	P304	Point	842278	817034	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P305	Point	842276	817032	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P306	Point	842282	817029	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P307	Point	842280	817027	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P308	Point	842289	817024	28	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P309	Point	842295	817030	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P310	Point	842279	817042	13	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P311	Point	842282	817039	13	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P312	Point	842286	817035	13	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P313	Area	842266	817019	9				3	5	135				4.31E-03	1.27E-03	
	L31	Area	842300	817044	0.5				3	18	-43				8.78E-03	2.58E-03	
	L32	Area	842273	817018	0.5				37	3	44				4.01E-06	9.70E-07	
Redland Concrete Ltd. [1] [4] [5] [6]	P201	Point	842116	817205	26	Ambient	27.5	0.15							2.55E-05	5.69E-06	
	P202	Point	842127	817210	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	12 hours a day (0700 to 1900)
	P203	Point	842133	817213	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P204	Point	842141	817216	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P205	Point	842134	817226	8	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P206	Point	842136	817214	10	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P207	Point	842124	817209	10	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P208	Point	842122	817208	10	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P209	Point	842122	817218	8	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P210	Point	842128	817227	26	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P211	Point	842128	817227	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P212	Point	842128	817227	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P213	Point	842128	817227	12	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P214	Point	842130	817221	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P215	Point	842130	817221	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P216	Point	842130	817221	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P217	Point	842130	817221	12	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P218	Point	842118	817226	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P219	Point	842118	817226	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P220	Point	842118	817226	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P221	Point	842118	817226	12	Ambient	7.7	0.40							5.56E-04	1.63E-04	
	P222	Point	842123	817228	26	Ambient	27.5	0.15							9.72E-03	2.86E-03	
	P223	Point	842123	817228	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P224	Point	842123	817228	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P225	Point	842123	817228	12	Ambient	7.7	0.40							5.56E-04	1.63E-04	
	P226	Point	842134	817226	8	Ambient	1.8	0.20							9.72E-03	2.86E-03	
	P227	Point	842125	817219	8	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	P228	Point	842130	817221	12	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	P229	Point	842123	817228	12	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	P230	Point	842100	817199	3	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	L21	Area	842149	817213	0.5		14.4	0.50							2.41E-02	7.08E-03	
Lei Yue Mun Seafood Restaurant [2] [3]	C01	Point	842049	816895	15	373	6.0	0.2	7	10	-26	1.63E-02	2.33E-04		4.44E-06	1.08E-06	
Golden Dragon Seafood Restaurant [2] [3]	C02	Point	842572	816798	8	373	6.0	0.2				1.58E-03	9.48E-06		3.21E-04	2.47E-04	24 hours a day
Lung Mun Seafood Restaurant [2] [3]	C03	Point	842622	816846	8	373	6.0	0.2				1.27E-02	1.81E-04		1.20E-04	1.20E-04	24 hours a day
Tai Hing Restaurant [2] [3]	C04	PointCap	842670	816949	6	373	6.0	0.2				3.16E-04	1.90E-06		2.50E-04	1.92E-04	24 hours a day
Wai Lung Seafood Restaurant [2] [3]	C05	Point	842579	816815	8	373	6.0	0.5				1.58E-03	9.48E-06		2.40E-05	2.40E-05	24 hours a day
							6.0	0.2							1.20E-04	1.20E-04	24 hours a day

Appendix H

Updated Traffic Impact Assessment

19/06/2025

Reference number CHK50748310

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON



TRAFFIC IMPACT ASSESSMENT REPORT

SYSTRA MVA

IDENTIFICATION TABLE	
Client/Project owner	China Resources Land (Overseas) Limited
Project	Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon
Type of document	Traffic Impact Assessment Report
Date	19/06/2025
File name	No. 4 Tung Yuen Street Development Traffic Impact Assessment Report .docx
Reference number	CHK50748310

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1. INTRODUCTION

1.1 Background

1.1.1 The application site is located at No. 4 Tung Yuen Street, as indicated in **Drawing 1.1**. It is currently zoned “Residential (Group E)” (“R(E)”) under the latest approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) no. S/K15/27.

1.1.2 The application site is currently occupied by an industrial building, and is planned to be re-developed into a residential-based development with shop & services, and eating place as No. 4 Tung Yuen Street Redevelopment.

1.2 Study Objective

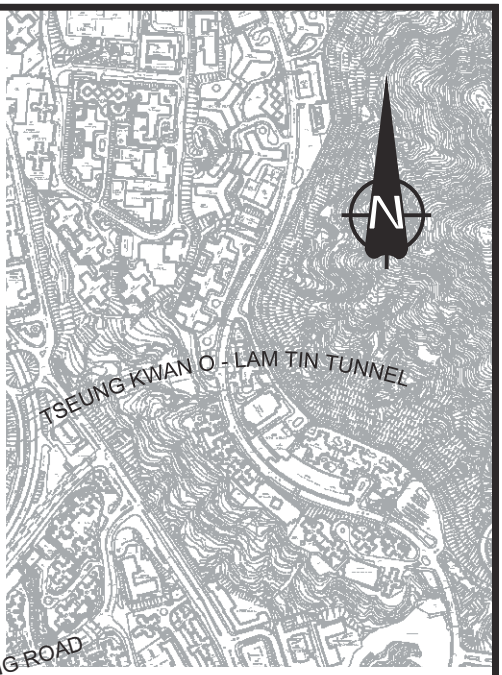
1.2.1 The main objective of this study is to investigate the anticipated traffic impact of proposed No. 4 Tung Yuen Street Redevelopment to the adjacent local road network, by performing the following tasks:

- review the current traffic condition in the vicinity;
- study the traffic related matters of the proposed MLP;
- produce traffic forecasts on the adjacent local road network;
- assess the traffic impact of this development scheme to the adjacent local road network and suggest mitigation measures, if applicable.

1.3 Report Structure

1.3.1 Following this introductory chapter, there are six further chapters.

- Chapter 2 – Traffic Context, review the current traffic condition in the vicinity;
- Chapter 3 – The Redevelopment, introduces the proposed No. 4 Tung Yuen Street Redevelopment scheme, planning parameters, internal transport facilities and etc.;
- Chapter 4 – Traffic Forecasts, describes the traffic forecasting methodology and presents the results;
- Chapter 5 – Traffic Impact Assessment, presents the assessment findings and suggests mitigation measures, if applicable;
- Chapter 6 – Public Transport, review the current public transport service in the vicinity, and analyse the public transport demand in the future; and,
- Chapter 7 – Summary and Conclusion, summarises the study findings and presents the conclusion accordingly.



WAI YIP STREET

Lam Tin Interchange

YAU TONG ROAD

CHA KWO LING ROAD

LEI YUE MUN ROAD

EASTERN HARBOUR CROSSING

KO FAI ROAD

CHA KWO LING ROAD

KO CHIU ROAD

SHUNG TAK WAI

TUNG YUEN STREET

YAN YUE WAI

SHUNG SHUN STREET

LEGEND :

SUBJECT SITE

Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

SITE LOCATION PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	1.1	-

SYSTRA MVA

CHK50748310/TIA/F11.CDR/LLH/10OCT24

Original Size : A4

2. TRAFFIC CONTEXT

2.1 Existing Road Network

2.1.1 The application site is located at No. 4 Tung Yuen Street. The application site situates at the northwestern fringe of YTIA and is accessible from Tung Yuen Street. The site location is indicated in **Drawing 1.1**. The vehicular access routes of the application site are through Tung Yuen Street, Ko Fai Road, Cha Kwo Ling Road, Yau Tong Road, and Ko Chiu Road.

2.1.2 Cha Kwo Ling Road, a single 4-lane district distributor, is the main transport corridors of Yau Tong area to provide external linkage to Eastern Harbour Crossing (EHC), Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), Kwun Tong Bypass and Kwun Tong Road.

2.1.3 Yau Tong Road and Ko Chiu Road are both local distributors, linking up Lei Yue Mun Road and Cha Kwo Ling Road on the North and South respectively.

2.1.4 Tung Yuen Street and Ko Fai Road are both single 2-lane local distributors, connecting the application site to Yan Yue Wai and Cha Kwo Ling Road.

2.2 Public Transport Services

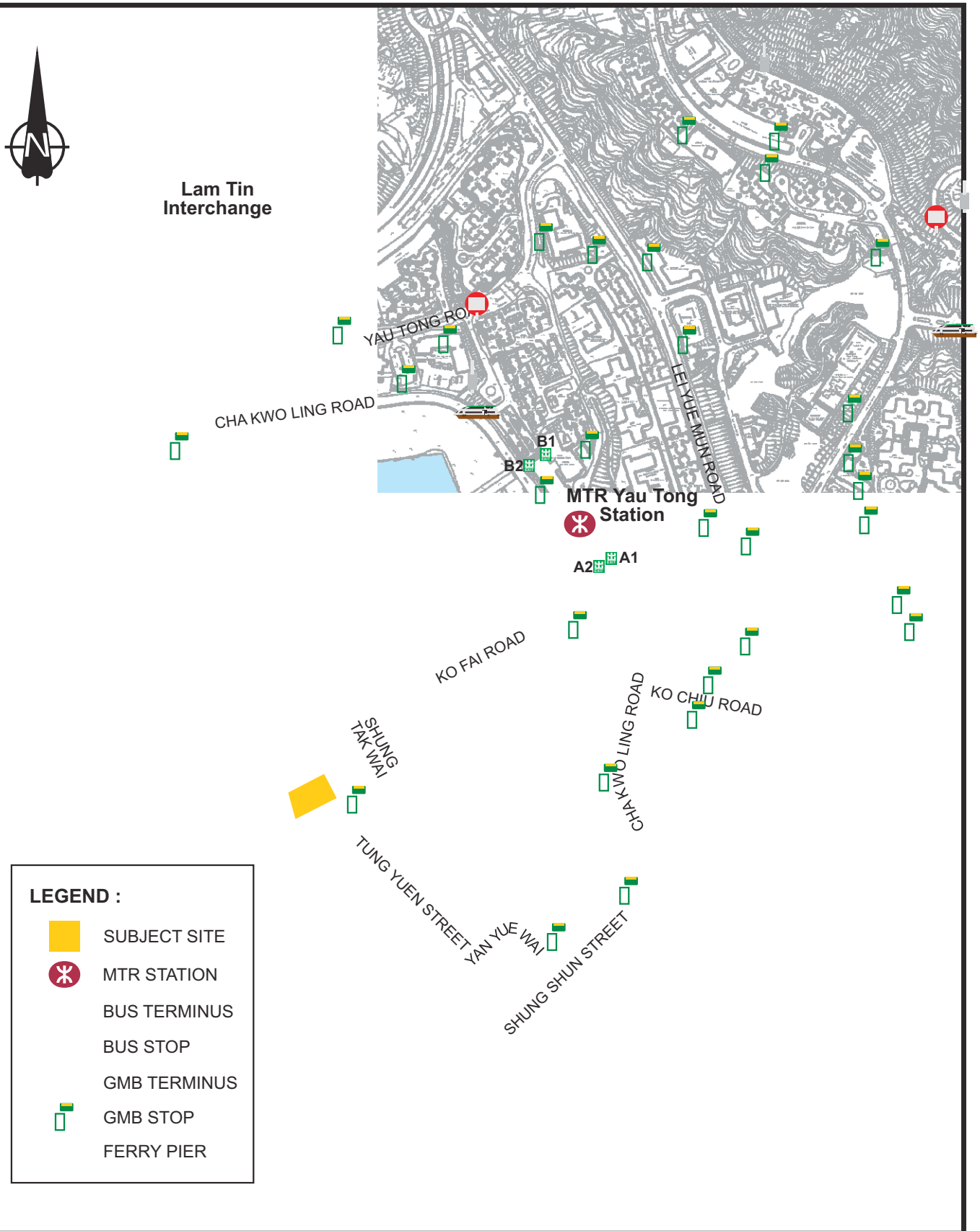
2.2.1 MTR Yau Tong Station is the nearest MTR station to the application site. It is located on the north-east of the application site across Cha Kwo Ling Road, and can be reached within 10 minutes of walk. Yau Tong MTR Station is the interchange station of Kwun Tong Line and Tseung Kwan O Line leading to Island Line.

2.2.2 There are two public transport interchanges (PTI) located at The Domain Mall and Lei Yue Mun Estate, near Ko Chiu Road, in the vicinity of the application site. There is one franchised bus route - 14X and one Green Minibus (GMB) route - 24, operating along Tung Yuen Street.

2.2.3 The nearby public transport services are indicated in **Drawing 2.1**, whilst their service details are summarised in **Appendix A**.

2.3 Junction Operational Performance

2.3.1 A total of thirteen key local junctions have been identified for assessment purpose in this study. The identified key local junctions, as listed in **Table 2.1**, are indicated in **Drawing 2.2**.



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
-	-	-	-	-	-	-	-
A	TD'S COMMENTS INCORPORATED	JPP	23APR25	-	-	-	-

Project Title

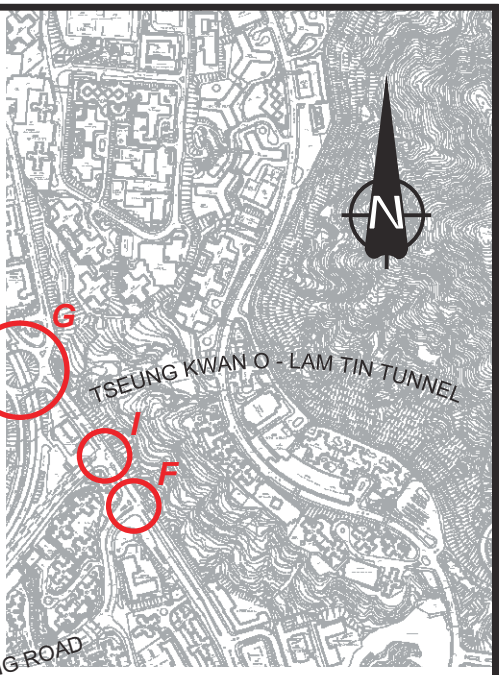
PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING PUBLIC TRANSPORT SERVICES

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	2.1	A

SYSTRA MVA



LEGEND :

SUBJECT SITE

C EXISTING KEY JUNCTIONS

Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
-	-	-	-	-	-	-	-
A	TD'S COMMENTS INCORPORATED	JPP	23APR25	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

IDENTIFIED KEY LOCAL JUNCTIONS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	2.2	A

SYSTRA MVA

CHK50748310/TIA/F22-A.CDR/LLH/23APR25

Original Size : A4

Table 2.1 Identified Key Local Junctions

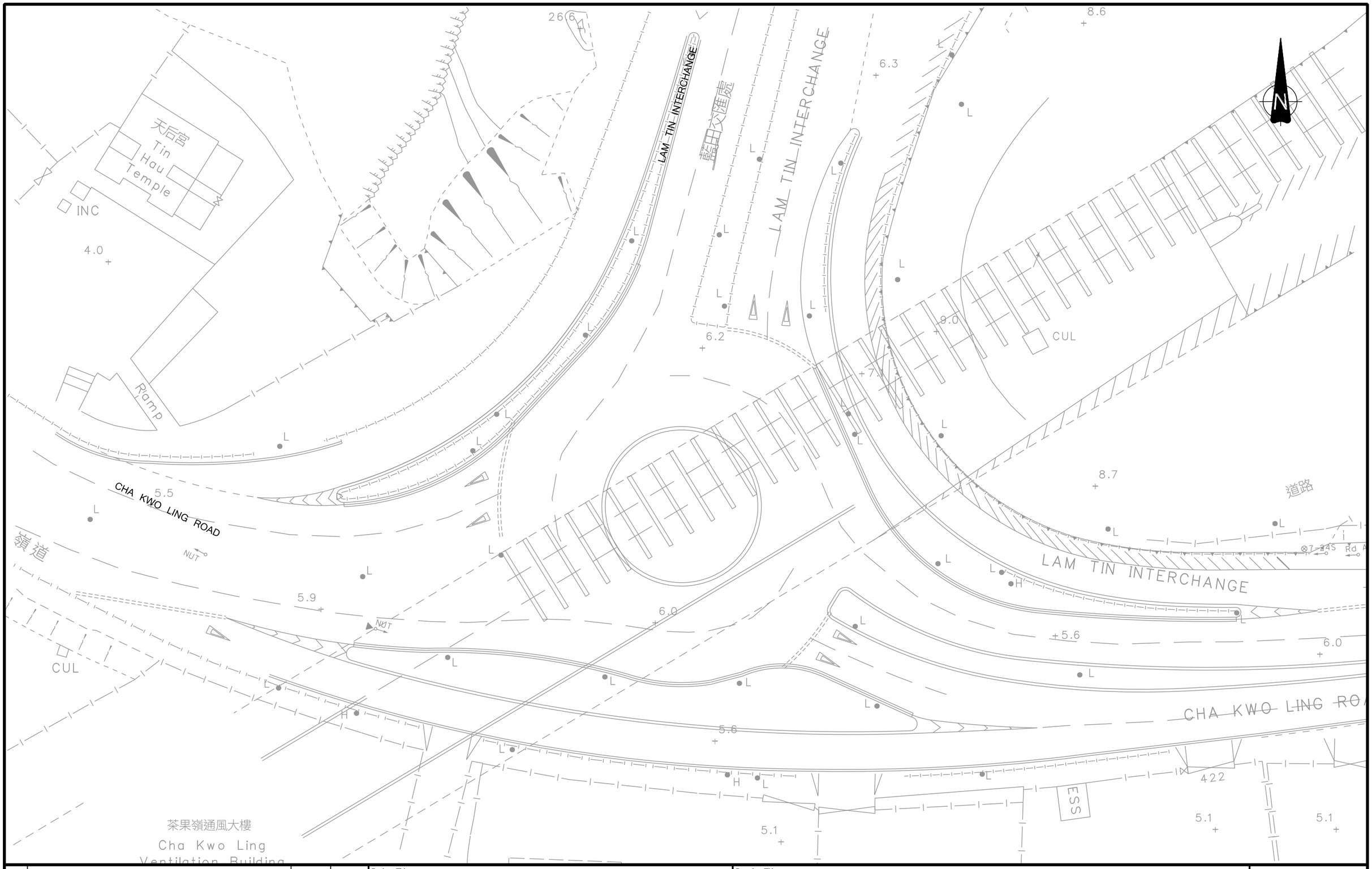
Ref. (1)	Junction	Control Method	Drawing No.
A	Cha Kwo Ling Road / Lam Tin Interchange	Roundabout	2.3
B	Cha Kwo Ling Road / Yau Tong Road	Signal	2.4
C	Cha Kwo Ling Road / Ko Fai Road	Priority	2.5
D	Cha Kwo Ling Road / Ko Chiu Road	Signal	2.6
E	Lei Yue Mun Road / Ko Chiu Road	Roundabout	2.7
F	Lei Yue Mun Road / Yau Tong Road	Signal	2.8
G	Kai Tin Road / Lei Yue Mun Road	Roundabout	2.9
H	Wai Yip Street / Wai Fat Road	Signal	2.10
I	Lei Yue Mun Road / Slip Road to EHC	Signal	2.11
J	Cha Kwo Ling Road / Shung Shun Road	Priority	2.12
K	Shung Shun Road / Yan Yue Wai	Priority	2.13
L	Tung Yuen Street / Yan Yue Wai	Priority	2.14
M	Tung Yuen Street / Ko Fai Road	Priority	2.15

Remarks:
(1) Refer to **Drawing 2.2**.

2.3.2 In order to establish the current peak hour traffic condition in the area, traffic surveys in the form of manual classified count were conducted at the identified key local junctions during the morning and evening peak hours of a typical weekday.

2.3.3 The traffic surveys were arranged and conducted during morning peak hours between 07:30 – 09:30 and the evening peak hours between 17:00 – 19:00 on 9th and 10th of September 2024. The survey results reveal that the weekday morning and evening peak hour occur during 08:15 – 09:15 and 17:00 – 18:00 respectively. The observed peak hour traffic flows are summarised in **Drawing 2.16**.

2.3.4 Junction capacity assessments have been conducted to evaluate the current operational performance of the identified key local junctions. The assessments would be validated with the site observations, such as queue length, by applying appropriate site factors and adjustments accordingly in order to reflect the actual site conditions. The assessment results are summarised in **Table 2.2**. The junction calculation sheets are attached in **Appendix B**.



Rev.	Description	Checked	Date
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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

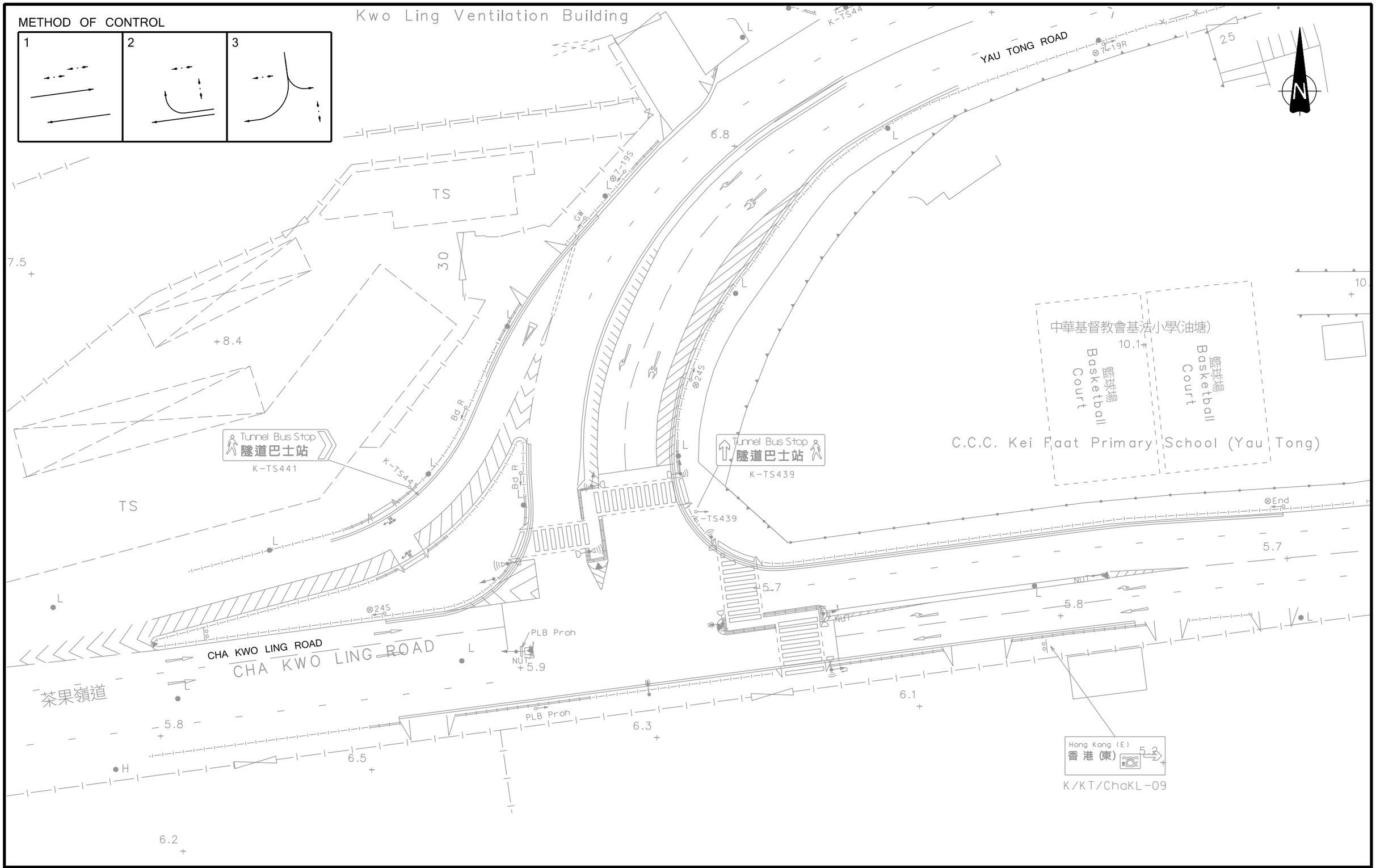
EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / LAM TIN INTERCHANGE (A)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.3**	-

SYSTRA MVA

CHK50748310/TIA/F23.DGN/KCM/08OCT24

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-
-	-	-	-
A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

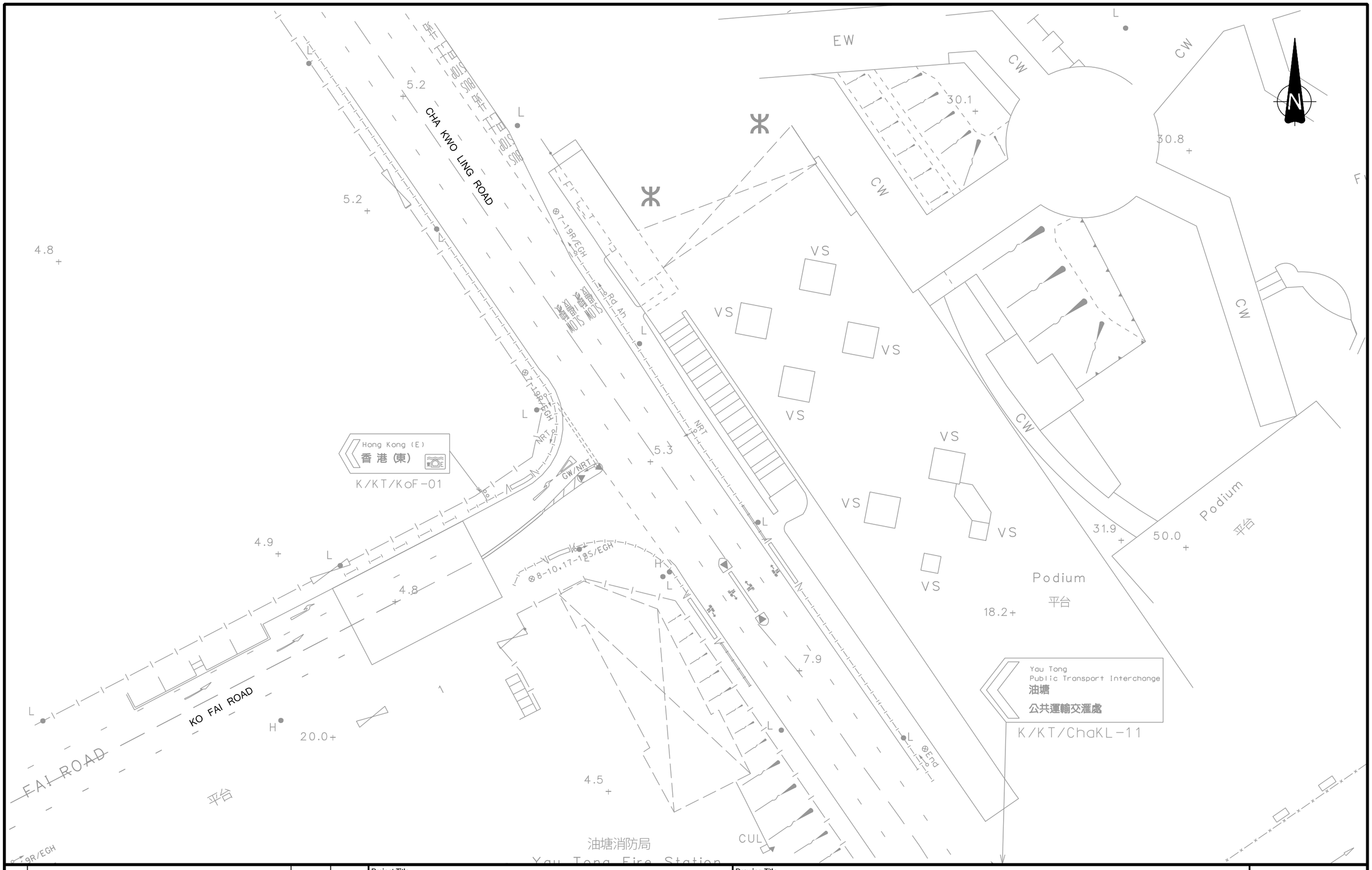
EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / YAU TONG ROAD (B)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	2.4	A

SYSTRA MVA

CHK50748310/TIA/F24-A.DGN/KCM/19JUN25

Original Size : A3



Rev.	Description	Checked	Date
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A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / KO FAI ROAD (C)

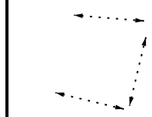
Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.5**	A

SYSTRA MVA

CHK50748310/TIA/F25-A.DGN/KCM/19FEB25

Original Size : A3

METHOD OF CONTROL

1	2	3	4
			

CHA KWO LING ROAD

KO CHIU ROAD

KO ON LA-

Domain
(Bus Terminus under)
(下層巴士總站)

生利工業中心
Sunray
Industrial Centre

油塘工業大廈第三座
Yau Tong Industrial
Building Block 3

Fai
Building

Podium

平台

Lei Yue Mun
鯉魚門

第一座
Tower 1
K/KT/KOC-07

第二座
Tower 2
K/KT/KOC-08

Yau Tong
Public Transport Interchange
油塘
公共運輸交滙處

Except goods vehicles loading/unloading
貨車上落貨除外

嘉榮街

嘉華商場

高超道

-	-	-	-
-	-	-	-
-	-	-	-
A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19FEB25
Rev.	Description	Checked	Date

Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

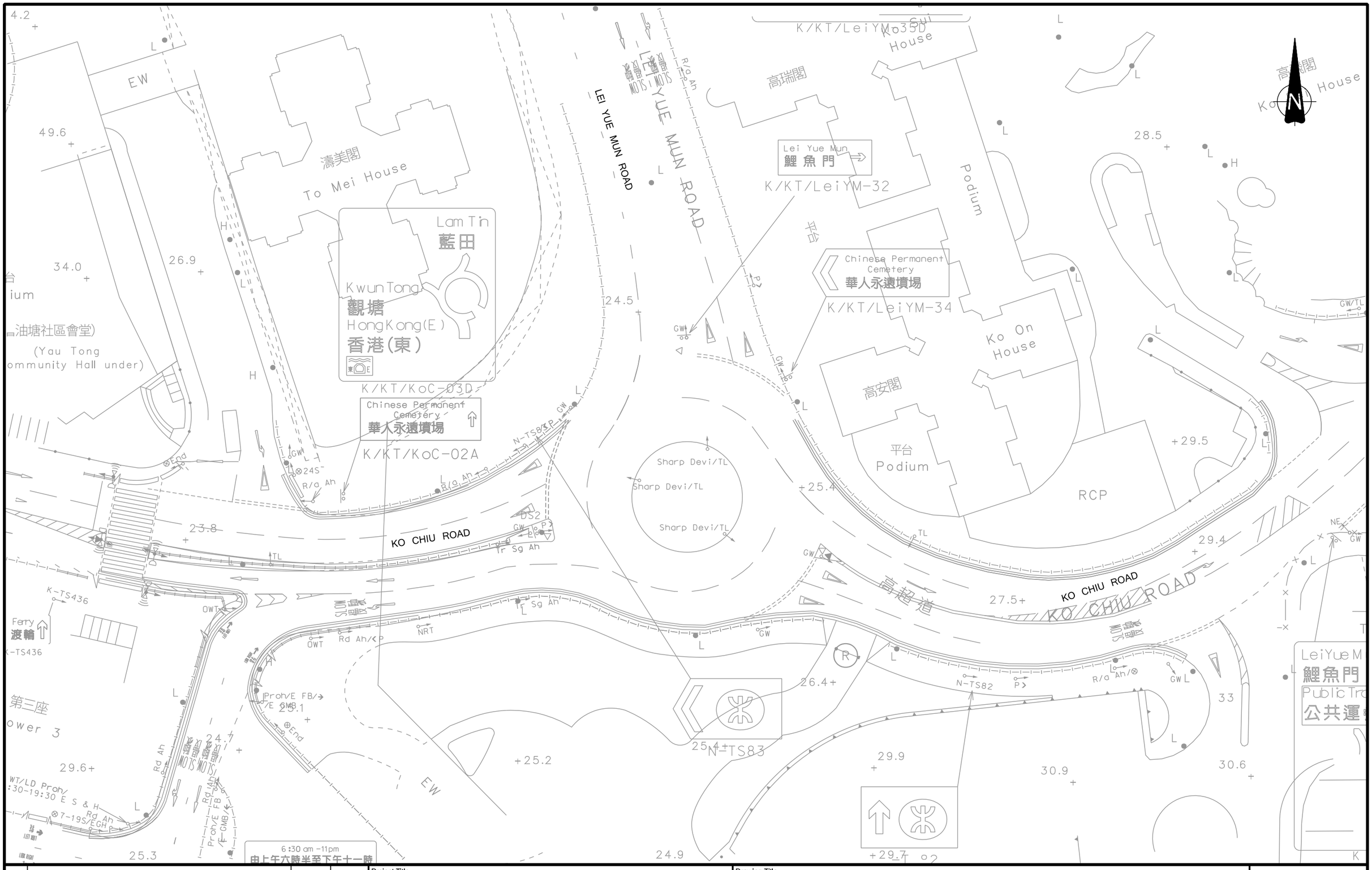
EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / KO CHIU ROAD (D)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	2.6	A

SYSTRA MVA

CHK50748310/TIA/F26-A.DGN/KCM/19FEB25

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / KO CHIU ROAD (E)

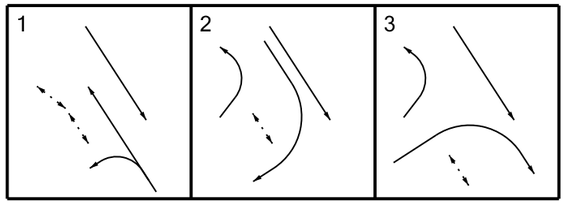
Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.7**	-

SYSTRA MVA

CHK50748310/TIA/F27.DGN/KCM/08OCT24

Original Size : A3

METHOD OF CONTROL



Rev.	Description	Checked	Date
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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

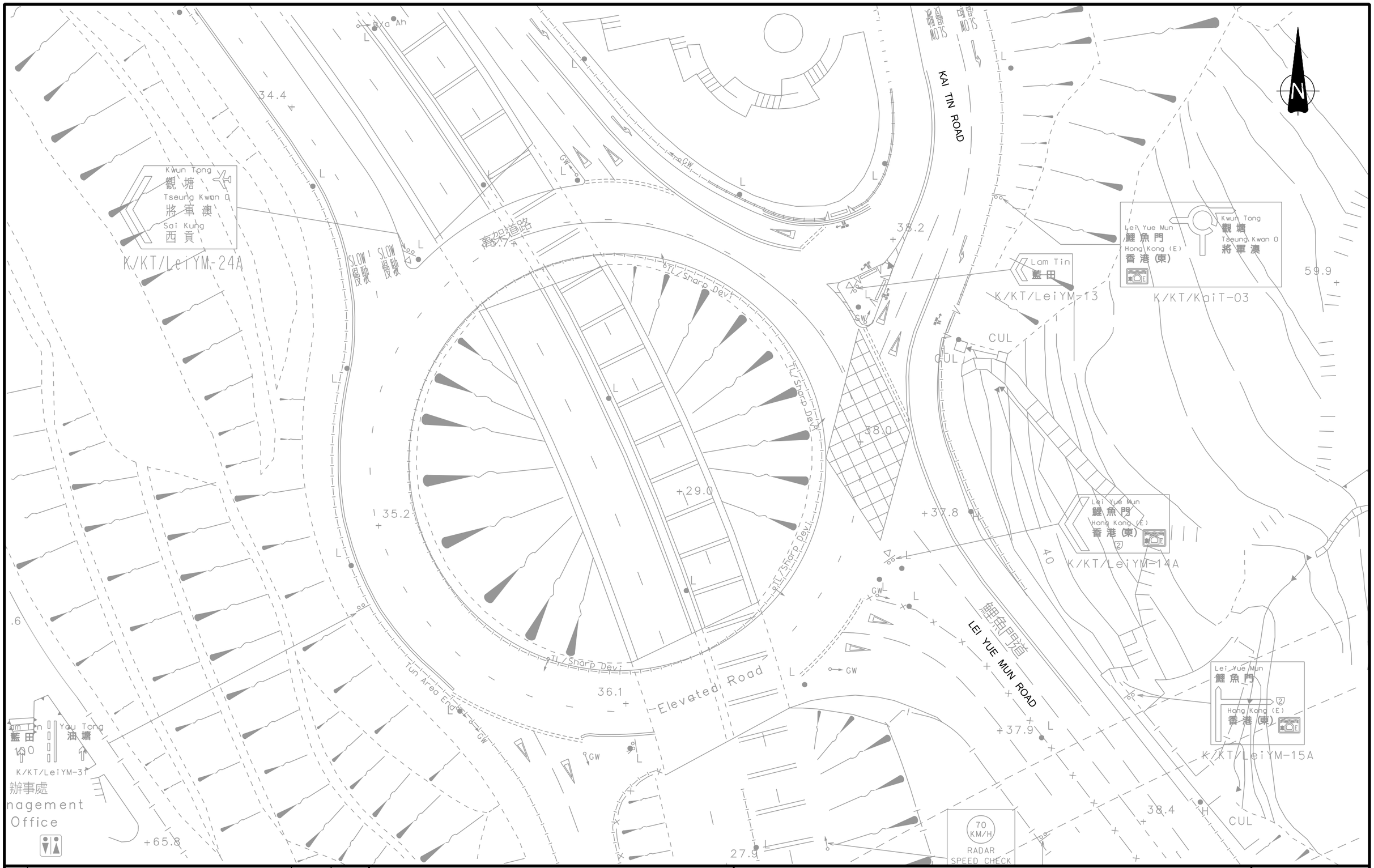
Drawing Title

EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / YAU TONG ROAD (F)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.8**	-

CHK50748310/TIA/F28.DGN/KCM/08OCT24

Original Size : A3



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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF KAI TIN ROAD / LEI YUE MUN ROAD (G)

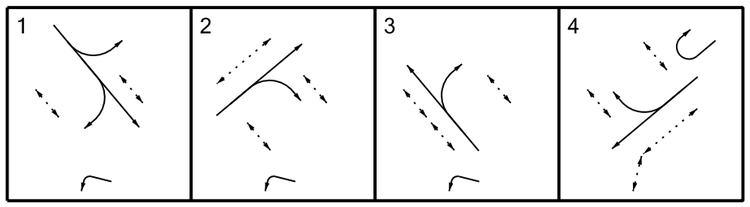
Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.9**	-

SYSTRA MVA

CHK50748310/TIA/F29.DGN/KCM/08OCT24

Original Size : A3

METHOD OF CONTROL



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Rev.	Description	Checked	Date

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

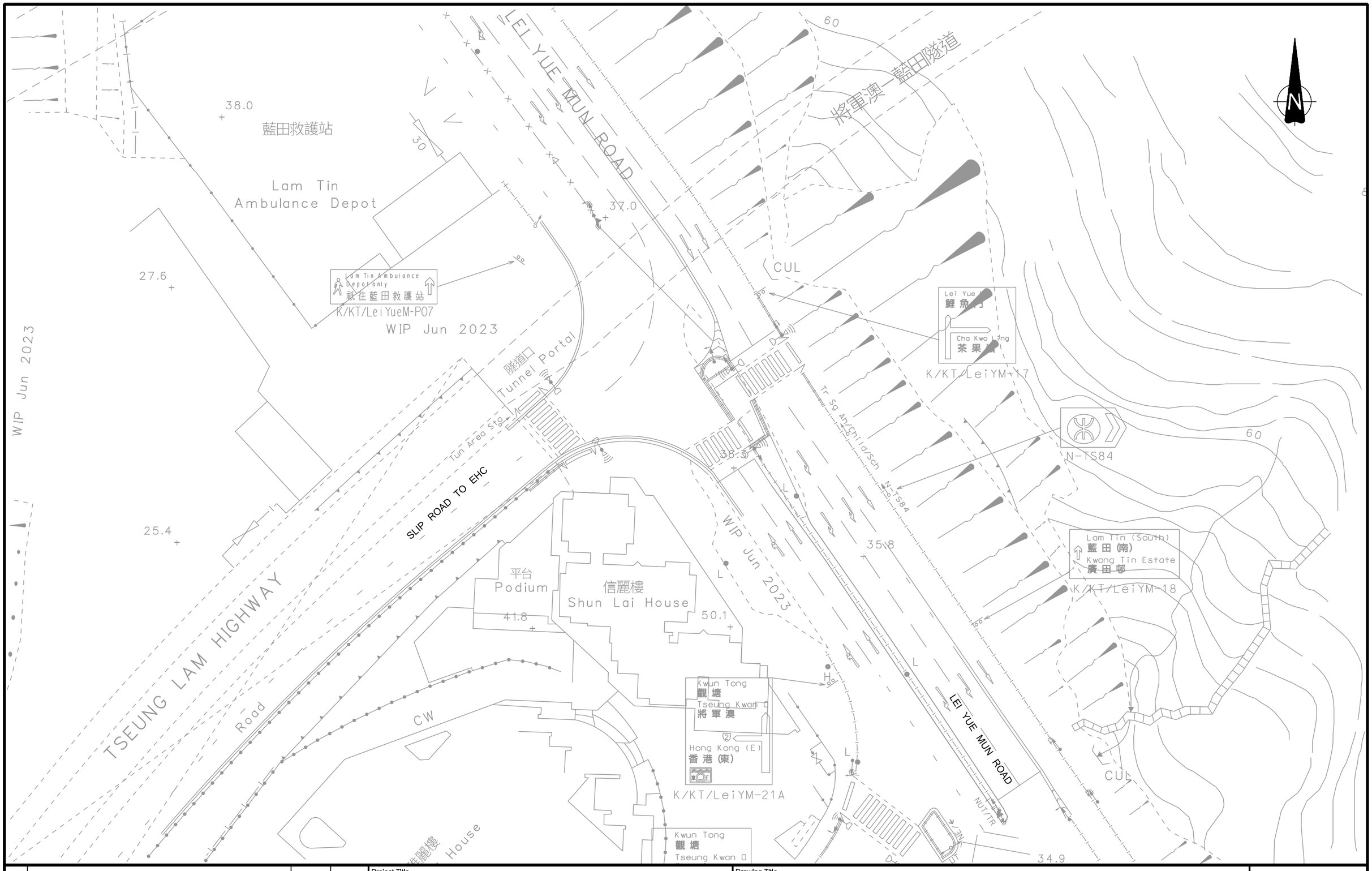
EXISTING JUNCTION LAYOUT OF WAI YIP STREET / WAI FAT ROAD (H)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	**2.10**	-

SYSTRA MVA

CHK50748310/TIA/F210.DGN/KCM/10APR24

Original Size : A3



Rev.	Description	Checked	Date
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A	TD'S COMMENTS INCORPORATED, JUNCTION ADDED	JPP	19FEB25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

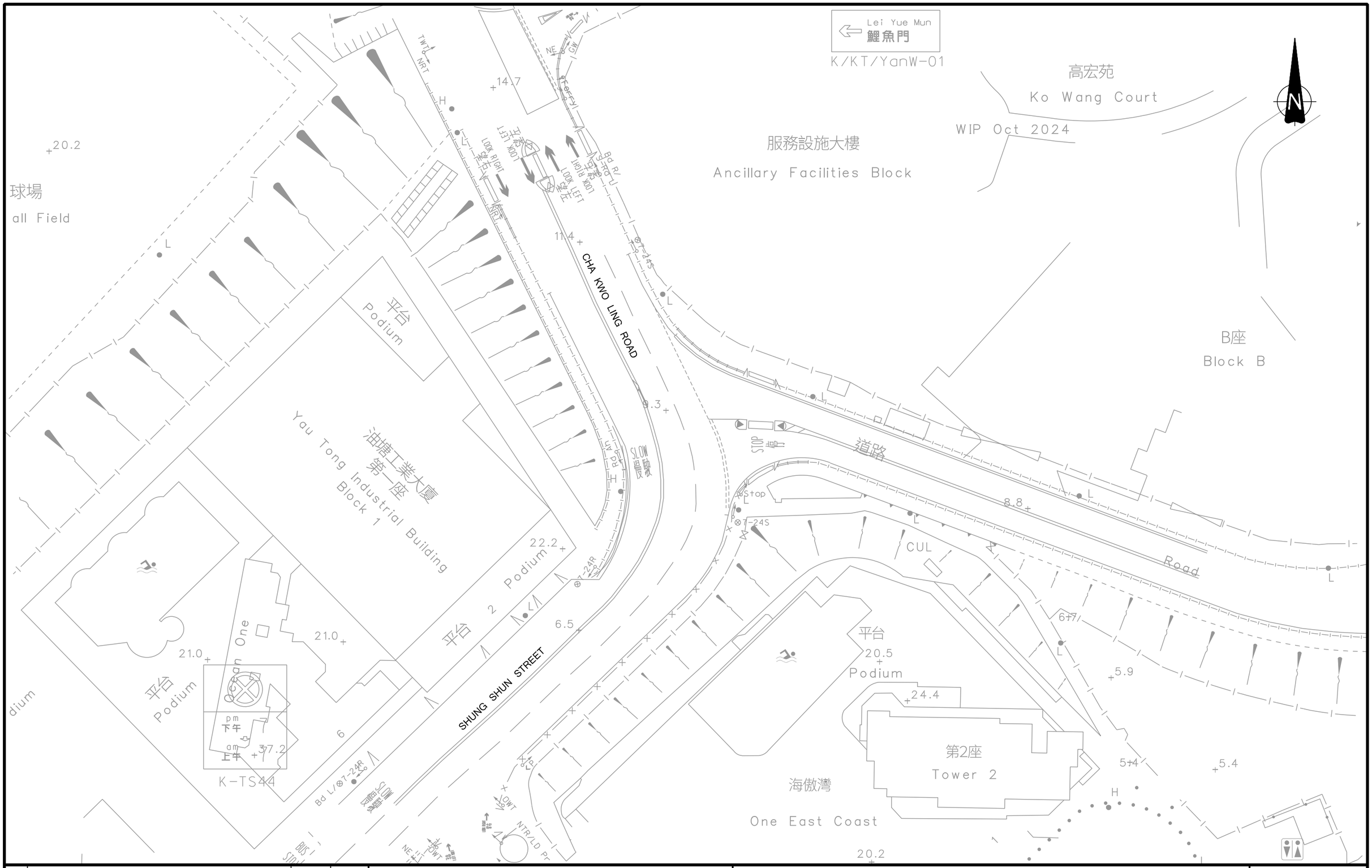
EXISTING JUNCTION LAYOUT OF LEI YUE MUN ROAD / SLIP ROAD TO EASTERN HARBOUR CROSSING (I)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	2.11	A

SYSTRA MVA

CHK50748310/TIA/F211.DGN/KCM/19FEB25

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

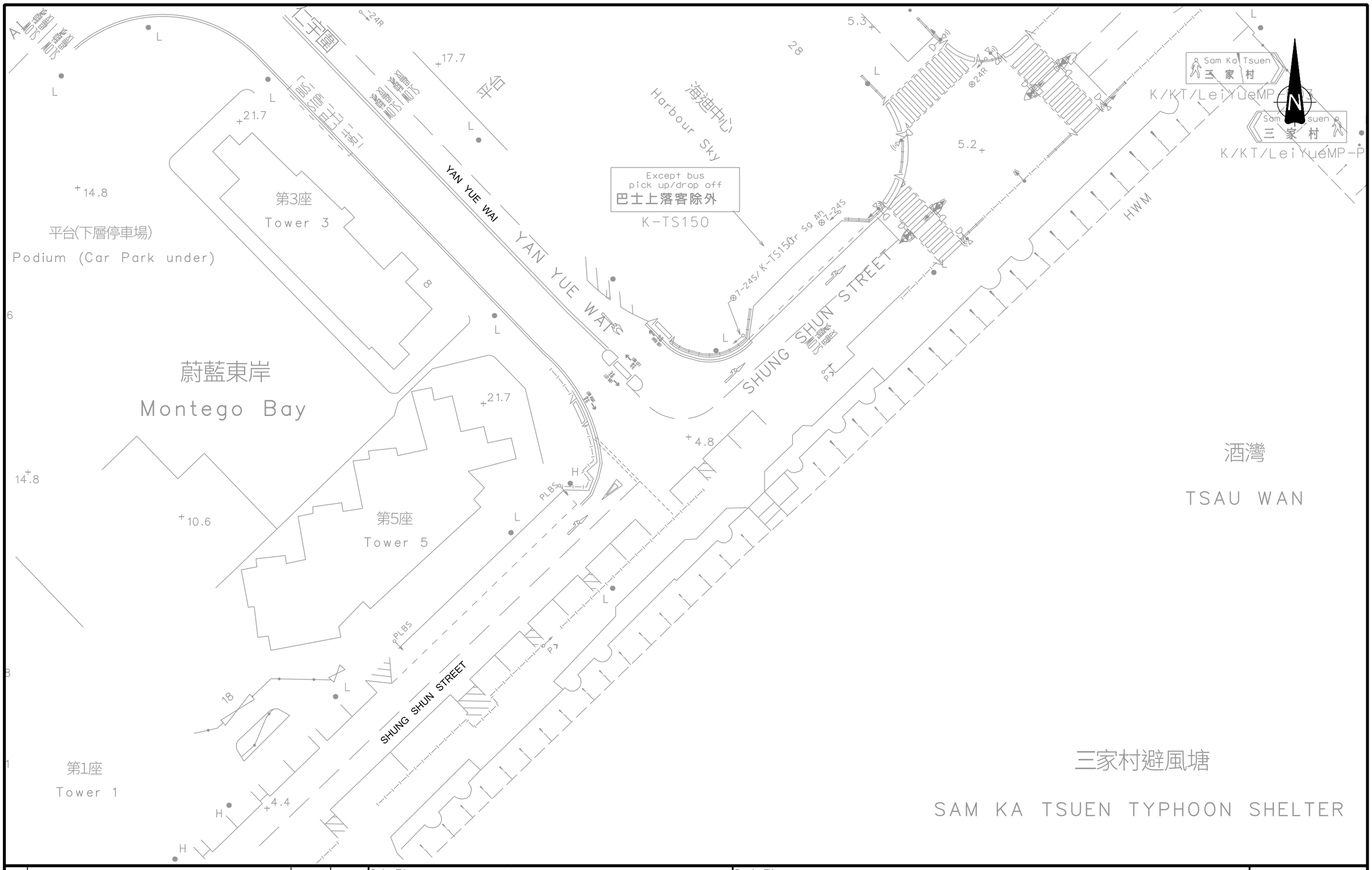
EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / SHUNG SHUN ROAD (J)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	2.12	-

SYSTRA MVA

CHK50748310/TIA/F212.DGN/KCM/19FEB25

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

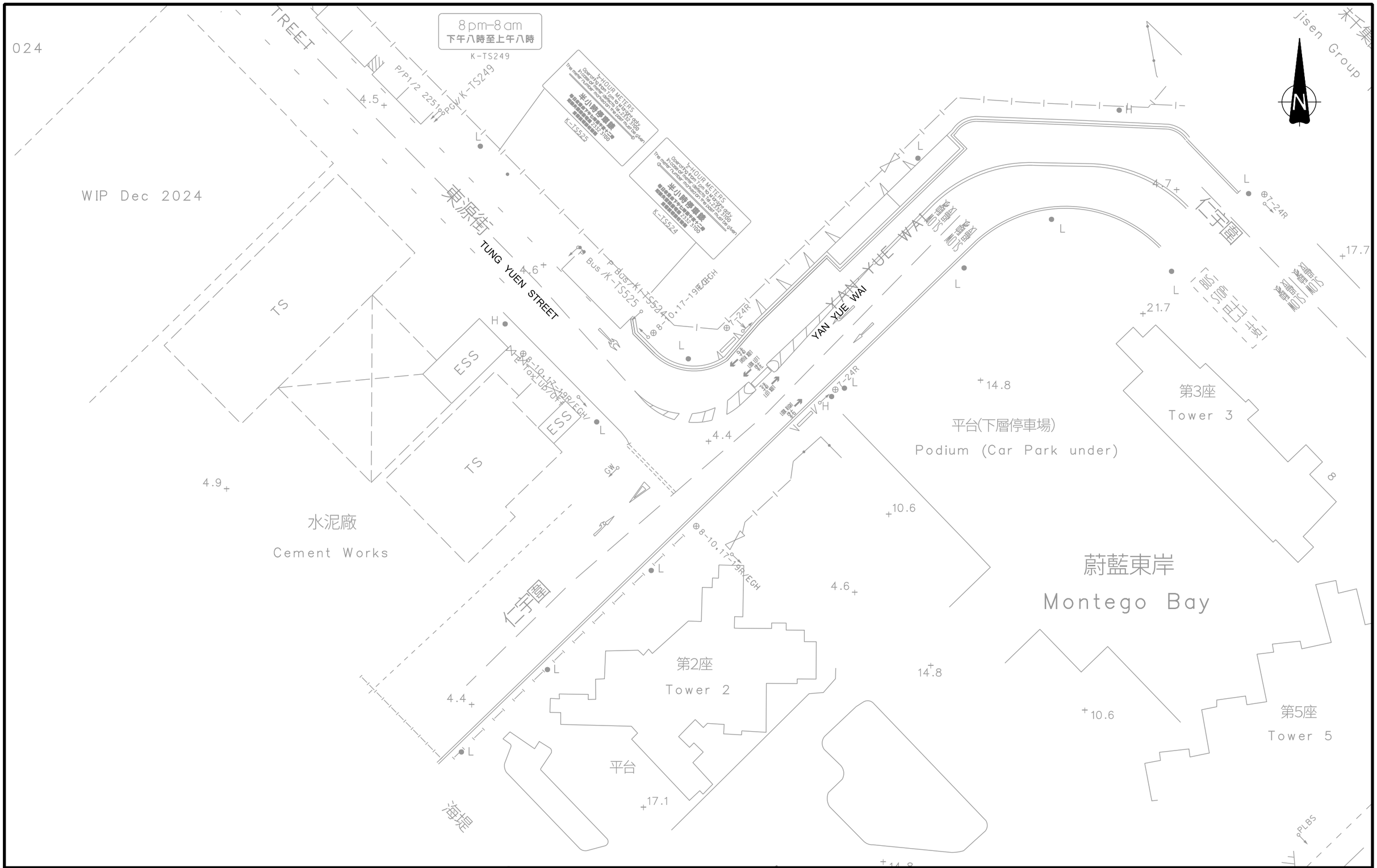
EXISTING JUNCTION LAYOUT OF SHUNG SHUN ROAD / YAN YUE WAI (K)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.13**	-

SYSTRA MVA

CHK50748310/TIA/F213.DGN/KCM/19FEB25

Original Size : A3



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

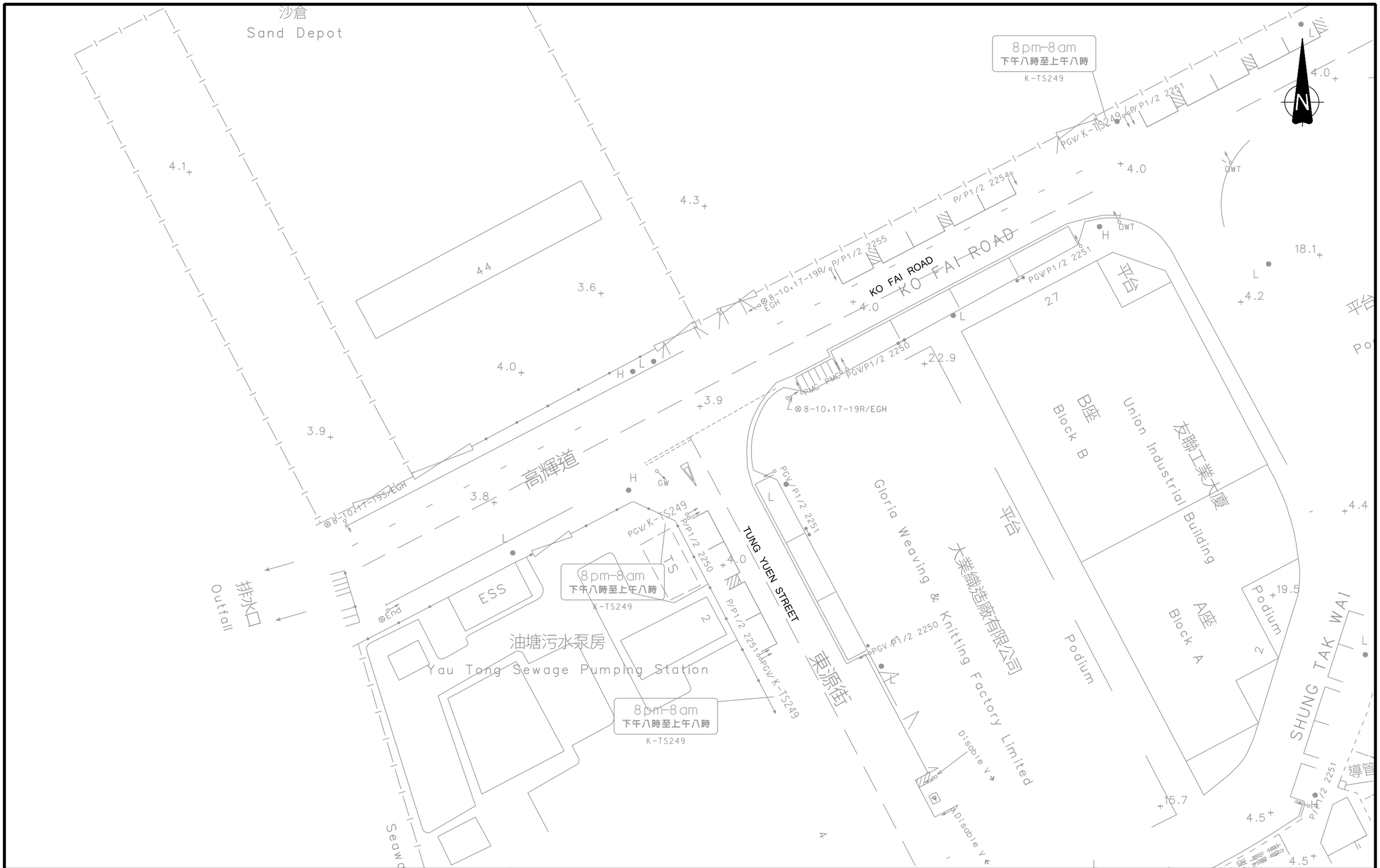
Drawing Title

EXISTING JUNCTION LAYOUT OF TUNG YUEN STREET / YAN YUE WAI (L)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.14**	-

CHK50748310/TIA/F214.DGN/KCM/19FEB25

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

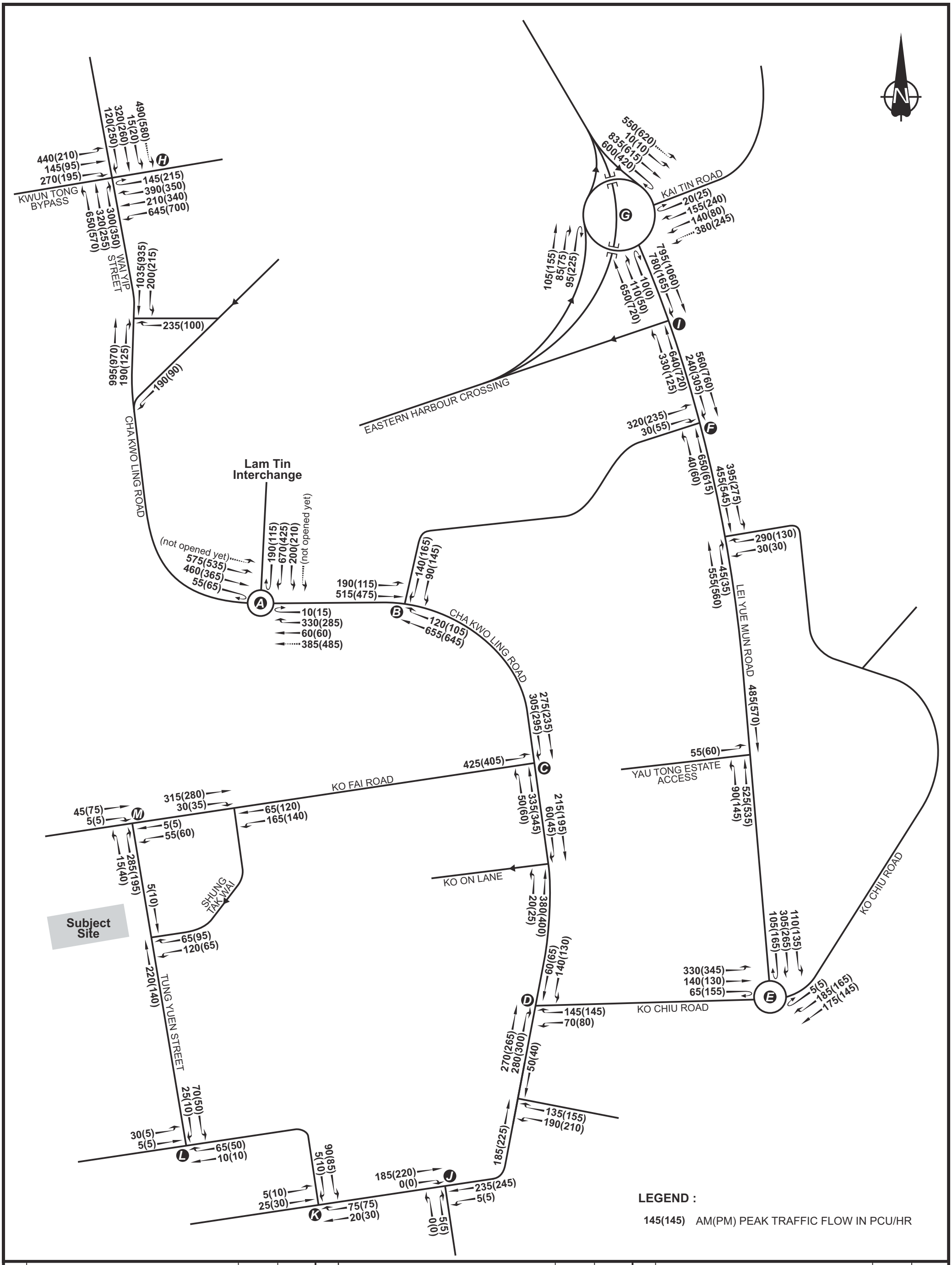
EXISTING JUNCTION LAYOUT OF TUNG YUEN STREET / KO FAI ROAD (M)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**2.15**	-

SYSTRA MVA

CHK50748310/TIA/F215.DGN/KCM/19FEB25

Original Size : A3



Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

YEAR 2024 OBSERVED TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	APR 2025	2.16	-

SYSTRA MVA

CHK50748310/TIA/F216.CDR/LLH/23APR25

Original Size : A3

Table 2.2 Current Junction Operational Performance

Ref. (1)	Junction	RC/RFC (2)	
		AM Peak	PM Peak
A	Cha Kwo Ling Road / Lam Tin Interchange	0.43	0.33
B	Cha Kwo Ling Road / Yau Tong Road	>100%	>100%
C	Cha Kwo Ling Road / Ko Fai Road	0.67	0.64
D	Cha Kwo Ling Road / Ko Chiu Road	>100%	100%
E	Lei Yue Mun Road / Ko Chiu Road	0.23	0.28
F	Lei Yue Mun Road / Yau Tong Road	>100%	>100%
G	Kai Tin Road / Lei Yue Mun Road	0.72	0.53
H	Wai Yip Street / Wai Fat Road	64%	56%
I	Lei Yue Mun Road / Slip Road to EHC	51%	>100%
J	Cha Kwo Ling Road / Shung Shun Road	0.10	0.12
K	Shung Shun Road / Yan Yue Wai	0.05	0.05
L	Tung Yuen Street / Yan Yue Wai	0.04	0.01
M	Tung Yuen Street / Ko Fai Road	0.65	0.50

Remarks:

(1) Refer to **Drawing 2.2**.

(2) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%, The operational performance of a priority/roundabout is represented in Ratio to Flow Capacity (RFC), which is defined as overloaded if RFC over 1.00.

2.3.5 The assessment results indicate that all the identified key local junctions are operating within capacity during the weekday peak hour periods.

3. THE REDEVELOPMENT

3.1 Development Parameter

3.1.1 For the purpose of Section 16 planning application, No. 4 Tung Yuen Street is this TIA study area.

3.1.2 Currently, there is a 7-storey industrial building on the site, and the subject site has been rezoned as R(E). The current proposed development comprises a residential tower with clubhouse, shop and services, and eating place. The proposed main development parameters of the No. 4 Tung Yuen Street Redevelopment are summarised in **Table 3.1** and the master layout plan is shown in **Drawing 3.1**.

Table 3.1 Proposed Development Parameters

		Proposed MLP
Site Area (m^2)		Approx. 2,419 m^2
Total Plot Ratio		Not more than 6.9
Total GFA (m^2)		Not more than 16,691.1 m^2
Key Development Parameters		
Residential	no. of units	342
Commercial – retail	GFA (m^2)	2,177.1

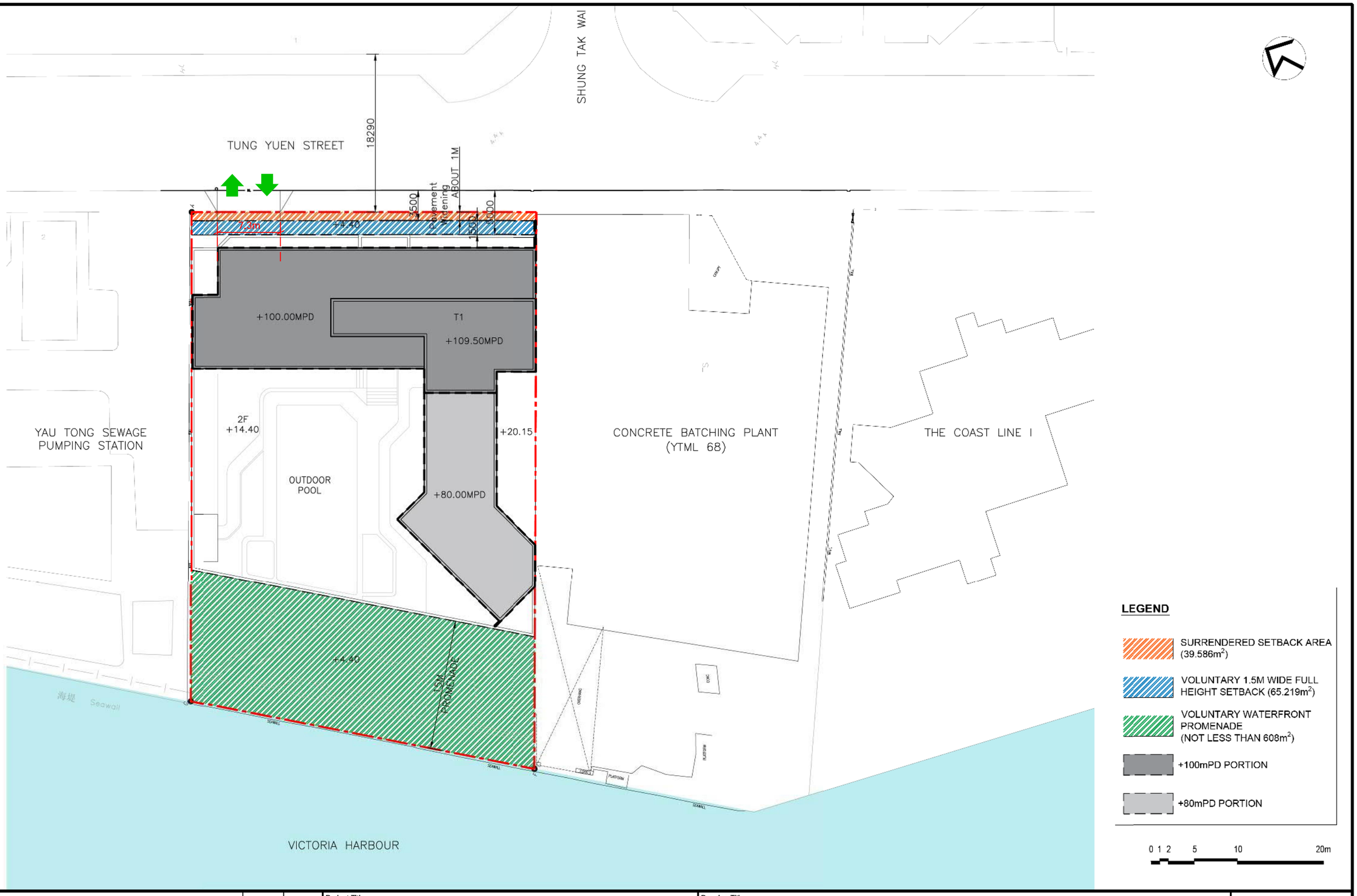
3.1.3 The No. 4 Tung Yuen Street Redevelopment would be completed in year 2032.

3.2 Internal Traffic Arrangement

Vehicular Access

3.2.1 Under the proposed MLP, there is one vehicular access of subject site and is located on Tung Yuen Street. The location of the vehicular accesses of No. 4 Tung Yuen Street Redevelopment under the proposed MLP are indicated in **Drawing 3.1**.

3.2.2 Vehicular Access to the Proposed Scheme is provided at Tung Yuen Street, which is a major road connecting to Ko Fai Road at its western end and to Shung Shun Street at its eastern end. The traffic going to/from Hong Kong Island would pass through Ko Fai Road priority junction / Cha Kwo Ling Road / Yau Tong Road / EHC or Ko Fai Road priority junction / Cha Kwo Ling Road / Lam Tin Interchange. For the traffic going to/from Tseung Kwan O, which would pass through Ko Fai Road priority junction / Cha Kwo Ling Road / Lam Tin Interchange or Ko Fai Road priority junction / Cha Kwo Ling Road / Yau Tong Road / Lei Yue Mun Road. And the traffic can also pass through the Wai Yip street to Kwun Tong Action Area to/from Kwun Tong. The traffic ingress and egress routings of the site are illustrated in **Drawing Nos. 3.2 to 3.3**.



Rev.	Description	Checked	Date
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-	-	-	-
A	MLP UPDATED	JPP	19JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

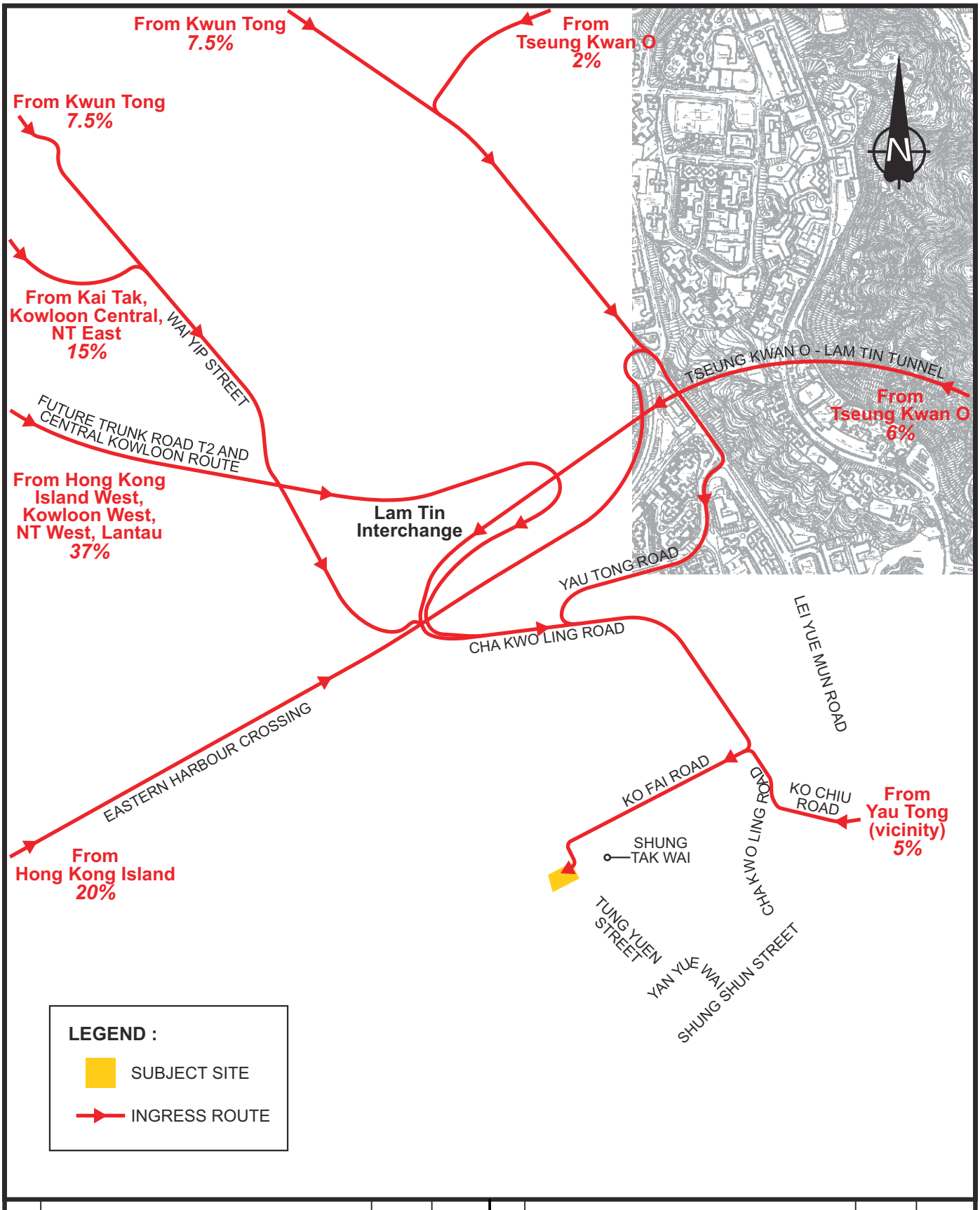
MASTER LAYOUT PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	3.1	A

SYSTRA MVA

CHK50748310/TIA/F31-A.DGN/KCM/19JUN25

Original Size : A3



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
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A	TD'S COMMENTS INCORPORATED	JPP	5JUN25	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

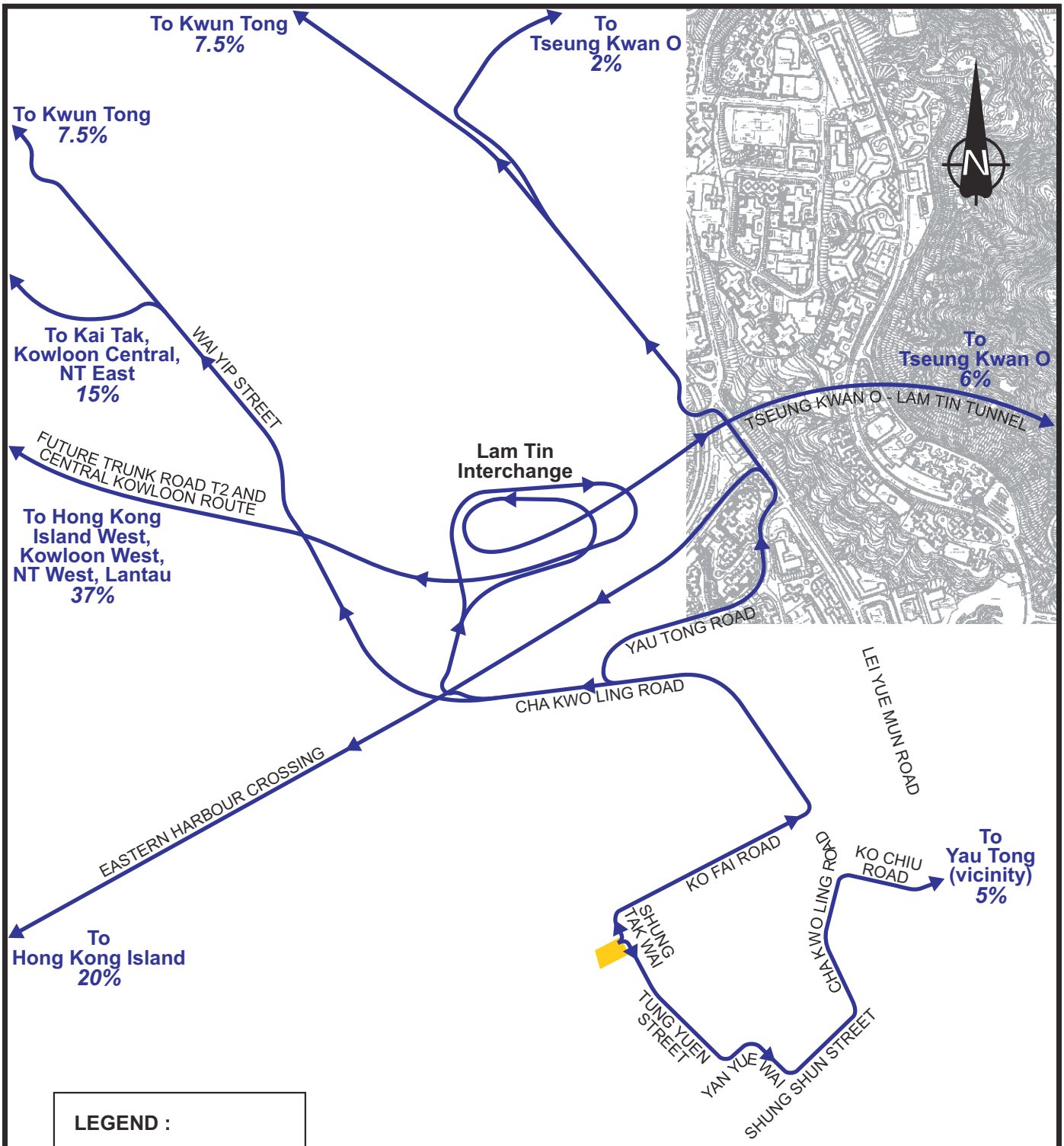
DEVELOPMENT INGRESS ROUTE

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	FEB 2025	3.2	A

SYSTRA MVA

CHK50748310/TIA/F32-A.CDR/LLH/5JUN25

Original Size : A4



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
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A	TD'S COMMENTS INCORPORATED	JPP	5JUN25	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

DEVELOPMENT EGRESS ROUTE

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	FEB 2025	3.3	A

SYSTRA MVA

CHK50748310/TIA/F33-A.CDR/LLH/5JUN25

Original Size : A4

Internal Driveway

3.2.3 The vehicular accesses and the internal transport facilities are linked up by internal driveway. Car parking spaces are located at the two basement floors and the loading/unloading spaces are located at ground floor. There are total 66 private car parking spaces (included 2 accessible car parking spaces) and 3 loading/unloading bay (1 light goods vehicle space and 2 heavy goods vehicle spaces).

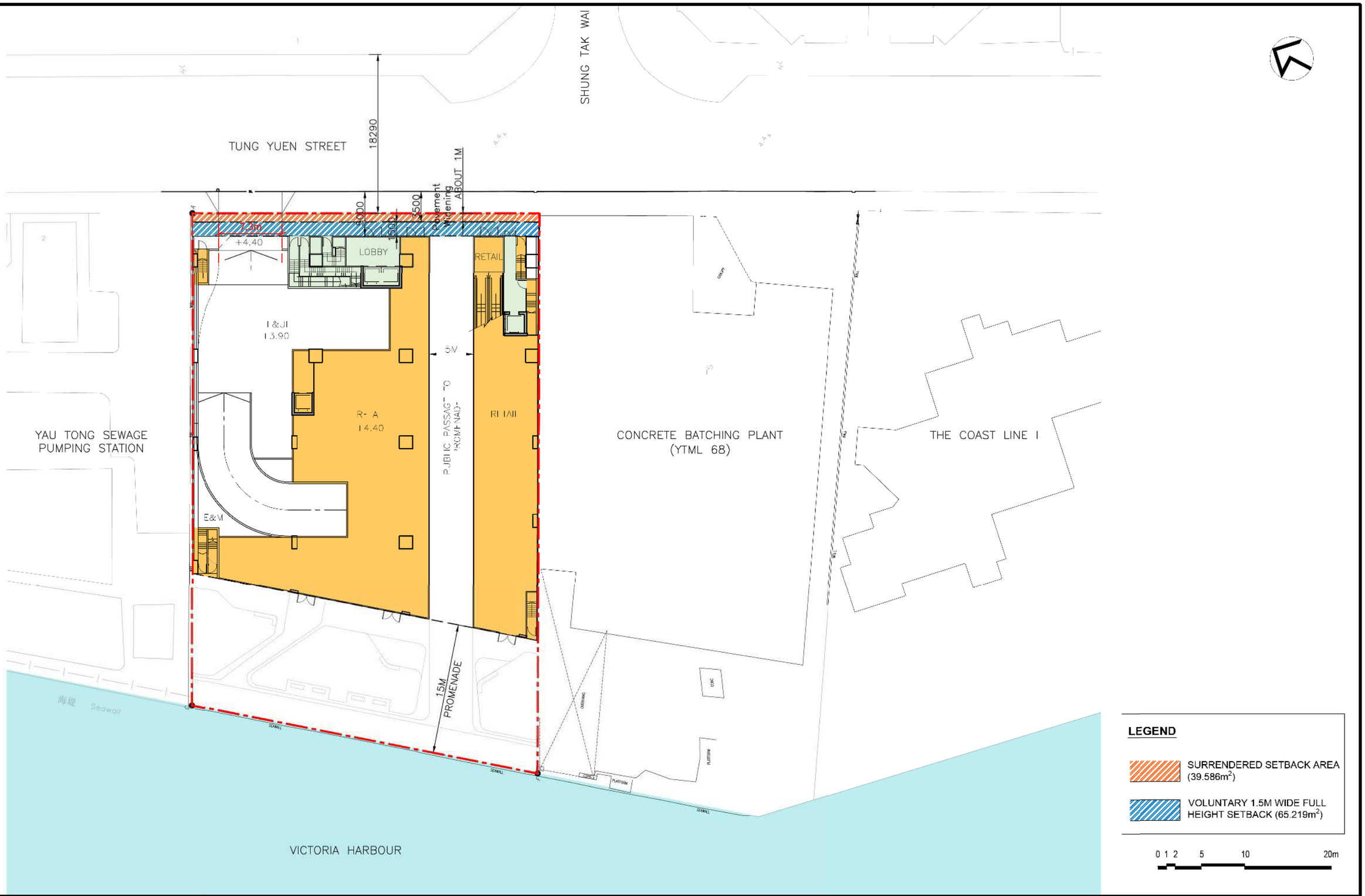
3.3 Internal Transport Facility

3.3.1 Provisions of internal transport facilities, including parking spaces, loading/unloading bays and etc., for No. 4 Tung Yuen Street Redevelopment are proposed in accordance with the relevant requirements stipulated in the latest Hong Kong Planning Standard Guideline (HKPSG). The location of loading/unloading bays, ramps and parking spaces area are shown in **Drawing 3.4 to 3.6**.

3.3.2 The proposed provisions have taken into consideration the factors of building function, residential flat mix and locality of No. 4 Tung Yuen Street Redevelopment. **Table 3.2** summarises the requirement and proposed provisions of internal transport facility of subject site.

Table 3.2 Proposed Internal Transport Facility

<table>
<tr><th>Component</th><th colspan="4">HKPSG Requirements (1)</th><th>Parameters</th><th>Provision Range</th><th>Proposed Provision</th></tr>
<tr><td>Residential – 342 units</td><td colspan="4"></td><td></td><td></td><td></td></tr>
<tr><td>Private Car Parking Space</td><td>GPS (2)</td><td>R1 (3)</td><td>R2 (4)</td><td>R3 (5)</td><td></td><td></td><td></td></tr>
<tr><td>Flat Size (FS) ≤ 40m²</td><td rowspan="7">1 space per 4-7 units</td><td>0.5</td><td rowspan="7">1.0</td><td rowspan="7">R3=1,when 2.00< PR ≤ 5.00; R3=0.90, when 5.00< PR ≤ 8.00</td><td>139 units</td><td>9-16</td><td>9</td></tr>
<tr><td>40m² < FS ≤ 70m²</td><td>1.2</td><td>158 units</td><td>25-43</td><td>26</td></tr>
<tr><td>70m² < FS ≤ 100m²</td><td>2.4</td><td>43 units</td><td>14-24</td><td>15</td></tr>
<tr><td>100m² < FS ≤ 130m²</td><td>4.1</td><td>0 units</td><td>0</td><td>0</td></tr>
<tr><td>130m² < FS ≤ 160m²</td><td>5.5</td><td>0 units</td><td>0</td><td>0</td></tr>
<tr><td>FS >160m²</td><td>7.0</td><td>2 units</td><td>2-3</td><td>3</td></tr>
<tr><td></td><td colspan="5">Sub-total</td><td>342 units</td><td>50-86</td><td>53</td></tr>
<tr><td>Visitor Parking Space</td><td colspan="5">5 spaces per block</td><td>1 block</td><td>5</td><td>5</td></tr>
<tr><td colspan="6">Sub-total</td><td>55-91</td><td>58</td></tr>
<tr><td>Motorcycle Parking Space</td><td colspan="5">1 space per 100-150 units</td><td>342 units</td><td>3-4</td><td>4</td></tr>
<tr><td>Loading/Unloading Bay</td><td colspan="5">1 bay per block</td><td>1 block</td><td>1</td><td>1 (HGV)</td></tr>
</table>



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A	TD'S COMMENTS INCORPORATED	JPP	19JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

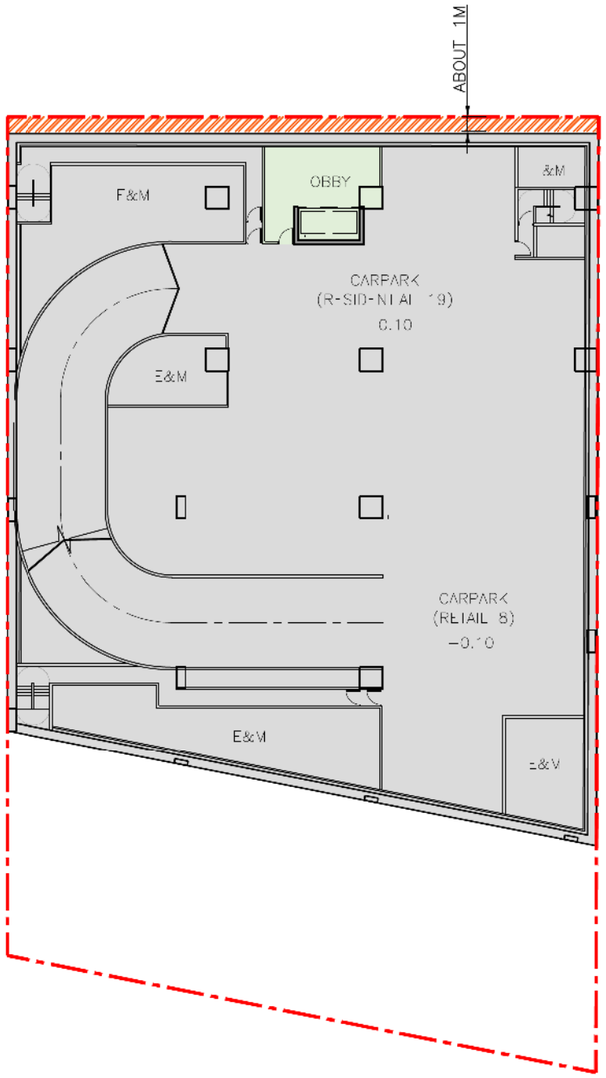
GROUND FLOOR LEVEL (G/F) PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	3.4	A

SYSTRA MVA

CHK50748310/TIA/F34-A.DGN/KCM/19JUN25

Original Size : A3



LEGEND

SURRENDERED SETBACK AREA ($39.586m^2$)

0 1 2 5 10 20m

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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

FIRST BASEMENT LEVEL (B1) PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	JUN 2025	**3.5**	-

SYSTRA MVA

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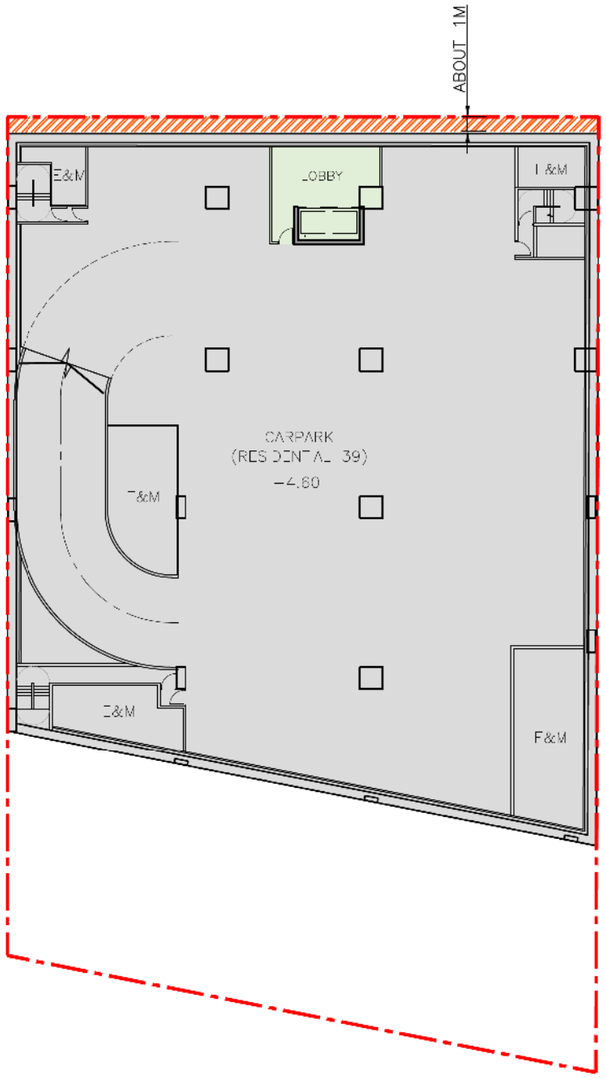

LEGEND

SURRENDERED SETBACK AREA
(39.586m^2)

0 1 2 5 10 20m

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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

SECOND BASEMENT LEVEL (B2) PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	JUN 2024	**3.6**	-

SYSTRA MVA

CHK50748310/TIA/F36.DGN/KCM/19JUN25

Original Size : A3

<table>
<tr><th>Component</th><th>HKPSG Requirements (1)</th><th>Parameters</th><th>Provision Range</th><th>Proposed Provision</th></tr>
<tr><td colspan="4">Commercial – retail – 2,177m²</td><td></td></tr>
<tr><td>Private Car Parking Space</td><td>1 space per 150-300m² GFA</td><td>2,177.1m²</td><td>8-15</td><td>8</td></tr>
<tr><td>Motorcycle Parking Space</td><td>5%-10% of total car parking spaces</td><td>8-15 spaces</td><td>1-2</td><td>2</td></tr>
<tr><td>Loading/Unloading Bay</td><td>1 bay per 800-1,200m² GFA</td><td>2,177.1m²</td><td>2-3</td><td>2 (1 for HGV and 1 for LGV)</td></tr>
<tr><td colspan="4">Total :</td><td></td></tr>
<tr><td colspan="4">Car Parking Space</td><td>66</td></tr>
<tr><td>Reserved Space for Disabilities</td><td>TPDM Volume 6, Chapter 8.5:<table><tr><th>Total No. of Car Parking Space in Lot</th><th>Required Space for Disabilities</th></tr><tr><td>1-50</td><td>1</td></tr><tr><td>51-150</td><td>2</td></tr><tr><td>151-250</td><td>3</td></tr><tr><td>251-350</td><td>4</td></tr><tr><td>351-450</td><td>5</td></tr><tr><td>Above 450</td><td>6</td></tr></table></td><td>55-91 spaces</td><td>2</td><td>2 (Included in the above 66 spaces)</td></tr>
<tr><td colspan="4">Motorcycle Parking Space</td><td>6</td></tr>
<tr><td colspan="4">Loading/Unloading Bay</td><td>3 (2 for HGVs and 1 for LGV)</td></tr>
</table>

Remarks:
(1) Provision requirements are based on the latest HKPSG Chapter 8, Section 7, unless specified otherwise.
(2) GPS refers as Global Parking Standard.
(3) R1 is the Demand Adjustment Ratio, subject to the corresponding unit size.
(4) R2 is the Accessibility Adjustment Ratio, subject to the location of application site. Ratio of 1 is applied in this case, as the application site is not within the 500m-radius catchment of the nearest rail station.
(5) R3 is the Domestic Plot Ratio.

3.3.3 **Table 3.2** suggests that the No. 4 Tung Yuen Street Redevelopment would provide 66 car parking spaces, in which 2 parking spaces would be reserved for disabilities. Besides, 6 motorcycle parking spaces and 3 loading/unloading bays (2 loading/unloading bays for HGVs and 1 loading/unloading bay for LGV) would be provided as ancillary transport facilities.

4. TRAFFIC FORECASTS

4.1 Forecasting Assumptions and Methodology

Design Year

4.1.1 The tentative full occupation year of No. 4 Tung Yuen Street Redevelopment is year 2032. The design year of 2035, three years after full occupation, is therefore adopted in this study for forecasting and assessment purposes.

Future Road Network

4.1.2 Review of the Hong Kong Government planning documents reveals the one planned strategic highway structure in East Kowloon – Trunk Road T2 in Kai Tak, which would affect the traffic circulation of Yau Tong area.

4.1.3 Trunk Road T2 is a dual two-lane trunk road of approximately 3 km long connecting Central Kowloon Route (CKR) leading to Western Harbour Crossing (WHC) on the West, and TKO-LTT leading to the Cross Bay Link on the East. Trunk Road T2 runs along South East Kowloon connecting CKR at its west and TKO-LTT at its east.

4.1.4 The major function of Trunk Road T2 is to relieve the internal traffic loading of East Kowloon. Trunk Road T2, together with CKR and TKO-LTT will form the Route 6 alignment in the strategic road network, providing an east-west express link across Kowloon to relief the existing heavily utilised road network in the Central and East Kowloon areas. Together with CKR, the tentative commissioning year of Trunk Road T2 is 2026.

4.1.5 The latest future planned Trunk Road T2 alignment is shown in **Drawing 4.1**.

Traffic Growth Rate

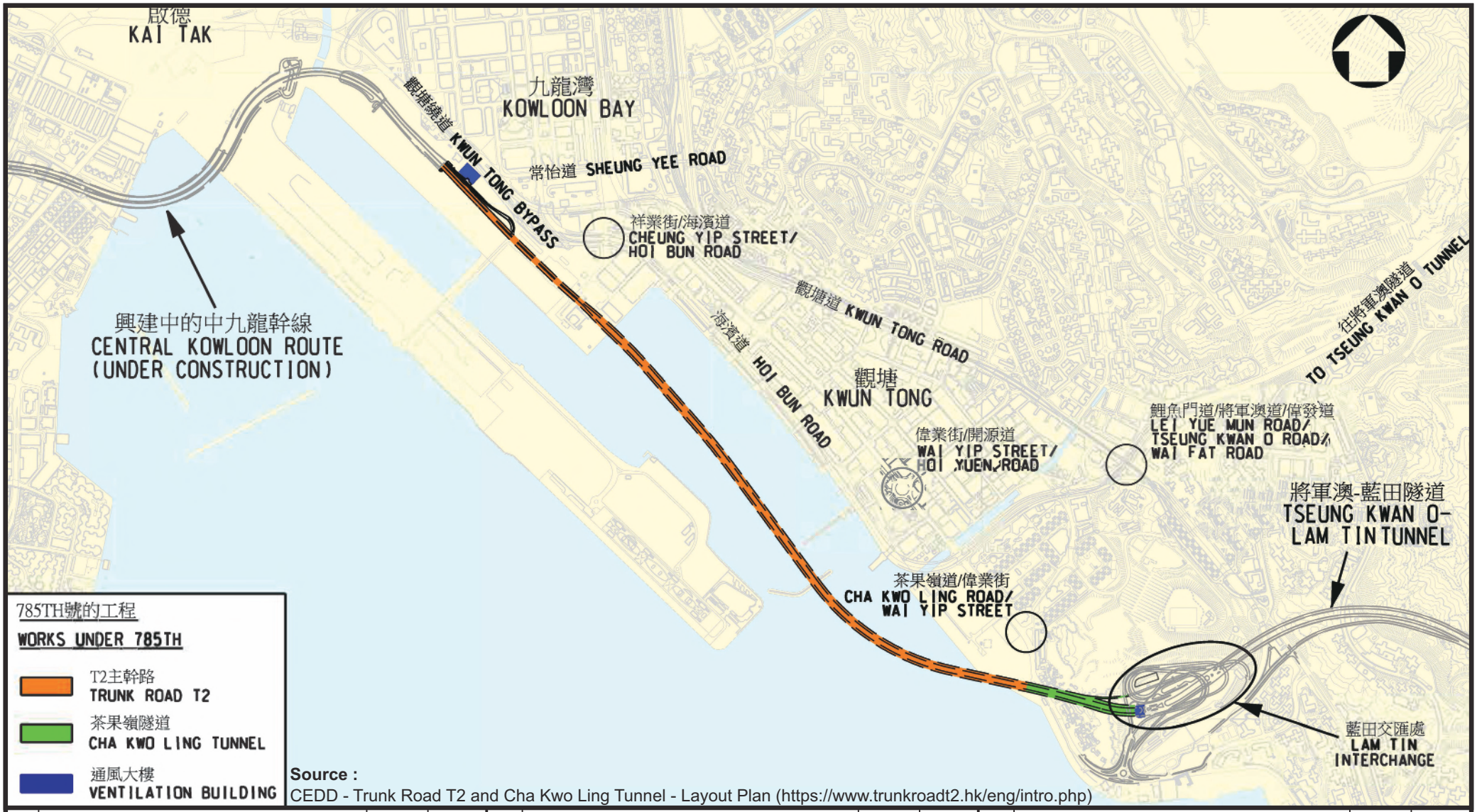
4.1.6 To estimate the year 2035 reference traffic flows in the local road network, an appropriate growth factor was identified for the area. The derivation of the growth rate is determined with reference to population data, historical growth trends and area planning data, which are summarised below.

Population Data (From The Census and Statistics Department (C&SD)

4.1.7 According to the Census and Statistics Department (C&SD), the Hong Kong resident population will increase to 8.19 million in 2046, and the average growth rate from years 2024 to 2046 is +0.38%. The Hong Kong Resident Population between Year 2024 and Year 2046 are summarised in **Table 4.1**.

Table 4.1 Hong Kong Resident Population between Year 2024 and Year 2046

Year	Hong Kong Resident Population
2024	7,526,800
2030	7,777,100
2032	7,862,100
2035	7,987,900
2040	8,137,300



Source :
CEDD - Trunk Road T2 and Cha Kwo Ling Tunnel - Layout Plan (https://www.trunkroadt2.hk/eng/intro.php)

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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

FUTURE TRUNK ROAD T2

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.1	-

SYSTRA MVA

CHK50748310/TIA/F41.CDR/LLH/10OCT24

Original Size : A4

Year	Hong Kong Resident Population
2045	8,190,700
2046	8,190,400
Annual Growth Rate (p.a.) – 2046/2024	**+0.38%**

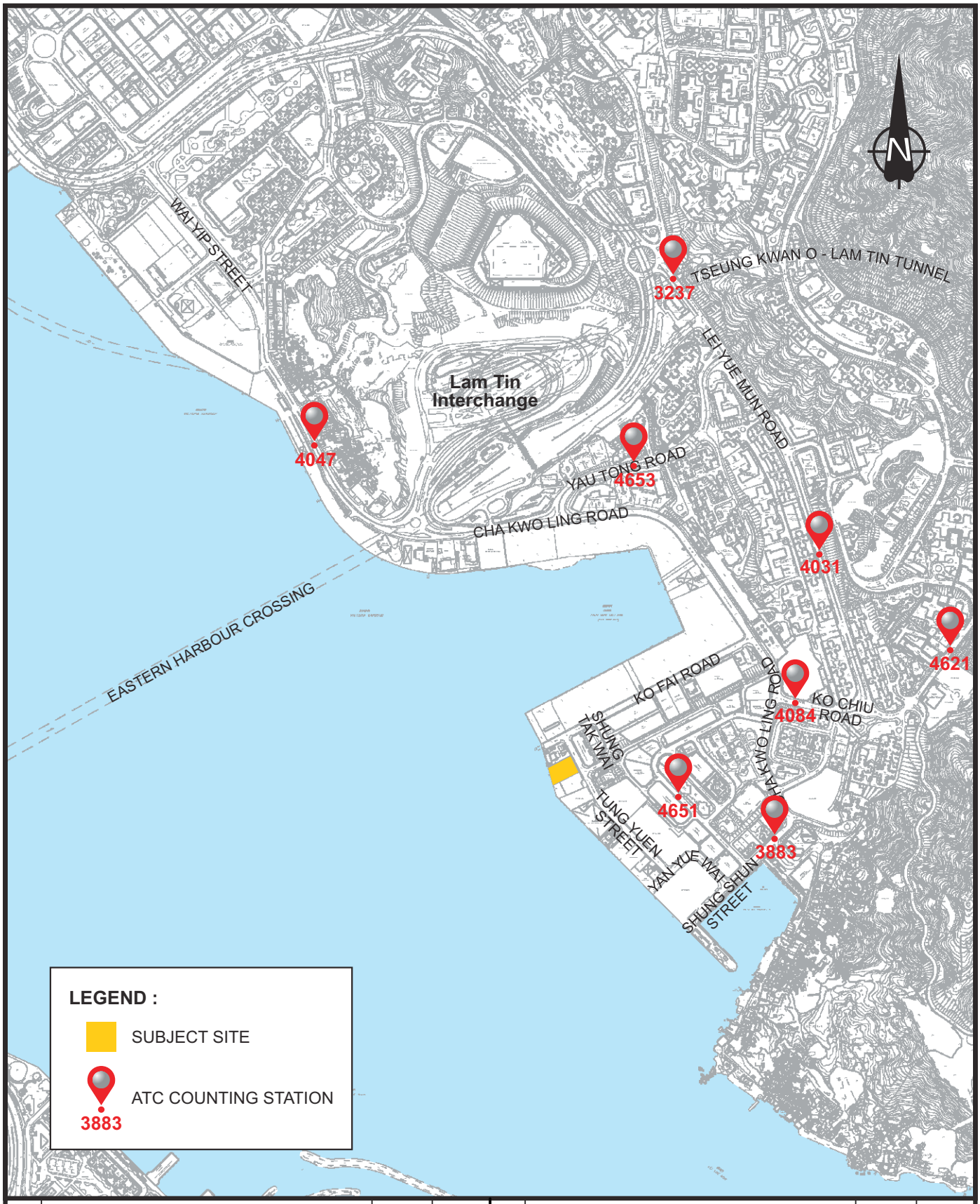
Historical Growth Trends

4.1.8 Reference has also been made to the historic records extracted in the latest Annual Traffic Census (ATC) published by Transport Department, the Average Annual Daily Traffic (AADT) of the nearby count station between Year 2019 and Year 2023 have been taken into account to establish the historical growth trend, the findings are summarised in **Table 4.2** and location of total 7 count stations are indicated in **Drawing 4.2**.

Table 4.2 AADT of nearby ATC Traffic Counts between Years 2019 to 2023

Road	Stn No.	Annual Average Daily Traffic (AADT)					Growth Rate (p.a.)
		2019	2020	2021	2022	2023	2023/ 2019
Sze Shan St (Cha Kwo Ling Rd - Shung Shun St)	4651	1,270	1,260	1,500	1,500	1,630	+6.44%
Shung Shun Street & Yan Wing Street (Ko Chiu Road - Sam Ka Tsuen Ferry Pier)	3883	11,400*	10,670*	11,900	11,000	11,610	+0.46%
Ko Chiu Road (Cha Kwo Ling Road - Lei Yue Mun Road)	4084	12,170*	11,390*	11,880*	13,120	13,580	+2.78%
Ko Chiu Road (Lei Yue Mun Road - Lei Yue Mun Road)	4621	8,390	8,690	9,390	8,590	9,180	+2.28%
Lei Yue Mun Road (Ko Chiu Road - Ko Chiu Road)	4031	20,860*	19,530*	20,360*	20,290	20,260	-0.73%
Yau Tong Road (Lei Yue Mun Road - Cha Kwo Ling Road)	4653	6,830	7,010	8,170	7,440	7,820	+3.44%
Lei Yue Mun Rd (Ko Chiu Rd - Kai Tin Rd)	3237	36,970	34,600	36,080	34,380	39,660	+1.77%
Total		**97,890**	**93,150**	**99,280**	**96,320**	**103,740**	**+1.46%**

Note: (*) Estimated by Growth Factor.



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

LOCATION OF ATC COUNTING STATIONS IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.2	A

SYSTRA MVA

CHK50748310/TIA/F42-A.CDR/LLH/23APR25

Original Size : A4

4.1.9 As suggested in **Table 4.2** above, the average annual growth rate of the AADT of the nearby count stations from Year 2019 to 2023 is +1.46% per annum.

Planning Data (From Working Group on Population Distribution Projections (WGPD)

4.1.10 Based on the projections of population distribution from Working Group on Population Distribution Projections (WGPD), the population from 2021 to 2031 for Kwun Tong District has been projected. The average annual growth rate from years 2023 to 2031 is illustrated in **Table 4.3**.

Table 4.3 Projected Population of Kwun Tong District, 2021-2031

Year	Population
2021	673,200
2022	669,000
2023	670,800
2024	668,500
2025	675,400
2026	682,500
2027	682,700
2028	681,800
2029	693,100
2030	685,400
2031	690,700
Growth Rate (p.a.) – 2031/2023	**+0.37%**

4.1.11 In order to ensure the robust forecast scenario, the annual growth rate of +1.46% per annum derived from AADT of the nearby count stations from Year 2019 to 2023 is adopted, to produce the year 2035 traffic forecasts from the 2024 observed traffic flows.

Nearby Planned Developments

4.1.12 Large portion of Yau Tong industrial area is currently zoned into “CDA”, “R(E)” and “C” uses in the latest Outline Zoning Plan (OZP) and a number of residential developments are being committed in the recent years. The substantial change of land use would have significant impact to the current local traffic pattern in the future year.

4.1.13 The planned and committed developments in Yau Tong area, as listed in **Table 4.4**, which would have traffic contribution to the road network in the vicinity, have been considered in the traffic forecast for the year 2035. The peak hour traffic trips of each developments are also summarised in **Table 4.4**.

Table 4.4 Estimated Trip Generations of Nearby Planned Developments

Ref.	Development	Type	Peak Hour Traffic Trip (pcu/hr)			
			AM Peak		PM Peak	
			Gen	Att	Gen	Att
1.	5 and 8 Tung Yuen Street, and adjoining Government Land ("CDA(1) Zone")	- Private Residential: 903 units (1)	37	12	14	24
2.	Yau Tong Inland Lot s 4B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street ("CDA(3) Zone")	- Private Residential: 1,393 units (1)	57	19	21	38
3.	Lei Yue Mun Estate Phase 4	- Public Housing: 2,021 units (3) - GIC (3)	97	75	57	70
4.	New Kowloon Inland Lot No. 6593 at Ko Chiu Road	- Private: 634 units (4) - Retail: 5,520m^2 GFA (4)	57	39	35	42
5.	New Kowloon Inland Lot No. 6602 at Ko Chiu Road (Yau Tong Ventilation Building Redevelopment)	- Private Residential: 748 units (4)	53	31	21	27
6.	Public Housing Development at Pik Wan Road	- Public Housing: 3,208 units (4) - GIC (4)	214	151	110	143
7.	28 Sze Shan Street	- Private Residential: 92 units (1) - Retail: 2,061m^2 GFA (1)	24	15	15	20
8.	Ex-Cha Kwo Ling Kaolin Mine Site (Phase 2 Development)	- Public Housing: 2,250 units (5) - Primary School: 30 class (6)	112	88	71	82
9.	Various Lots and Adjoining Government Land at Yau Tong Bay, Yau Tong, Kowloon (Yau Tong Bay Development)	- Private Residential: 7,078 units (1) - Retail: 8,290m^2 GFA (1) - Hotel: 733 (1) - Kindergarten and GIC	445	261	246	353
10.	Redevelopment of Yau Tong Industrial Building Block 4	- Private Residential: - 676 units (4) - Commercial: 3,871.7m^2 GFA (1) - Day Care Centre for the Elderly (4)	41	23	27	36
11.	Redevelopment of Olympic Godown	- Private Residential 483 units (1) - Commercial: 3,587m^2 GFA (1)	28	14	18	25
12.	Gloria Weaving & Knitting Factory Site	- Transitional Housing 224 units (4)	9	7	5	6

Ref.	Development	Type	Peak Hour Traffic Trip (pcu/hr)			
			AM Peak		PM Peak	
			Gen	Att	Gen	Att
13.	Public Housing Development at Cha Kwo Ling Village	- Public Housing: 4,500 units(1) - Retail: 29,097.05 m^2 GFA(4)	97	90	140	166
14.	Proposed Commercial Development at Yau Tong Marine Lots 73 and 74 in Yau Tong Bay	- Retail: 2,560m^2 GFA(1) - Office: 48,040 m^2 GFA(1)	86	123	82	65
15.	Kwun Tong Action Area	- Retail: 17,000m^2 GFA(4) - Office: 62,600 m^2 GFA(4) - Cultural/Institutional uses: 1,700m^2 - PTI: Approx. 7,050 m^2	147	198	152	134
16.	18 Tung Yuen Street	- Private Residential: 224 units (1)	35	14	13	19

Remarks:

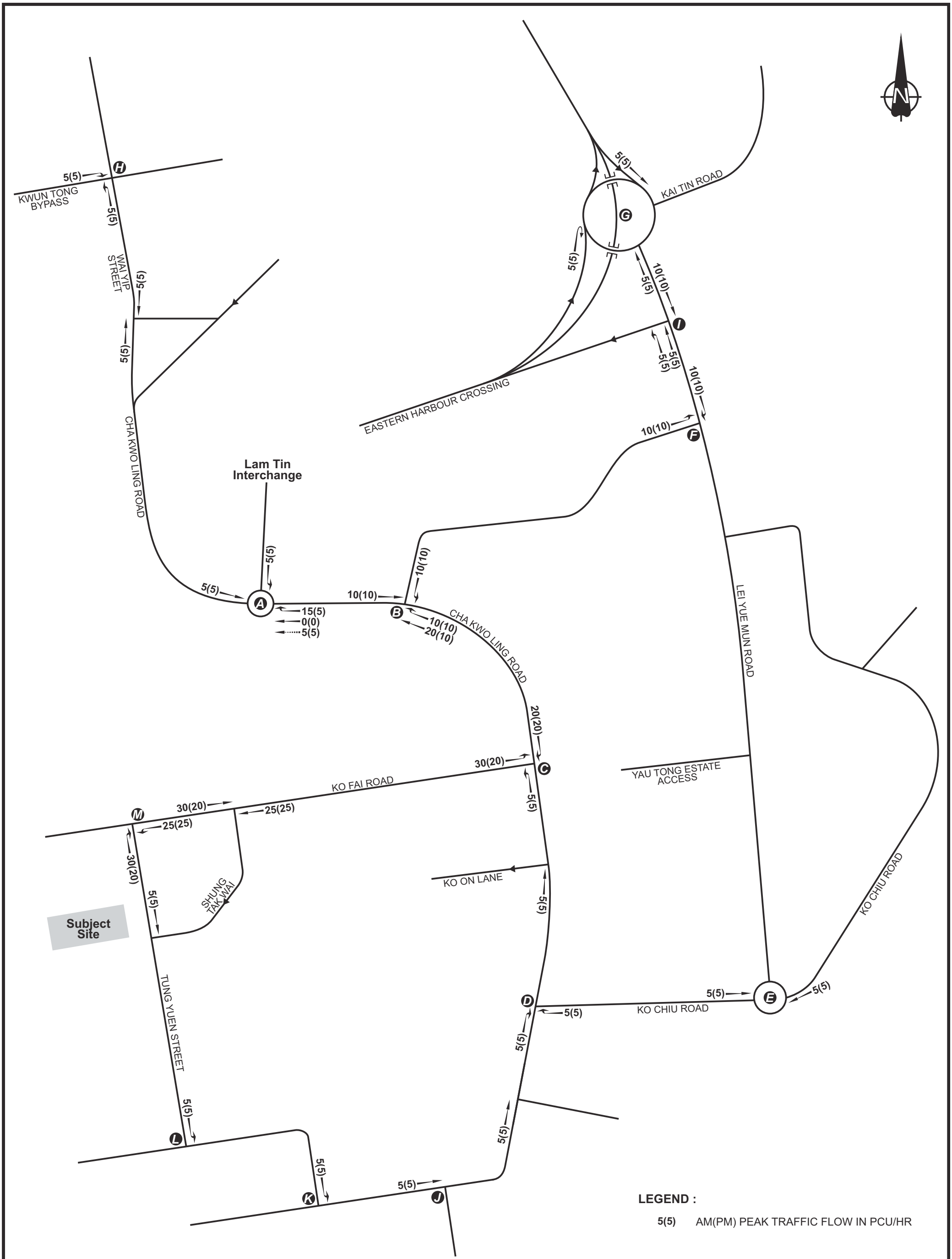
(1) As extracted from the latest approved planning application.
(2) As extracted from the Sale Brochure.
(3) As extracted from the Planning Brief of Lei Yue Mun Estate Phase 4 published by Hong Kong Housing Authority
(4) As extracted from newspaper articles / online information
(5) As extracted from Public Housing Development at Ex-Cha Kwo Ling Kaolin Mine Site
(6) As extracted from the Land Supply Initiatives, Paper No. 03/2017 from Task Force on Land Supply, Development Bureau and Planning Review on Development of Ex-Cha Kwo Ling Kaolin Mine Site Final Report (Quotation Ref.: PLNQ21/2011)

4.2 Forecasting Scenarios

4.2.1 The derived peak hour traffic trips of the subject site would be assigned onto the local road network in accordance with the observed traffic circulation pattern and the future planned road network described in **Section 4.1**. The distributions of the peak hour development traffic trips are shown in **Drawing 4.3**.

The Redevelopment Traffic Trips

4.2.2 The development peak hour traffic trips of the No. 4 Tung Yuen Street are estimated in accordance with the appropriate trip rates extracted from the latest T.P.D.M. Volume 1 Chapter 3 published by Transport Department with respect to the development parameters summarised in **Table 3.1**. The adopted trip rates and the estimated development traffic trips are summarised in **Table 4.5**.



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Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

DEVELOPMENT TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.3	A

SYSTRA MVA

CHK50748310/TIA/F43-A.CDR/LLH/23APR25

Original Size : A3

Table 4.5 Estimated No. 4 Tung Yuen Street Redevelopment Traffic Trips

	Peak Hour Traffic Trip (pcu/hr)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Subject Site				
Residential				
Average unit size (m^2)	43 m^2			
Trip rates (pcu/hr/flat) (1)	0.0718	0.0425	0.0286	0.037
No. of units	342			
Trips (pcu/hr)	**25**	**15**	**10**	**13**
Commercial – retail				
Trip rates (pcu/100m^2/hr) (2)	0.2296	0.2434	0.3100	0.3563
GFA (m^2)	2,177.1 m^2			
Trips (pcu/hr)	5	6	7	8
Total	**30**	**21**	**17**	**21**

Remarks:
(1) Mean values of residential trip rates for the unit size of 60m^2 are adopted as the average unit size of the proposed scheme is around 43m^2.
(2) Mean values of trip rates are adopted.
(3) Nominal traffic trips are adopted.

4.2.3 A two-way traffic trip generated by No. 4 Tung Yuen Street Redevelopment in 2035 will be 51 pcu/hr and 38 pcu/hr in the AM and PM peak respectively.

4.2.4 Currently, the industrial building on the site generate a two-way vehicles traffic trip of 8 pcu/hr and 9 pcu/hr during the AM and PM peak respectively. The current (2024) and future (2035) traffic trip of this site are summarised in **Table 4.6**.

Table 4.6 Trip Generations of Current Land-use and Proposed Future Land-use

	Peak Hour Traffic Trip (pcu/hr)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Observed 2024	6	2	5	4
Forecasts 2035	30	21	17	21
Net Difference (Forecasts - Observed)	+24	+19	+12	+17

4.2.5 The result in **Table 4.6** reveals that the net difference is rather small in both peak hours. The proposed development will have little impact on the traffic of the vicinity in the peak hours.

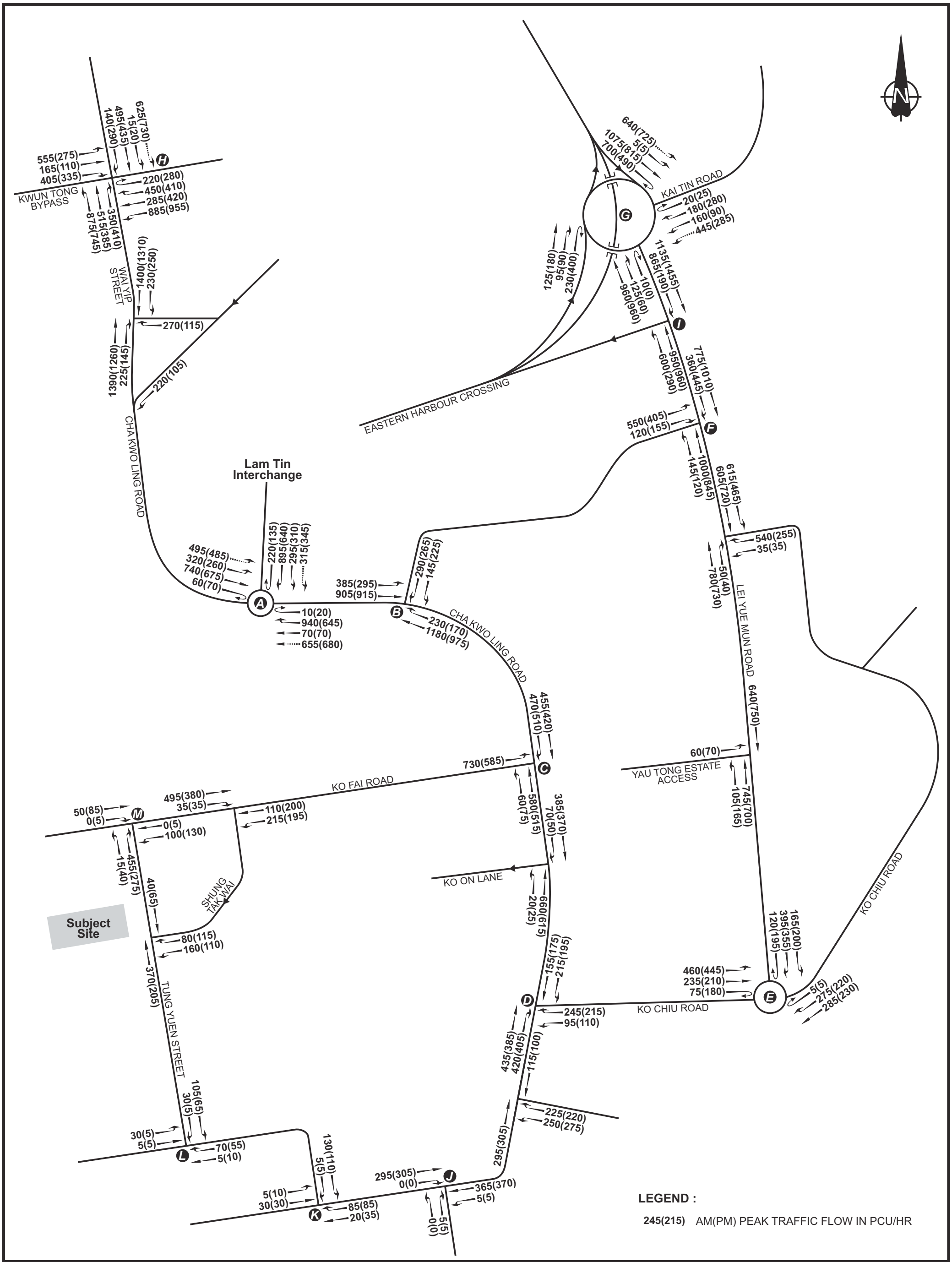
4.2.6 The annual traffic growth rate and the nearby planned developments as discussed in **Section 4.1** would be considered to produce the year 2035 background traffic flows during the typical weekday morning and evening peak hours of the local road network.

4.2.7 The traffic trips of No. 4 Tung Yuen Street Redevelopment would be superimposed onto the background traffic flows to produce the anticipated year 2035 peak hour traffic flows for reference and design scenarios.

4.2.8 Based on an annual growth rate of +1.46% p.a. from 2024 to 2035, and the traffic generation of committed and potential developments is shown in **Table 4.4**. The reference traffic flows and design traffic flows in year 2035 as shown in **Drawing 4.4** and **Drawing 4.5** respectively.

2035 Reference Flows = 2024 Observed Traffic Flows + 2024-2035 background traffic growth + Committed Development Traffic

2035 Design Flows = 2024 Observed Traffic Flows + 2024-2035 background traffic growth - 2024 Application Site Traffic Flows + Proposed Development Traffic Flows



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A	TD'S COMMENTS INCORPORATED	JPP	18JUN25	-	-	-	-	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

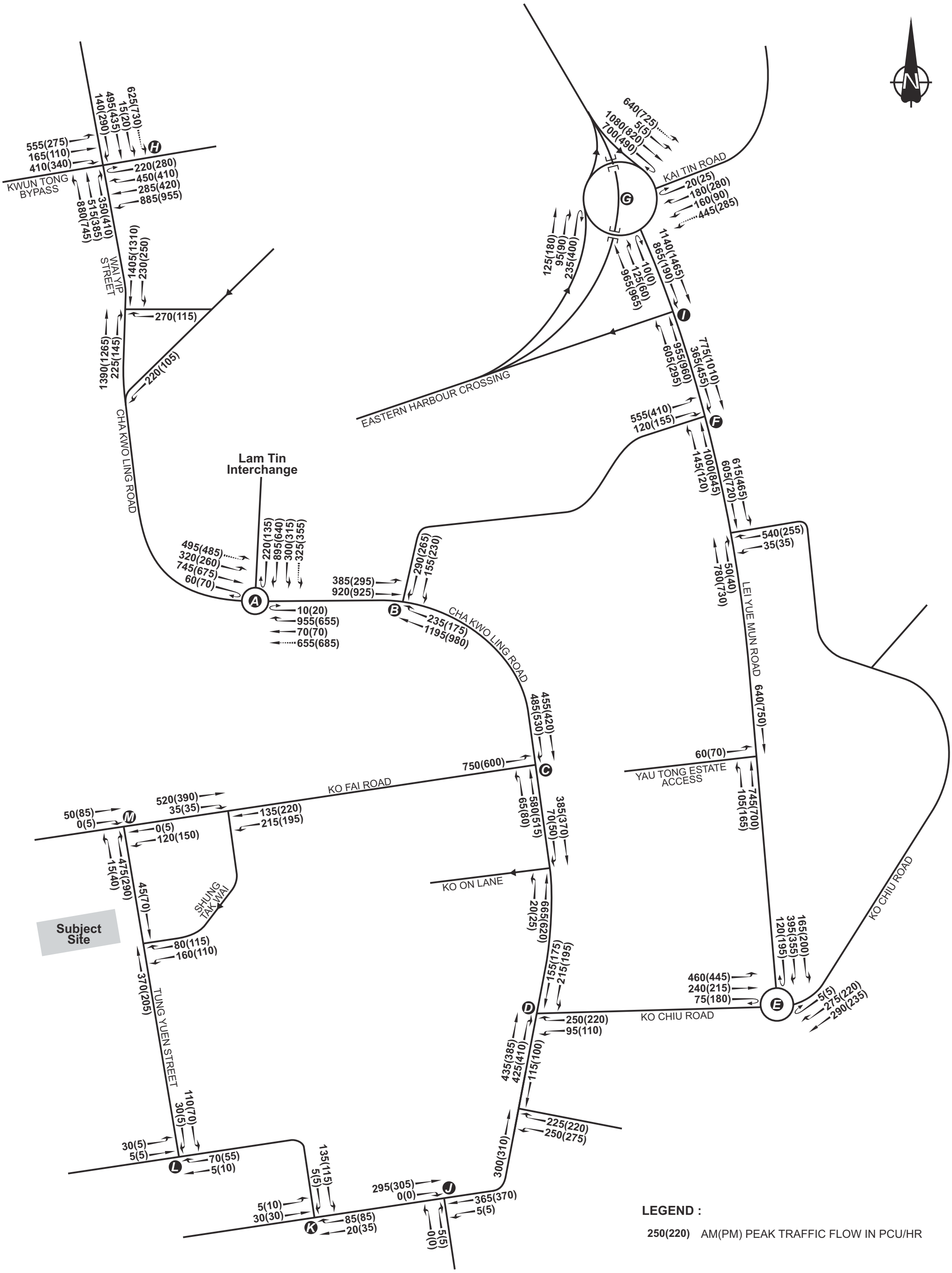
YEAR 2035 REFERENCE TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.4	A

SYSTRA MVA

CHK50748310/TIA/F44-A.CDR/LLH/18JUN25

Original Size : A3



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
A	TD'S COMMENTS INCORPORATED	JPP	18JUN25	-	-	-	-	-	-	-	-

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

YEAR 2035 DESIGN TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	NTS	OCT 2024	4.5	A

SYSTRA MVA

CHK50748310/TIA/F45-A.CDR/LLH/18JUN25

Original Size : A3

5. TRAFFIC IMPACT ASSESSMENT

5.1 Junction Operational Performance

5.1.1 The identified 13 key local junctions would be assessed in accordance with the anticipated year 2035 traffic flows for both reference and design scenarios in order to investigate the traffic impact of the proposed scheme with respect to the scenario without the subject development.

5.1.2 The J/O Cha Kwo Ling Road / Ko Fai Road (C) has been planned to be converted into a signalised junction under the previously approved Section 16 application of the Yau Tong Bay Comprehensive Development, the indicative planned junction layout is shown in **Drawing 5.1**.

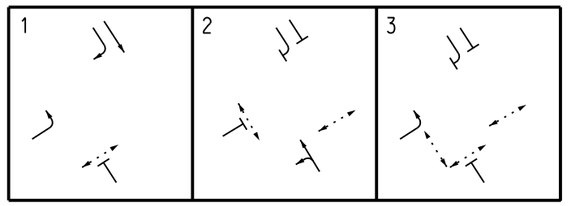
5.1.3 The layout of J/O Cha Kwo Ling Road / Ko Chiu Road(D) has been modified according to the on-going improvement works under the PWP Item No. B812CL. The indicative planned junction layout is shown in **Drawing 5.2**.

5.1.4 An additional traffic lane from Lei Yue Mun Road Northbound to Slip Road to EHC at J/O Lei Yue Mun Road / Slip Road to EHC (I) has been planned, as shown in **Drawing 5.3**.

5.1.5 For the J/O Tung Yuen Street / Ko Fai Road (M), the four current on-street parking spaces are proposed to be cancelled. The planned junction layout is shown in **Drawing 5.4**. And there is an ongoing sewage rising mains construction project along Ko Fai Road by the Drainage Services Department (PWP No. 4420DS), before which 4 on-street private car parking spaces were located west of the access of Yau Tong Sewage Pumping Station. The 4 spaces near the Northbound approach on Tung Yuen Street are believed to be relocated from Ko Fai Road due to the construction works. The project is expected to finish in mid-2026, so relocating these 4 spaces back to Ko Fai Road afterwards is reasonable, without lowering the capacity of Junction M.

5.1.6 The assessment results are summarised in **Table 5.1**. The junction calculation sheets are attached in **Appendix B**.

PROPOSED METHOD OF CONTROL



Rev.	Description	Checked	Date
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-	-	-	-
-	-	-	-
A	TD'S COMMENTS INCORPORATED	JPP	05JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

PLANNED JUNCTION LAYOUT OF CHA KWO LING ROAD / KO FAI ROAD (C)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	**5.1**	A

SYSTRA MVA

CHK50748310/TIA/F51-A.DGN/KCM/23APR25

Original Size : A3

METHOD OF CONTROL

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			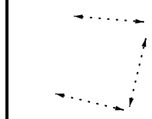

NOTE: ROAD MARKINGS JUST FOR ILLUSTRATION PURPOSE

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
A	TD'S COMMENTS INCORPORATED	JPP	05JAN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES,
AND EATING PLACE WITH MINOR RELAXATION OF
PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

EXISTING JUNCTION LAYOUT OF CHA KWO LING ROAD / KO CHIU ROAD (D)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	JUN 2025	**5.2**	A

SYSTRA MVA

CHK50748310/TIA/F52-A.DGN/CKC/05JUN25

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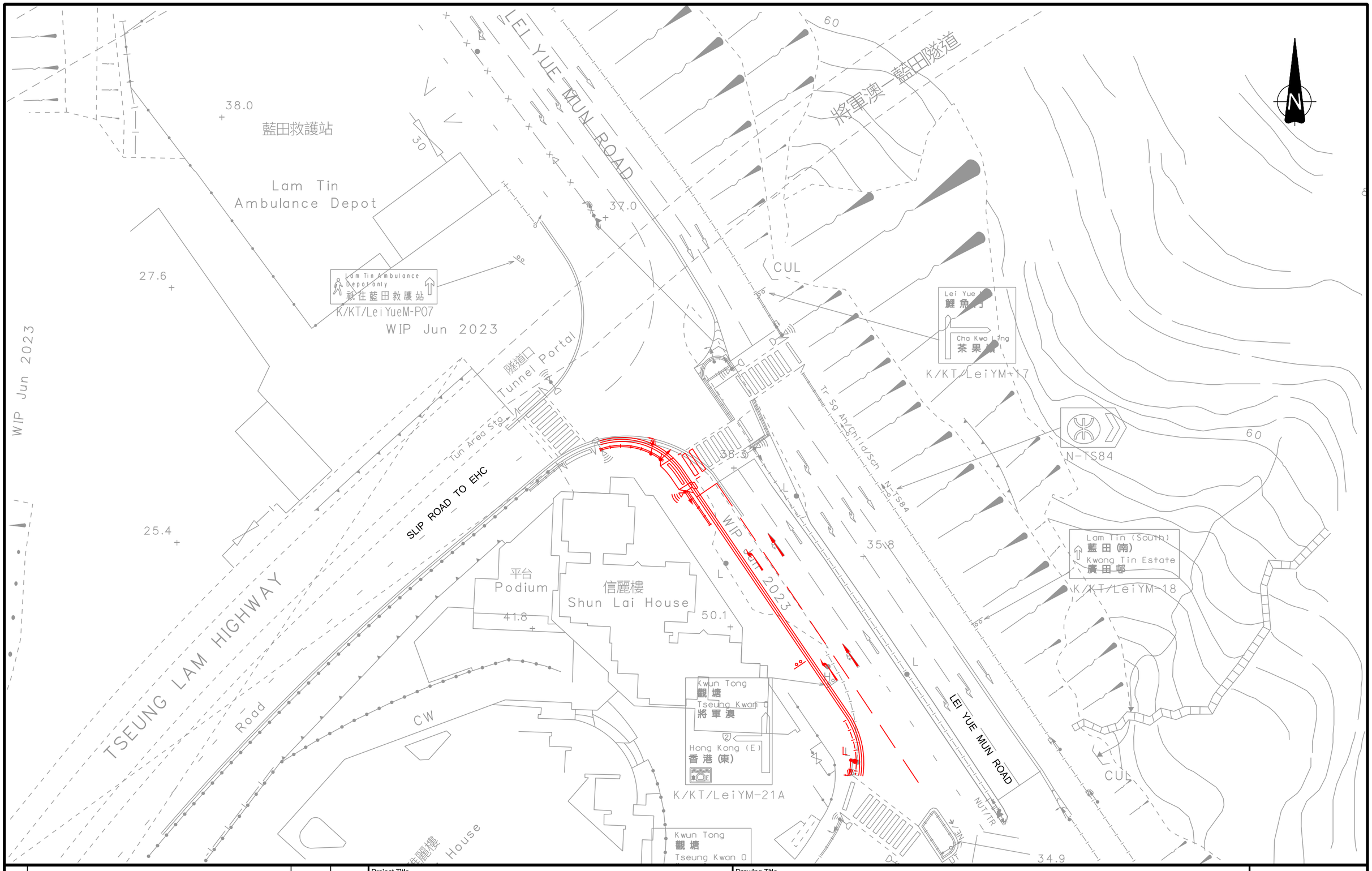

Rev.	Description	Checked	Date
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A	TD'S COMMENTS INCORPORATED	JPP	05JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

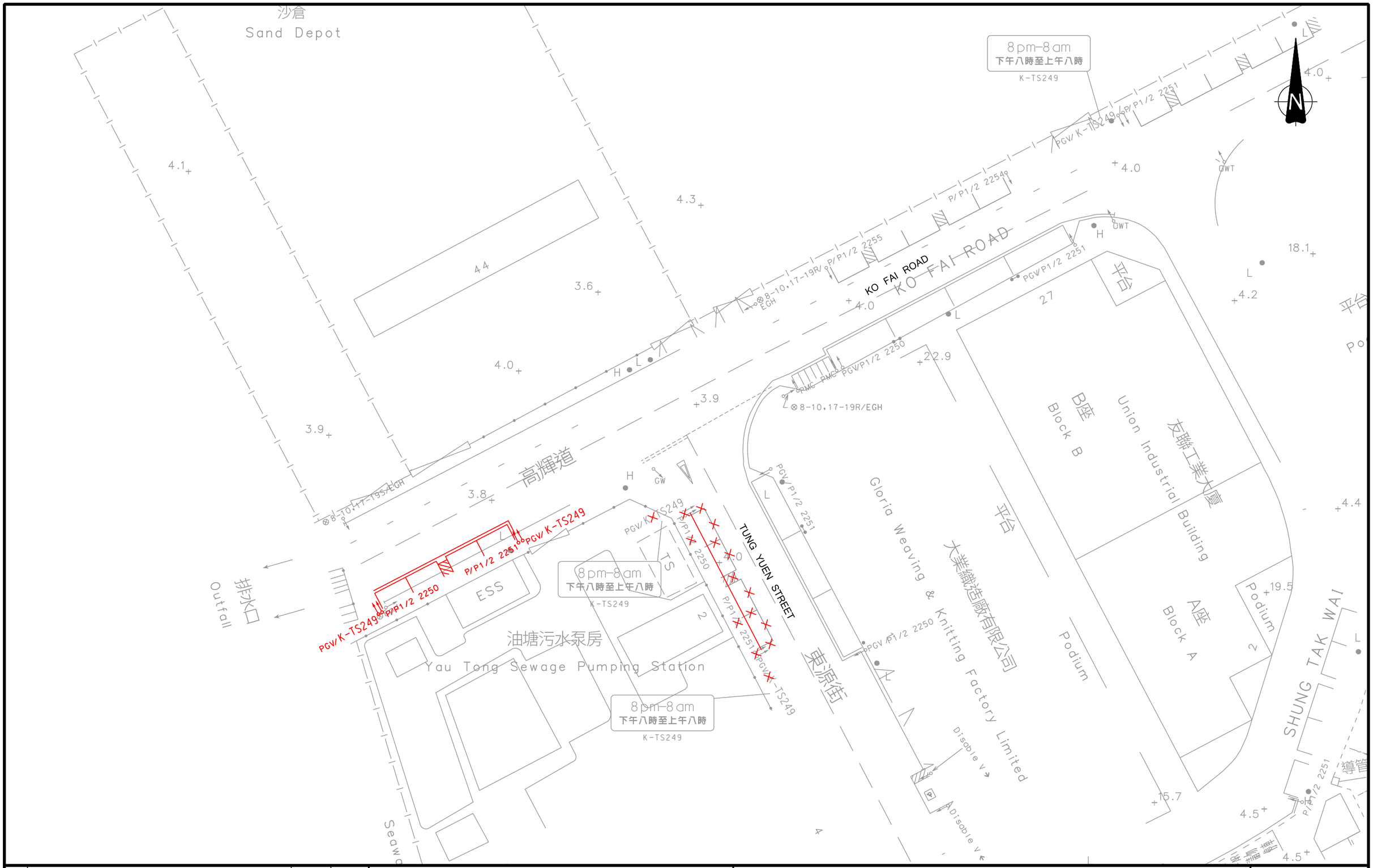
PLANNED ROAD WIDENING SCHEME NEAR THE JUNCTION OF LEI YUE MUN ROAD / SLIP ROAD TO EASTERN HARBOUR CROSSING (I)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	FEB 2025	5.3	A

SYSTRA MVA

CHK50748310/TIA/F53-A.DGN/CKC/05JUN25

Original Size : A3



Rev.	Description	Checked	Date
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A	TD'S COMMENTS INCORPORATED	JPP	19JUN25

Project Title

PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

SUGGESTED JUNCTION LAYOUT OF TUNG YUEN STREET / KO FAI ROAD (M)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	1:500(A3)	OCT 2024	5.4	A

SYSTRA MVA

CHK50748310/TIA/F54-A.DGN/KCM/19JUN25

Original Size : A3

Table 5.1 Junction Operational Performance in Year 2035

Ref. (1)	Junction	RC/RFC (6)			
		Reference		Design	
		AM Peak	PM Peak	AM Peak	PM Peak
A	Cha Kwo Ling Road / Lam Tin Interchange	0.64	0.49	0.65	0.49
B	Cha Kwo Ling Road / Yau Tong Road	18%	35%	16%	34%
C	Cha Kwo Ling Road / Ko Fai Road(2)	80%	79%	75%	74%
D	Cha Kwo Ling Road / Ko Chiu Road(3)	32%	40%	32%	39%
E	Lei Yue Mun Road / Ko Chiu Road	0.36	0.39	0.36	0.39
F	Lei Yue Mun Road / Yau Tong Road	84%	82%	84%	81%
G	Kai Tin Road / Lei Yue Mun Road	0.94	0.71	0.94	0.71
H	Wai Yip Street / Wai Fat Road	17%	19%	16%	19%
I	Lei Yue Mun Road / Slip Road to EHC(4)	16%	107%	16%	106%
J	Cha Kwo Ling Road / Shung Shun Road	0.16	0.17	0.16	0.17
K	Shung Shun Road / Yan Yue Wai	0.07	0.06	0.07	0.06
L	Tung Yuen Street / Yan Yue Wai	0.05	0.01	0.05	0.01
M	Tung Yuen Street / Ko Fai Road(5)	0.79	0.53	0.83	0.55

Remarks:

(1) Refer to **Drawing 2.2**;

(2) Junction Layout as shown in **Drawing 5.1**;

(3) Junction Layout as shown in **Drawing 5.2;**

(4) Junction Layout as shown in **Drawing 5.3;**

(5) Junction Layout as shown in **Drawing 5.4;**

(6) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%, The operational performance of a priority/roundabout is represented in Ratio to Flow Capacity (RFC), which is defined as overloaded if RFC over 1.00.

5.1.7 The results in **Table 5.1** indicate that the identified key junctions would operate within capacities with the Proposed Development in Year 2035, the operational performance of all key junctions would be similar for the reference and design scenarios in year 2035. Therefore, it is anticipated that the Proposed Development would not induce significant traffic impact to the surrounding road network.

6. PUBLIC TRANSPORT ASSESSMENT

6.1 Current Public Transport Services in the Vicinity

6.1.1 Road-based public transport services, such as franchised buses and GMB are provided in the vicinity of the proposed development. public transport occupancy surveys were conducted at Shung Tak Wai bus stop from 7:30-8:30 on 23th April 2025, to identify if there is surplus in the current public transport services. Details of the current services of franchised bus and GMB route and the survey results are listed in **Table 6.1**. Location of the public transport services in the vicinity are also shown in **Drawing.6.1**. And the pedestrian routes from subject site to nearby public transport facilities is shown in **Drawing. 6.2**.

Table 6.1 Existing Road-based Public Transport Services in the Vicinity (Peak Hour)

Mode	Route No.	From	To	Observed Vehicular Trips per hour (A)	Passenger capacity per hour (B)(1)	Surveyed passengers on board arriving bus stop (C)	Total no. of Boarding Passengers (D)	Total no. of Alighting Passengers (E)	Surplus Capacity (B)–(C)–(D)+(E)
To Tsim Sha Tsui/Sam Ka Tsuen/ Lam Tin									
Bus	14X	Shung Tak Wai	Tsim Sha Tsui	4	360	-	42	-	318
GMB	24	Lam Tin (Ping Tin PTI)	Sam Ka Tsuen Ferry/ Lam Tin (Ping Tin PTI)	6	96	24	2	0	70

Remarks:
(1) Assume 16 passengers per GMB and 90 passengers per bus.

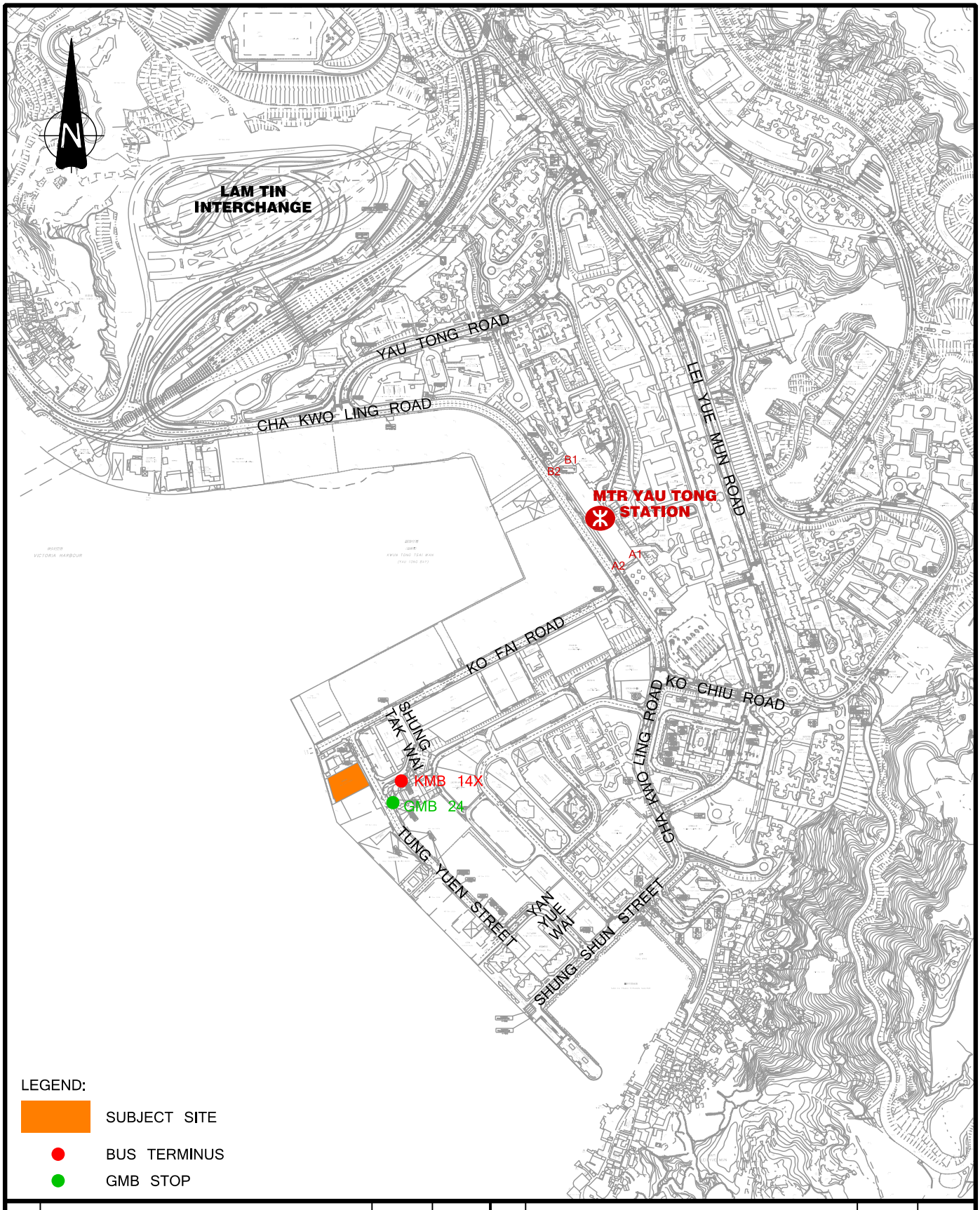
6.2 Additional Traffic Demand from the Proposed Development and Other New Residential Developments in the Vicinity

6.2.1 To be consistent with the annual traffic growth rate from 2025 to 2035, a +1.46% p.a. growth rate is applied to the 2025 surveyed passenger demand to estimate the 2035 reference demand for public transport. The detail of estimated passenger demand in design year 2035 are summarized in **Table 6.2**.

Table 6.2 Road-based Public Transport Services in the Vicinity in Design Year 2035 (Peak Hour)

Mode	Route No.	From	To	Observed Vehicular Trips per hour (A)	Passenger capacity per hour (B)(1)	Surveyed passengers on board arriving bus stop (F)=(C)*(1+G.F%)10	Total no. of Boarding Passengers (G)=(D)*(1+G.F%)10	Total no. of Alighting Passengers (H)=(E)*(1+G.F%)10	Surplus Capacity (B)–(F)-(G)+(H)
To Tsim Sha Tsui/Sam Ka Tsuen/ Lam Tin									
Bus	14X	Shung Tak Wai	Tsim Sha Tsui	4	360	-	49	-	311
GMB	24	Lam Tin (Ping Tin PTI)	Sam Ka Tsuen Ferry/ Lam Tin (Ping Tin PTI)	6	96	28	3	0	65

Remarks:
(1) Assume 16 passengers per GMB and 90 passengers per bus.



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
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-	-	-	-	-	-	-	-

Project Title: PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

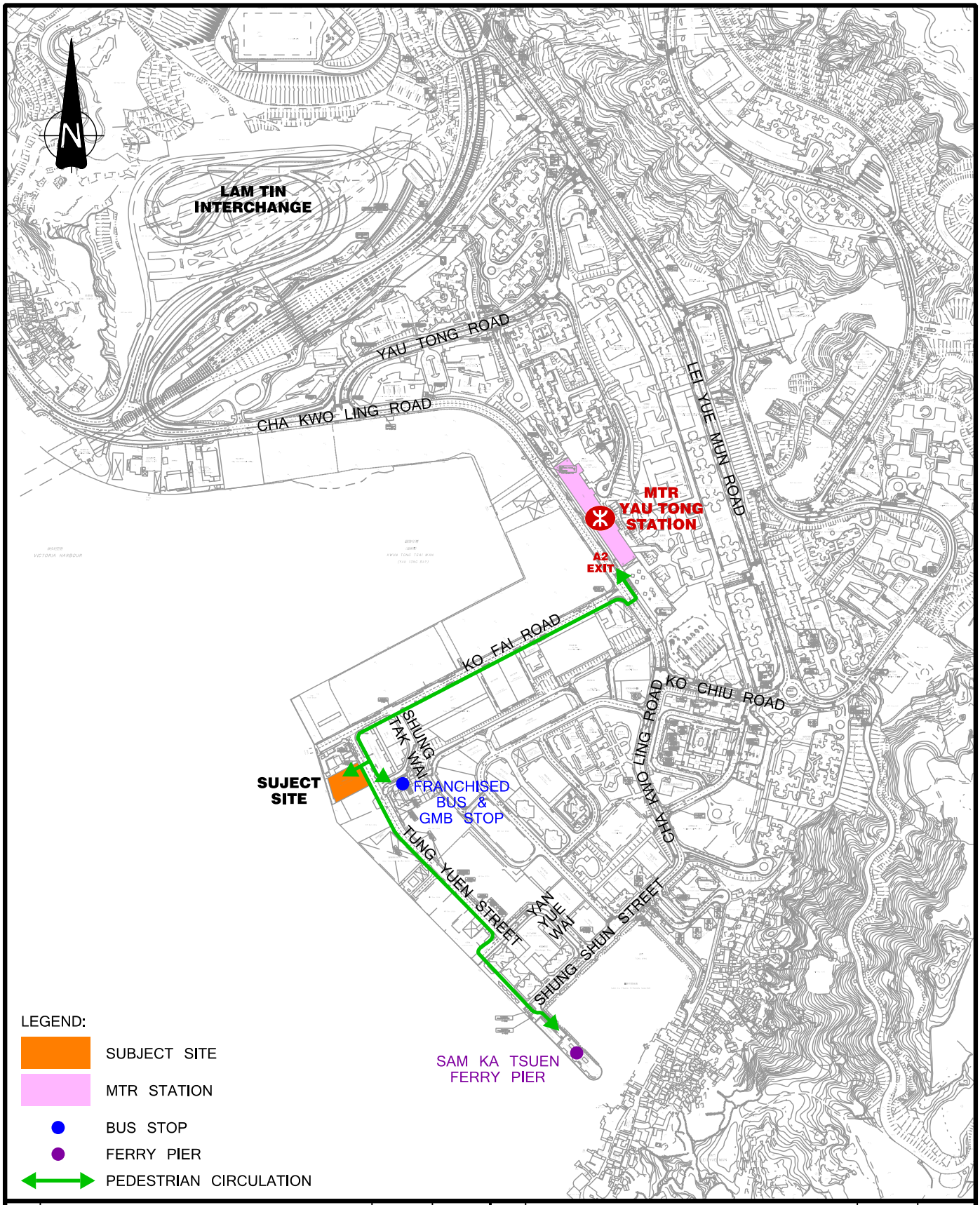
Drawing Title

LOCATION OF THE PUBLIC TRANSPORT SERVICES IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	N.T.S.(A4)	FEB 2025	6.1	-

CHK50748310/TIA/F61.DGN/KCM/19FEB25

Original Size : A4



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

Project Title: PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

Drawing Title

PEDESTRIAN ROUTES BETWEEN THE APPLICATION SITE AND THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
CCT	JPP	N.T.S.(A4)	FEB 2025	6.2	-

CHK50748310/TIA/F62.DGN/KCM/19FEB25

Original Size : A4

6.2.2 Furthermore, consideration should be given to public transportation demand arsing form nearby new developments that are expected to be occupied before the design year 2035. Three new developments has been identified in the vicinity, namely the Coast Line with 903 flats (the year of occupation starts in 2025), Yau Tong Bay Development with 7,078 flats, and Yau Tong Inland Lot s 4B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street ("CDA(3) Zone") with 1,393 flats. Since the year of occupation for the last two developments is still unknown for the public, the demand for road-based public transport is considered for the residents of The Coast Line and the proposed development.

6.2.3 Based on 2021 Population Census, the modal split of Kwun Tong District is shown in **Table 6.3**. As seen from the table below, the modal share of road-based public transport is about 30% for Bus, and 8% for Public Light Bus.

Table 6.3 Modal Share of Kwun Tong District

Mode	MTR	Bus	Public Light Bus	Private Car	Taxi	Others	Total
Modal Share Percentage	43%	30%	8%	3%	1%	15%	100%

6.2.4 Reference is also made to the 'Travel Characteristics Survey 2011 Report' as published by Transport Department to derive the estimated public transport demand due to the proposed development and other new developments.

6.2.5 The total trips generated from the proposed development and the new development are derived from development parameters and assumptions from the TCS report 2011. The calculation of total trips during peak hours is summarised in **Table 6.4**.

Table 6.4 Calculation of Total Trips from Proposed Development and New Development in the Vicinity

Item	Proposed Development	New Development in the Vicinity
Nos. of units	342	903
Average household size	2.7 ppl/unit (1)	2.7 ppl/unit (1)
Total population	342*2.7=924	903*2.7=2,439
Trip rate per person	1.83(2)	1.83(2)
Daily trips generated from proposed development	924*1.83=1,691	2,439*1.83=4,462
% of Daily trips in peak hour	12%(3)	12%(3)
Peak hour trips (two-way)	1,691*12%=203	4,462*12%=536
Peak hour trips (Generation)(4)	203*0.9=183	536*0.9=482
Peak hour trips (Attraction)	203*0.1=20	536*0.1=54

Remarks:

(1) The anticipated population is based on an assumption of 2.7 occupants per unit, according to Census and Statistics Department in April 2024.
(2) Data extracted from TCS Report 2011
(3) 12% in TCS Report 2011
(4) For conservative approach, it is assumed that outbound trips will take up 90% and inbound trips for 10% during peak hour.

6.2.6 According to the peak hour trips of proposed development and nearby new development in **Table 6.4**, the trips of road-based public transport during peak hours in 2035 are shown **Table 6.5**. In the year 2035, about 200 trips will travel by bus, and 54 trips will travel by public light bus in the vicinity.

Table 6.5 Surplus Capacity of the Bus and PLB Service in the Vicinity in Design Year 2035

Mode	Bus	Public Light Bus (PLB)
%	30%	8%
Trips of proposed development	55	15
Trips of nearby new development	145	39
Surplus Capacity of the Mode(According to Table 6.2)	311-55-145=111	65-15-39=11

6.2.7 The result in **Table 6.5** shows that the road-based public transport services can meet the future public transport demand in the vicinity in the design year 2035.

7. CONCLUSION

7.1 Summary

7.1.1 The application site is currently zoned Residential (Group E)" ("R(E)") under the latest approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) no. S/K15/27. The application site was intended to be re-developed into a residential-based development with shop and services, and eating place. The applicant's intention to propose more residential units and commercial services for the community.

7.1.2 Currently, the subject site is occupied by a 7-storey industrial building, which will be redeveloped into one residential block with 342 residential units, and a 2,177.1m^2 commercial area.

7.1.3 Provisions of internal ancillary transport facilities, including parking spaces, loading/unloading bays and etc., for the No. 4 Tung Yuen Street Redevelopment are proposed in accordance with the relevant requirements stipulated in the latest Hong Kong Planning Standard Guideline (HKPSG). The proposed provisions have taken into consideration the factors of building function, residential flat mix and locality of No. 4 Tung Yuen Street Redevelopment.

7.1.4 In order to review the traffic impact of the new developments on the vicinity, traffic surveys have been conducted to establish the current peak hour traffic condition in the vicinity.

7.1.5 The proposed Redevelopment would be completed in year 2032. The design year of 2035, three years after full occupation, is therefore adopted in this study for forecasting and assessment purposes. This study have considered the future strategic transport link - Trunk Road T2, future local developments and the latest Government planning assumptions.

7.1.6 For the J/O Tung Yuen Street / Ko Fai Road (M), the 4 current on-street private parking spaces are proposed to be cancelled. And after finishing the sewage rising mains construction project, these 4 cancelled parking spaces are proposed to be relocated back to Ko Fai Road.

7.1.7 Assessment results revealed that the traffic condition would be more or less the same in both Reference and Design scenarios in Year 2035. The traffic impact due to the Proposed Redevelopment is considered insignificant and could be accommodated by the surrounding road network.

7.1.8 Public transport surveys have been conducted to establish the current peak hours traffic condition and anticipated future public transport demands. The assessment indicated that all the existing public transport services have sufficient capacity to cater for the additional demands due to the proposed development.

7.2 Conclusion

7.2.1 In view of the above, the proposed Redevelopment under this Section 16 application is considered acceptable in traffic term.

Appendix A

Public Transport Details and Servicing Schedules

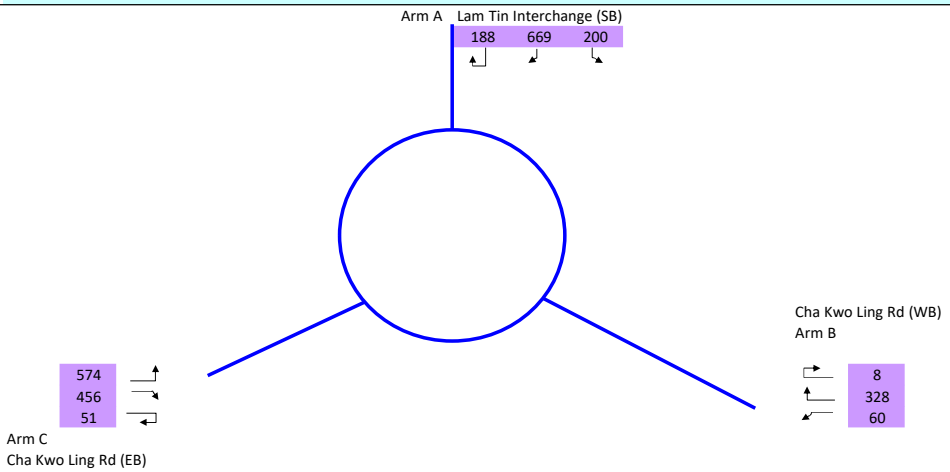
Route No.	Destinations		Frequency (min)
Franchised Bus			
6P	Lei Yue Mun Estate	Cheung Sha Wan (So Uk Estate)	3 scheduled service
14	Lei Yue Mun Estate	China Ferry Terminal	15
14D	Yau Tong	Choi Hung	5 scheduled service
14H	Yau Tong	(CIRCULAR) Shun Lee	60
14X	Yau Tong (Shung Tak Wai)	(CIRCULAR) Tsim Sha Tsui	15
33	Yau Tong	Tsuen Wan West Station	20
33B	Yau Tong	Tsuen Wan West Station	25
62P	Tuen Mun Central	Lei Yue Mun Estate	8
62X	Lei Yue Mun Estate	Siu Hong Station (South)	8
88X	Ping Tin	(CIRCULAR) Fo Tan Chun Yeung Estate	20
214	Yau Tong	Cheung Sha Wan (Kom Tsun Street)	12
215P	Lam Tin (Kwong Tin Estate)	Kowloon Station	1 scheduled service
216M	Lam Tin Station	(CIRCULAR) Yau Tong Station	15
259D	Lei Yue Mun Estate	Tuen Mun (Lung Mun Oasis)	7
603	Ping Tin	Central Ferry Piers	2 scheduled services
603A	Ping Tin	Central Market	15
603S	Ping Tin	Central (Guilman St)	3 scheduled service
613	On Tai (West) (Wo Tai House)	Shau Kei Wan Bus Terminal	15
A26	Yau Tong	Airport	30
A26P	Yau Tong	Airport	2 scheduled service
E22P	Yau Tong	AsiaWorld-Expo	3 scheduled service
E22X	Yau Tong	AsiaWorld-Expo	3 scheduled service
X42C	Yau Tong	Tsing Yi (Cheung Hang Estate)	1
N26	Yau Tong	Tung Chung Station	3 scheduled service
N214	Yau Tong	Mei Foo	2 scheduled service
N216	Yau Tong	Hung Hom Station	20
GMB			
23C	Laguna City	(CIRCULAR) Yau Tong Station	10
24	Lam Tin (Ping Tin PTI)	(CIRCULAR) Sam Ka Tsuen FerryPier	6
24M	Yau Tong PTI	Hing Tin (Pik Wan Road)	2
76B	Yau Tong PTI	United Christian Hospital	20
87	Lei Yue Mun Estate PTI	Kowloon Bay	20
90A	Hong Kong Children's Hospital	Yau Tong (Yau Lai Estate)	10

Appendix B

Signal Calculation Sheets

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2024 Observed Flow AM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (WB)		
Arm C	Cha Kwo Ling Rd (EB)		
Arm D			
Arm E			

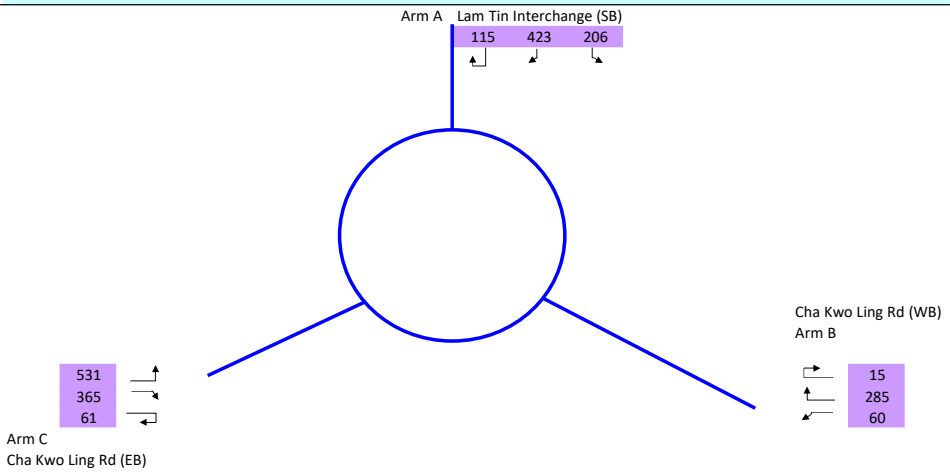


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		8.20	8.10	9.10		
E	Entry Width (m)		10.50	8.60	11.20		
L	Effective Length of Flare (m)		3.75	1.40	6.20		
R	Entry Radius (m)		30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)		52.00	52.00	52.00		
A	Entry Angle (degree)		20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)		1,057	396	1,081		
Qc	Circulating Flow Across Entry (pcu/hour)		515	908	524		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))		8.98	8.33	10.11		
M	= EXP ((D-60) /10)		0.45	0.45	0.45		
F	= 303 * X2		2720	2525	3063		
Td	= 1 + (0.5 / (1+M))		1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)		0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)		2431	1990	2779		
Qp	= Q*P		1057	396	1081		
DFC	= Qp / Qe	Design Flow / Capacity	0.43	**0.43**	0.20	0.39	
		Total Entry Flows	2,534				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2024 Observed Flow PM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (WB)		
Arm C	Cha Kwo Ling Rd (EB)		
Arm D			
Arm E			

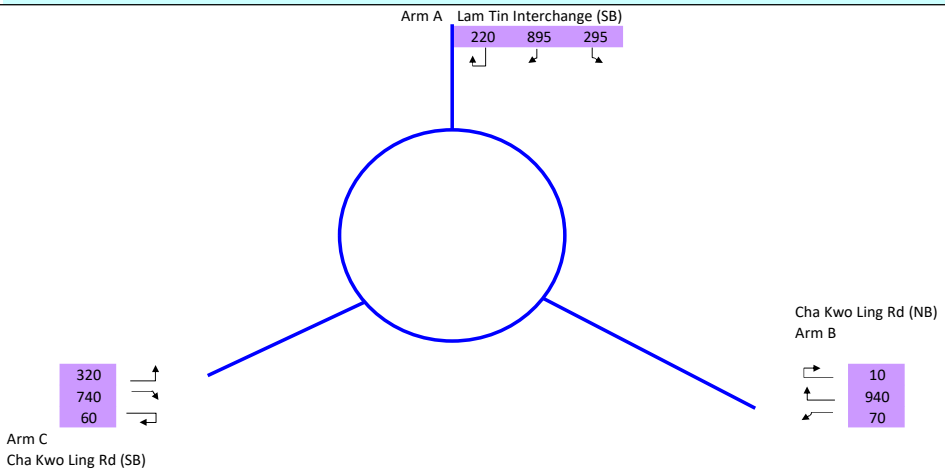


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		8.20	8.10	9.10		
E	Entry Width (m)		10.50	8.60	11.20		
L	Effective Length of Flare (m)		3.75	1.40	6.20		
R	Entry Radius (m)		30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)		52.00	52.00	52.00		
A	Entry Angle (degree)		20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)		744	360	957		
Qc	Circulating Flow Across Entry (pcu/hour)		441	599	416		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))		8.98	8.33	10.11		
M	= EXP ((D-60) /10)		0.45	0.45	0.45		
F	= 303 * X2		2720	2525	3063		
Td	= 1 + (0.5 / (1+M))		1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)		0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)		2492	2241	2877		
Qp	= Q*P		744	360	957		
DFC	= Qp / Qe	Design Flow / Capacity	0.33	0.30	0.16	**0.33**	
		Total Entry Flows	2,061				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Reference Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

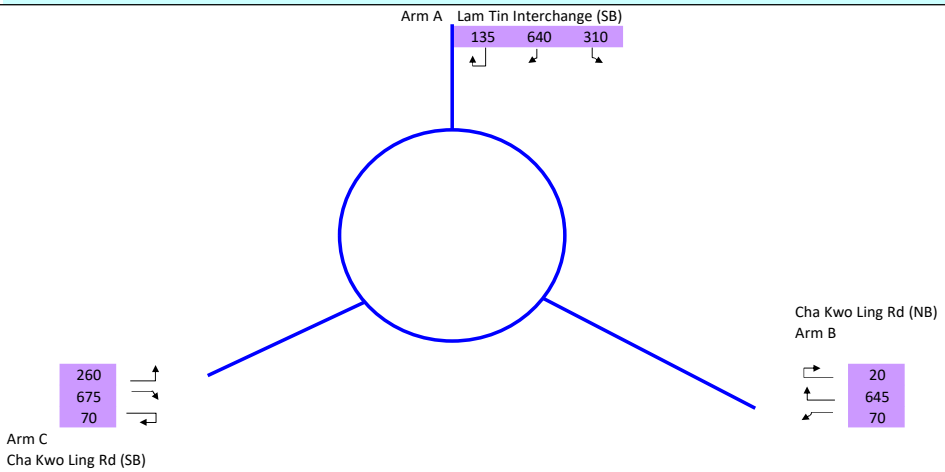


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		8.20	8.10	9.10		
E	Entry Width (m)		10.50	8.60	11.20		
L	Effective Length of Flare (m)		3.75	1.40	6.20		
R	Entry Radius (m)		30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)		52.00	52.00	52.00		
A	Entry Angle (degree)		20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)		1,410	1,020	1,120		
Qc	Circulating Flow Across Entry (pcu/hour)		810	1,175	1,170		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))		8.98	8.33	10.11		
M	= EXP ((D-60) /10)		0.45	0.45	0.45		
F	= 303 * X2		2720	2525	3063		
Td	= 1 + (0.5 / (1+M))		1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)		0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)		2186	1772	2193		
Qp	= Q*P		1410	1020	1120		
DFC	= Qp / Qe	Design Flow / Capacity	0.64	**0.64**	0.58	0.51	
		Total Entry Flows	3,550				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Reference Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

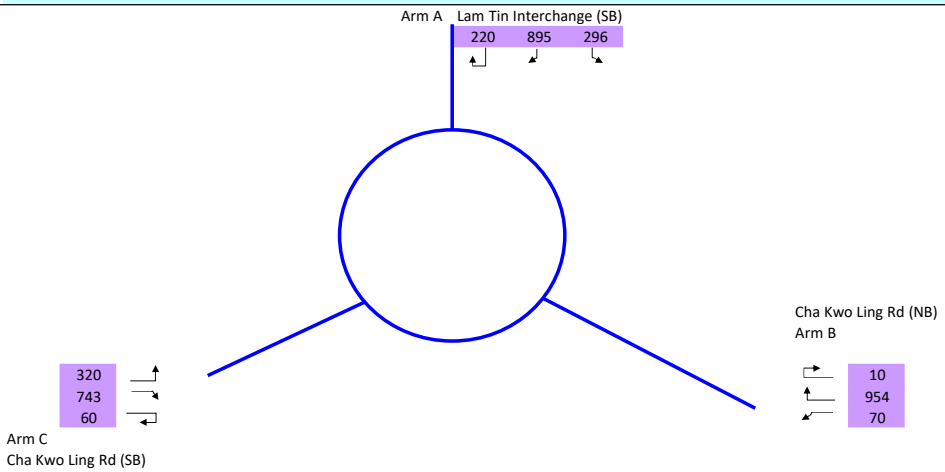


				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,085	735	1,005		
Qc	Circulating Flow Across Entry (pcu/hour)				765	845	800		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2224	2041	2529		
Qp	= Q*P				1085	735	1005		
DFC	= Qp / Qe	Design Flow / Capacity	0.49		**0.49**	0.36	0.40		
		Total Entry Flows	2,825						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Design Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			

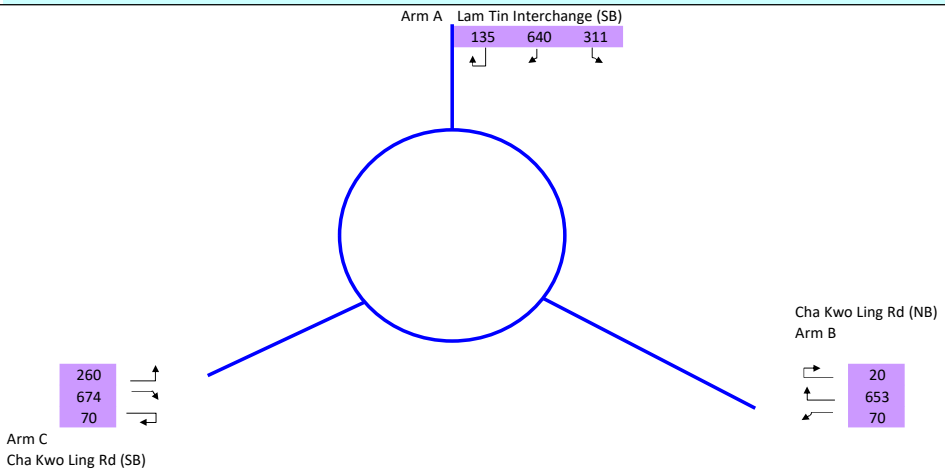


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		8.20	8.10	9.10		
E	Entry Width (m)		10.50	8.60	11.20		
L	Effective Length of Flare (m)		3.75	1.40	6.20		
R	Entry Radius (m)		30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)		52.00	52.00	52.00		
A	Entry Angle (degree)		20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)		1,411	1,034	1,123		
Qc	Circulating Flow Across Entry (pcu/hour)		813	1,175	1,184		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))		8.98	8.33	10.11		
M	= EXP ((D-60) /10)		0.45	0.45	0.45		
F	= 303 * X2		2720	2525	3063		
Td	= 1 + (0.5 / (1+M))		1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)		0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)		2184	1772	2181		
Qp	= Q*P		1411	1034	1123		
DFC	= Qp / Qe	Design Flow / Capacity	0.65	**0.65**	0.58	0.52	
		Total Entry Flows	3,568				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Lam Tin Interchange (A)		Designed by: SWY
Scheme:	2035 Design Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lam Tin Interchange (SB)		
Arm B	Cha Kwo Ling Rd (NB)		
Arm C	Cha Kwo Ling Rd (SB)		
Arm D			
Arm E			



				ENTRY ARM	A	B	C		
INPUT PARAMETERS									
V	Approach Half Width (m)				8.20	8.10	9.10		
E	Entry Width (m)				10.50	8.60	11.20		
L	Effective Length of Flare (m)				3.75	1.40	6.20		
R	Entry Radius (m)				30.00	26.00	35.00		
D	Inscribed Circle Diameter (m)				52.00	52.00	52.00		
A	Entry Angle (degree)				20.00	10.00	18.00		
Q	Entry Flow (pcu/hour)				1,086	743	1,004		
Qc	Circulating Flow Across Entry (pcu/hour)				764	845	808		
P	Peak Hour Factor				1.0	1.0	1.0		
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.98	0.57	0.54		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.05	1.08	1.06		
X2	= V + ((E-V) / (1+2S))				8.98	8.33	10.11		
M	= EXP ((D-60) /10)				0.45	0.45	0.45		
F	= 303 * X2				2720	2525	3063		
Td	= 1 + (0.5 / (1+M))				1.34	1.34	1.34		
Fc	= 0.21*Td (1 + 0.2*X2)				0.79	0.75	0.85		
Qe	= K (F - Fc*Qc*P)				2225	2041	2522		
Qp	= Q*P				1086	743	1004		
DFC	= Qp / Qe	Design Flow / Capacity	0.49		**0.49**	0.36	0.40		
		Total Entry Flows	2,833						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Yau Tong Road — Design Year: 2024

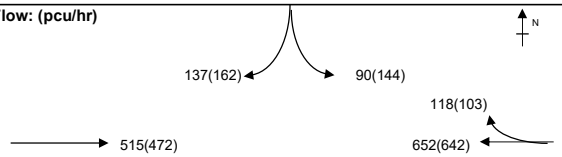
Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	B	1	3.300						1945	1945	249	0.128		228	0.117	
(EB)	↑	B	1	3.300						2085	2085	266	0.128		244	0.117	
Yau Tong Road	↱	D	3	4.500	17	15		80% / 20%	95% / 5%	1895	1895	113	0.060	0.060	152	0.080	
(SB)	↱	D	3	4.000		12				1915	1915	114	0.060		154	0.080	0.080
Cha Kwo Ling Road	↑	A	1,2	3.800						1995	1995	652	0.327	0.327	642	0.322	0.322
(WB)	↱	C	2	3.000		13				1840	1840	118	0.064		103	0.056	

Pedestrian Crossing								
	Ep	1,2,4	MIN GREEN + FLASH =	5	+	10	=	15
	Fp	2,4	MIN GREEN + FLASH =	5	+	9	=	14
	Gp	4	MIN GREEN + FLASH =	5	+	9	=	14
	Hp	3,4	MIN GREEN + FLASH =	5	+	5	=	10

Notes:

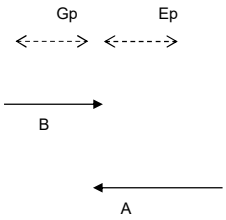
Flow: (pcu/hr)



Group	A,Hp	A,D	Group	A,Hp	A,D
y	0.327	0.386	y	0.322	0.402
L (sec)	17	9	L (sec)	17	9
C (sec)	100	100	C (sec)	90	90
y pract.	0.747	0.819	y pract.	0.730	0.810
R.C. (%)	129%	112%	R.C. (%)	127%	101%

Stage / Phase Diagrams

1.



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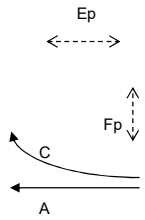

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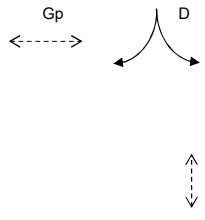

4.

5.

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I/G=		I/G=		I/G= 6		I/G= 5		I/G=	

Date: 02 Oct 2024 — **Junction:** Cha Kwo Ling Road / Yau Tong Road (B)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Cha Kwo Ling Road / Yau Tong Road — Design Year: 2035

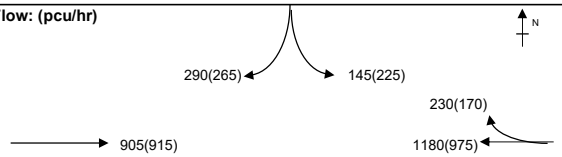
Description: 2035 Reference Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	B	1	3.300						1945	1945	437	0.225		442	0.227	
(EB)	↑	B	1	3.300						2085	2085	468	0.224		473	0.227	
Yau Tong Road	↑↱	D	3	4.500	17	15		67% / 33%	92% / 8%	1890	1895	216	0.114	0.114	244	0.129	0.129
(SB)	↱	D	3	4.000		12				1915	1915	219	0.114		246	0.128	
Cha Kwo Ling Road	↑	A	1,2	3.800						1995	1995	1180	0.591	0.591	975	0.489	0.489
(WB)	↱	C	2	3.000		13				1840	1840	230	0.125		170	0.092	

Pedestrian Crossing									
	Ep	1,2	MIN GREEN + FLASH =	5	+	10	=	15	
	Fp	2	MIN GREEN + FLASH =	5	+	9	=	14	
	Gp	1,3	MIN GREEN + FLASH =	5	+	9	=	14	
	Hp	3	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

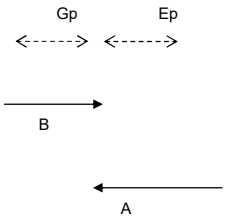
Flow: (pcu/hr)



Group	A,Hp	A,D	Group	A,Hp	A,D
y	0.591	0.706	y	0.489	0.617
L (sec)	17	9	L (sec)	17	9
C (sec)	120	120	C (sec)	120	120
y pract.	0.773	0.833	y pract.	0.773	0.833
R.C. (%)	31%	18%	R.C. (%)	58%	35%

Stage / Phase Diagrams

1.



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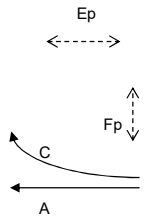

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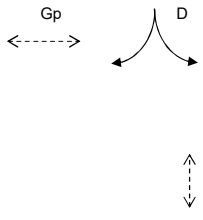

4.

5.

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Date: 02 Oct 2024 — **Junction:** Cha Kwo Ling Road / Yau Tong Road (B)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310

MVA HONG KONG LIMITED

Junction: Cha Kwo Ling Road / Yau Tong Road

Design Year: 2035

Description: 2035 Design Flows

Designed By: CCT

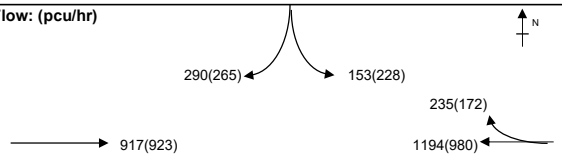
Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road (EB)	↑	B	1	3.300						1945	1945	443	0.228		445	0.229	
	↑	B	1	3.300						2085	2085	474	0.227		478	0.229	
Yau Tong Road (SB)	↱	D	3	4.500	17	15		70% / 30%	93% / 7%	1890	1895	220	0.116	0.116	245	0.129	0.129
	↱	D	3	4.000		12				1915	1915	223	0.116		248	0.130	
Cha Kwo Ling Road (WB)	↑	A	1,2	3.800						1995	1995	1194	0.598	0.598	980	0.491	0.491
	↱	C	2	3.000		13				1840	1840	235	0.128		172	0.093	

Pedestrian Crossing								
	Ep	1,2	MIN GREEN + FLASH =	5	+	10	=	15
	Fp	2	MIN GREEN + FLASH =	5	+	9	=	14
	Gp	1,3	MIN GREEN + FLASH =	5	+	9	=	14
	Hp	3	MIN GREEN + FLASH =	5	+	5	=	10

Notes:

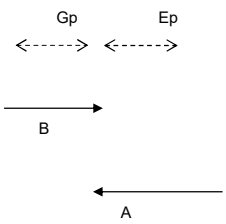
Flow: (pcu/hr)



Group	A,Hp	A,D	Group	A,Hp	A,D
y	0.598	0.715	y	0.491	0.621
L (sec)	17	9	L (sec)	17	9
C (sec)	120	120	C (sec)	120	120
y pract.	0.773	0.833	y pract.	0.773	0.833
R.C. (%)	29%	16%	R.C. (%)	57%	34%

Stage / Phase Diagrams

1.



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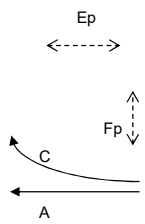

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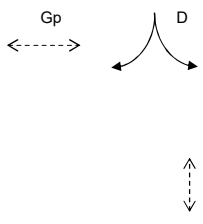


4.

5.

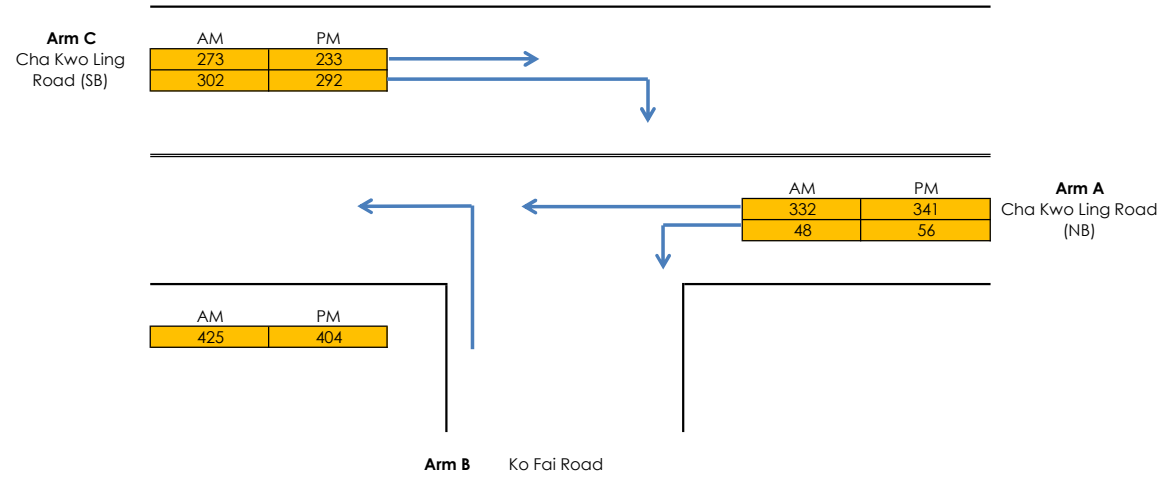
I/G= 5		I/G=		I/G= 6		I/G=		I/G=	
I/G= 5		I/G=		I/G= 6		I/G=		I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Yau Tong Road (B)

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Ko Fai Road (C)		Designed by: SWY
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024		Job No.: CHK50748310	Date: Oct-24
Arm A:	Cha Kwo Ling Road (NB)		
Arm B:	Ko Fai Road		
Arm C:	Cha Kwo Ling Road (SB)		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.80
Blockage of major road right turn	Y/N?	N		w(c-b)	2.87
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	48	Calculated Parameters	D	0.57
	Vl(b-a)	31		E	0.948
	Vr(b-c)	48		F	0.848
	Vr(c-b)	26		Y	0.576

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	273.35	233.4
	q(c-b)	301.95	291.7
	q(a-b)	48.1	56.1
	q(a-c)	331.8	341.5
	q(b-a)	0	0
	q(b-c)	425.25	404.1
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	636.831	634.3
	Q(c-b)	564.556	561.4
RFC's	c-b	0.53	0.52
	b-ac	0.67	0.64
RFC		**0.67**	**0.64**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310

MVA HONG KONG LIMITED

Junction: Cha Kwo Ling Road / Ko Fai Road

Design Year: 2035

Description: 2035 Reference Flows

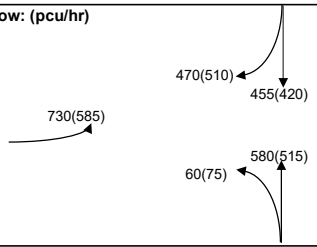
Designed By: CCT

Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	455	0.234		420	0.216	
(SB)	↱	A	1	3.300		15				1895	1895	470	0.248	0.248	510	0.269	0.269
Cha Kwo Ling Road	↰↑	B	2	3.300	15			20%	27%	1910	1895	306	0.160	0.160	281	0.148	
(NB)	↑	B	2	3.300						2085	2085	334	0.160		309	0.148	0.148
Ko Fai Road	↰	C	1,3	4.000	12.5					1800	1800	730	0.406		585	0.325	
(EB)																	
Pedestrian Crossing		Ep	2,3	MIN GREEN + FLASH =			5	+	5	=	10						
		Fp	2	MIN GREEN + FLASH =			5	+	5	=	10						
		Gp	3	MIN GREEN + FLASH =			5	+	5	=	10			*			*
		Hp	1,3	MIN GREEN + FLASH =			5	+	6	=	11						

Notes:

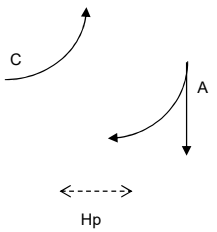
Flow: (pcu/hr)



Group	A,B,Gp	C,Fp	Group	C,Fp	A,B,Gp
y	0.408	0.406	y	0.325	0.417
L (sec)	17	19	L (sec)	19	17
C (sec)	100	100	C (sec)	100	100
y pract.	0.747	0.729	y pract.	0.729	0.747
R.C. (%)	83%	80%	R.C. (%)	124%	79%

Stage / Phase Diagrams

1.



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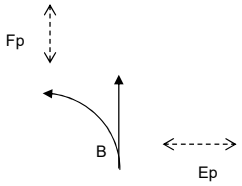

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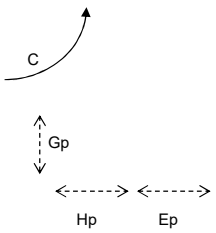


4.

5.

I/G=		I/G= 5	10	I/G= 5		I/G=	I/G=
I/G= 2		I/G= 5		I/G= 2	10	I/G=	I/G=

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Fai Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310

MVA HONG KONG LIMITED

Junction: Cha Kwo Ling Road / Ko Fai Road

Design Year: 2035

Description: 2035 Design Flows

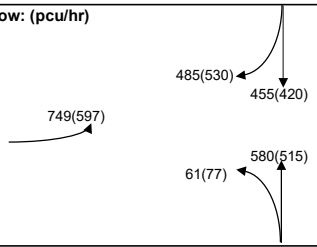
Designed By: CCT

Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	455	0.234		420	0.216	
(SB)	↱	A	1	3.300		15				1895	1895	485	0.256	0.256	530	0.280	0.280
Cha Kwo Ling Road	↰↑	B	2	3.300	15			20%	27%	1905	1895	306	0.161	0.161	282	0.149	
(NB)	↑	B	2	3.300						2085	2085	335	0.161		310	0.149	0.149
Ko Fai Road	↰	C	1,3	4.000	12.5					1800	1800	749	0.416		597	0.332	
(EB)																	
Pedestrian Crossing		Ep	2,3	MIN GREEN + FLASH =			5	+	5	=	10						
		Fp	2	MIN GREEN + FLASH =			5	+	5	=	10						
		Gp	3	MIN GREEN + FLASH =			5	+	5	=	10			*			*
		Hp	1,3	MIN GREEN + FLASH =			5	+	6	=	11						

Notes:

Flow: (pcu/hr)

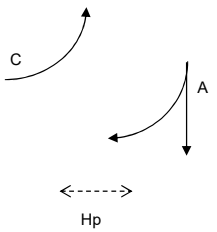


Group	A,B,Gp	C,Fp
y	0.417	0.416
L (sec)	17	19
C (sec)	100	100
y pract.	0.747	0.729
R.C. (%)	79%	75%

Group	C,Fp	A,B,Gp
y	0.332	0.428
L (sec)	19	17
C (sec)	100	100
y pract.	0.729	0.747
R.C. (%)	120%	74%

Stage / Phase Diagrams

1.



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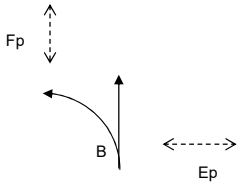

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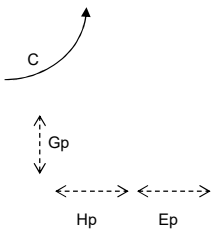


4.

5.

I/G=		I/G= 5	10	I/G= 5		I/G=	I/G=
I/G= 2		I/G= 5		I/G= 2	10	I/G=	I/G=

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Fai Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

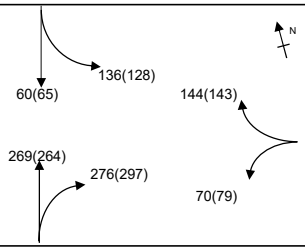
Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2024

Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	269	0.138		264	0.136	
(NB)	↱	A	1	3.300		15				1895	1895	276	0.146	0.146	297	0.157	0.157
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	136	0.087	0.087	128	0.082	0.082
(SB)	↑	C	2	3.600			4.7			1780	1780	60	0.034		65	0.037	
Ko Chiu Road	↰↱	B	3	3.500	10	16		69% / 31%	75% / 25%	1735	1730	102	0.059		106	0.061	0.061
(WB)	↱	B	3	3.800		12				1900	1900	112	0.059	0.059	116	0.061	
Pedestrian Crossing		Dp	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Ep	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Fp	4	MIN GREEN + FLASH =			10	+	8	=	18			*			*

Notes:

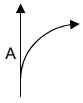
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.291	0.291	y	0.300	0.300
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	116%	106%	R.C. (%)	110%	100%

Stage / Phase Diagrams

1.



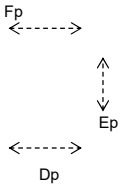
2.



3.



4.



5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18

I/G=	
I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Chiu Road (D)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

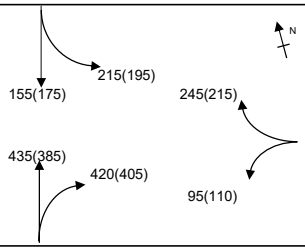
Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2035

Description: 2035 Reference Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	435	0.224		385	0.198	
(NB)	↱	A	1	3.300		15				1895	1895	420	0.222	0.222	405	0.214	0.214
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	215	0.137	0.137	195	0.125	0.125
(SB)	↑	C	2	3.600			4.7			1780	1780	155	0.087		175	0.098	
Ko Chiu Road	↰↱	B	3	3.120	10	16		58% / 42%	71% / 29%	1710	1700	164	0.096		156	0.092	0.092
(WB)	↱	B	3	3.120		12				1835	1835	176	0.096	0.096	169	0.092	
Pedestrian Crossing		Dp	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Ep	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Fp	4	MIN GREEN + FLASH =			10	+	8	=	18			*			*

Notes:

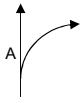
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.455	0.455	y	0.430	0.430
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	38%	32%	R.C. (%)	46%	40%

Stage / Phase Diagrams

1.



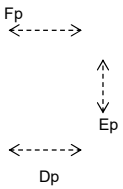
2.



3.



4.



5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18	I/G=

Date: 02 Oct 2024 — **Junction:** Cha Kwo Ling Road / Ko Chiu Road (D)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

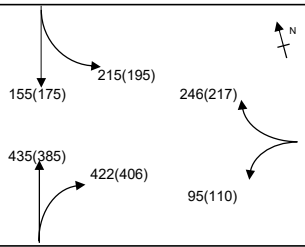
Junction: Cha Kwo Ling Road / Ko Chiu Road — Design Year: 2035

Description: 2035 Design Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Cha Kwo Ling Road	↑	A	1	3.300						1945	1945	435	0.224		385	0.198	
(NB)	↱	A	1	3.300		15				1895	1895	422	0.223	0.223	406	0.214	0.214
Cha Kwo Ling Road	↰	C	2	3.000	15.5		4.7			1565	1565	215	0.137	0.137	195	0.125	0.125
(SB)	↑	C	2	3.600			4.7			1780	1780	155	0.087		175	0.098	
Ko Chiu Road	↰↱	B	3	3.120	10	16		58% / 42%	70% / 30%	1710	1700	165	0.096		157	0.092	0.092
(WB)	↱	B	3	3.120		12				1835	1835	176	0.096	0.096	170	0.093	
Pedestrian Crossing		Dp	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Ep	4	MIN GREEN + FLASH =			8	+	7	=	15						
		Fp	4	MIN GREEN + FLASH =			10	+	8	=	18			*			*

Notes:

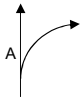
Flow: (pcu/hr)



Group	A,C,B,Dp	A,C,B,Fp	Group	A,C,B,Dp	A,C,B,Fp
y	0.456	0.456	y	0.431	0.431
L (sec)	36	40	L (sec)	36	40
C (sec)	120	120	C (sec)	120	120
y pract.	0.630	0.600	y pract.	0.630	0.600
R.C. (%)	38%	32%	R.C. (%)	46%	39%

Stage / Phase Diagrams

1.



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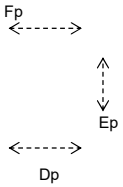


5.

I/G= 2		I/G= 7		I/G= 6		I/G= 10	18
I/G= 2		I/G= 7		I/G= 6		I/G= 10	18

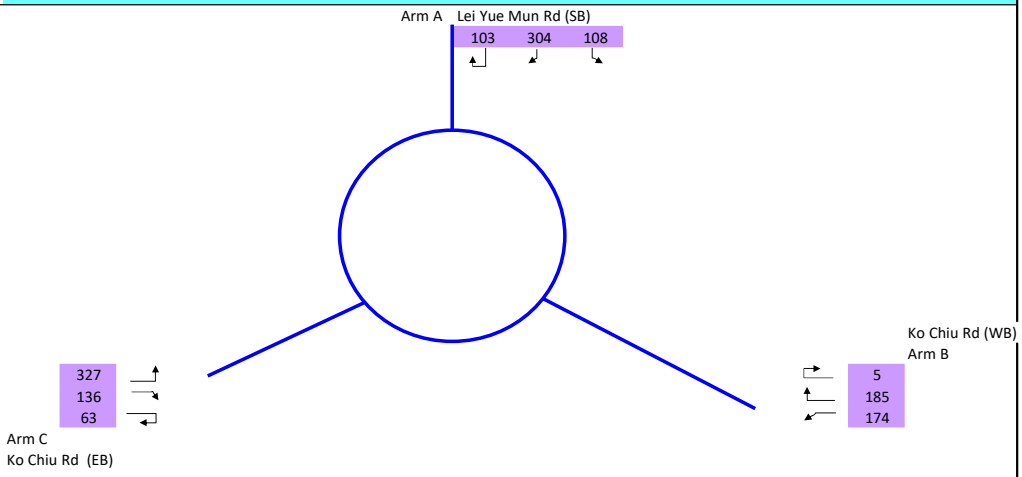
I/G=	
I/G=	

Date: 02 Oct 2024

Junction: Cha Kwo Ling Road / Ko Chiu Road (D)

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2024 Observed Flow AM Peak		Checked by:	JPP
Design Year:	2024	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

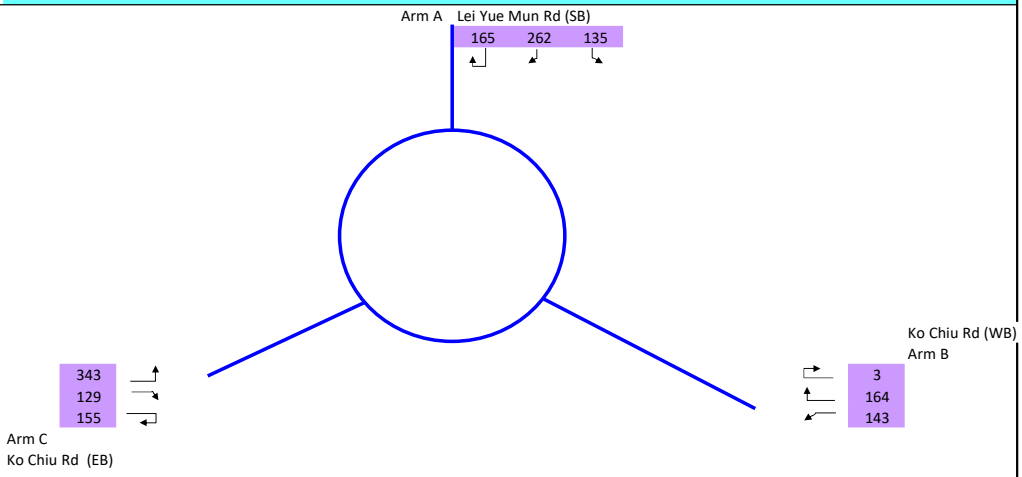


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		514	364	526		
Qc	Circulating Flow Across Entry (pcu/hour)		203	469	292		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2457	1640	2261		
Qp	= Q*P		514	364	526		
DFC	= Qp / Qe	Design Flow / Capacity	0.21	0.22	**0.23**		
		Total Entry Flows	1,404				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2024 Observed Flow PM Peak		Checked by:	JPP
Design Year:	2024	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

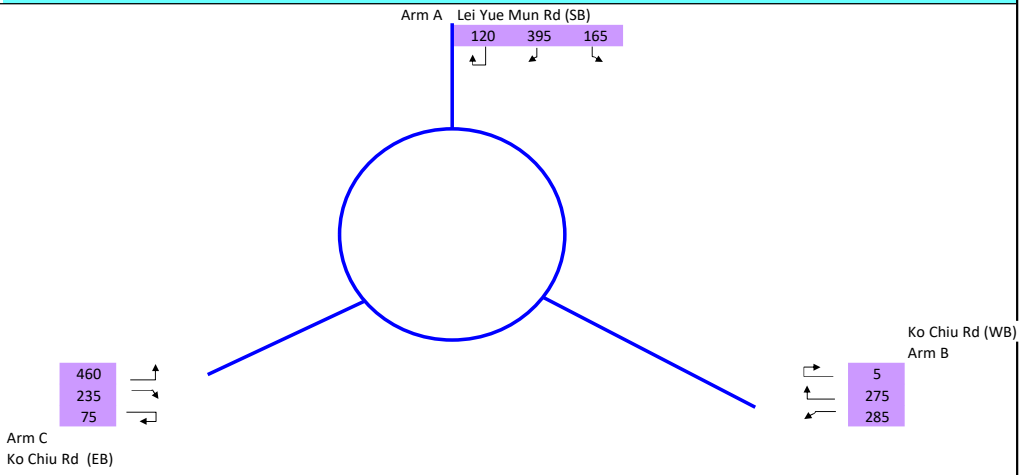


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		562	310	627		
Qc	Circulating Flow Across Entry (pcu/hour)		287	582	332		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2388	1565	2229		
Qp	= Q*P		562	310	627		
DFC	= Qp / Qe	Design Flow / Capacity	0.24	0.20	**0.28**		
		Total Entry Flows	1,499				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Reference Flow AM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

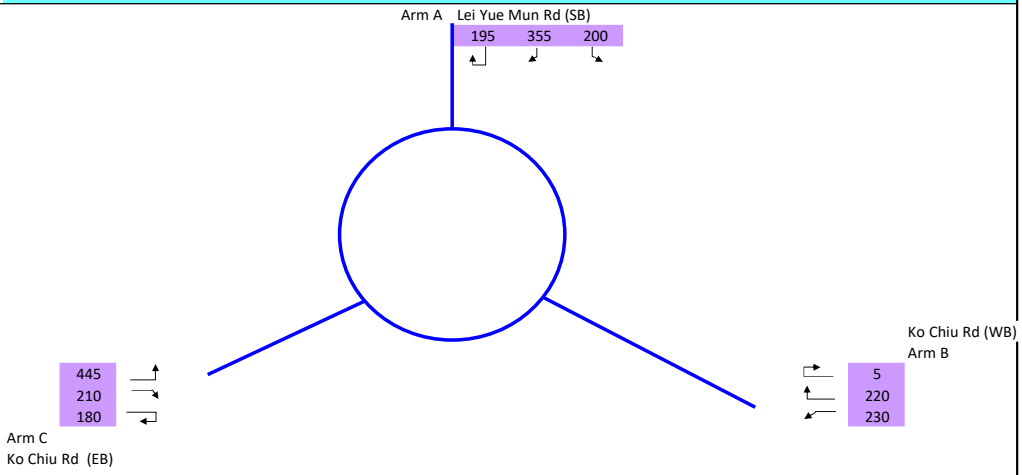


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		680	565	770		
Qc	Circulating Flow Across Entry (pcu/hour)		315	590	400		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2364	1560	2174		
Qp	= Q*P		680	565	770		
DFC	= Qp / Qe	Design Flow / Capacity	0.36	0.29	**0.36**	0.35	
		Total Entry Flows	2,015				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Reference Flow PM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

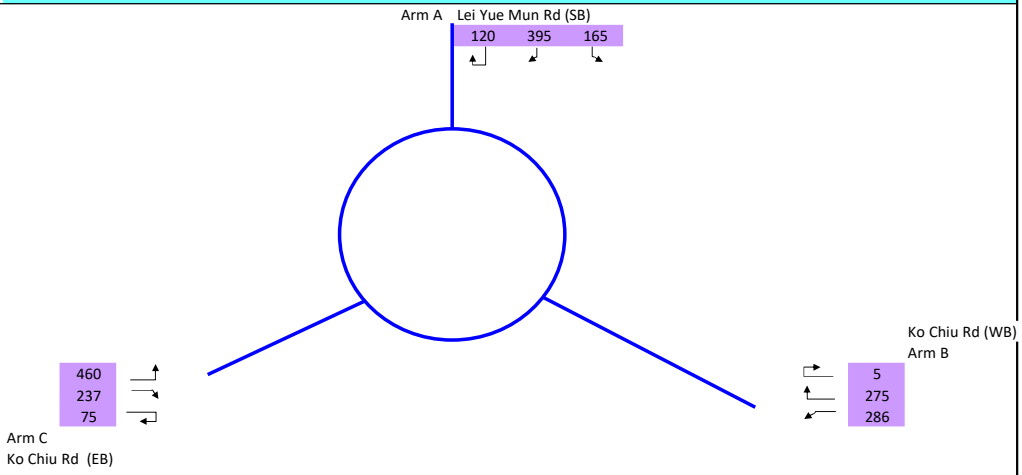


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		750	455	835		
Qc	Circulating Flow Across Entry (pcu/hour)		395	730	420		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2298	1468	2158		
Qp	= Q*P		750	455	835		
DFC	= Qp / Qe	Design Flow / Capacity	0.33	0.31	**0.39**		
		Total Entry Flows	2,040				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Design Flow AM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				

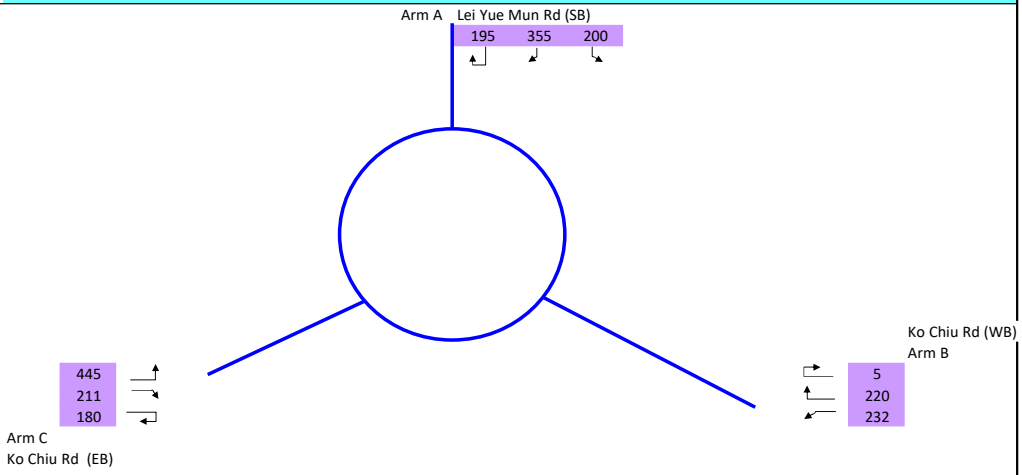


		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		680	566	772		
Qc	Circulating Flow Across Entry (pcu/hour)		317	590	400		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2363	1560	2174		
Qp	= Q*P		680	566	772		
DFC	= Qp / Qe	Design Flow / Capacity	0.36	0.29	**0.36**	0.36	
		Total Entry Flows	2,018				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA			
Junction:	Lei Yue Mun Road / Ko Chiu Road (E)		Designed by:	SWY
Scheme:	2035 Design Flow PM Peak		Checked by:	JPP
Design Year:	2035	Job No.: CHK50748310	Date:	JUN, 2025
Arm A	Lei Yue Mun Rd (SB)			
Arm B	Ko Chiu Rd (WB)			
Arm C	Ko Chiu Rd (EB)			
Arm D				
Arm E				



		ENTRY ARM	A	B	C		
INPUT PARAMETERS							
V	Approach Half Width (m)		7.43	6.50	6.70		
E	Entry Width (m)		9.60	8.50	9.76		
L	Effective Length of Flare (m)		9.70	4.62	10.48		
R	Entry Radius (m)		40.00	19.00	49.50		
D	Inscribed Circle Diameter (m)		38.70	38.70	38.70		
A	Entry Angle (degree)		38.00	65.00	40.00		
Q	Entry Flow (pcu/hour)		750	457	836		
Qc	Circulating Flow Across Entry (pcu/hour)		396	730	420		
P	Peak Hour Factor		1.0	1.0	1.0		
OUTPUT PARAMETERS							
S	= 1.6 (E - V) / L	Sharpness of flare	0.36	0.69	0.47		
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.00	0.88	0.99		
X2	= V + ((E-V) / (1+2S))		8.69	7.34	8.28		
M	= EXP ((D-60) /10)		0.12	0.12	0.12		
F	= 303 * X2		2634	2224	2509		
Td	= 1 + (0.5 / (1+M))		1.45	1.45	1.45		
Fc	= 0.21*Td (1 + 0.2*X2)		0.83	0.75	0.81		
Qe	= K (F - Fc*Qc*P)		2297	1468	2158		
Qp	= Q*P		750	457	836		
DFC	= Qp / Qe	Design Flow / Capacity	0.33	0.31	**0.39**		
		Total Entry Flows	2,043				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road — Design Year: 2024

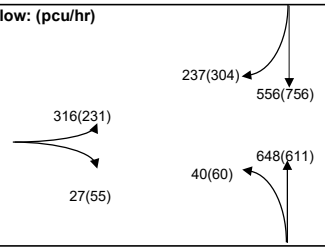
Description: 2024 Observed Flows — Designed By: CCT — Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road	↰	C	2,3	4.200	25					1920	1920	153	0.080		112	0.058	
(EB)	↰	C	2,3	4.100	25					2040	2040	163	0.080		119	0.058	
	↱	D	3	4.600		11.5				1960	1960	27	0.014	0.014	55	0.028	0.028
Lei Yue Mun Road	↑	H	1,2,3	3.300						1945	1945	556	0.286		756	0.389	
(SB)	↱	B	2	3.600		13.2				1775	1775	117	0.066		151	0.085	
	↱	B	2	3.750		8.5				1810	1810	120	0.066	0.066	153	0.085	0.085
Lei Yue Mun Road	↰↑	A	1	3.850	10			12%	19%	1965	1945	329	0.167	0.167	319	0.164	
(NB)	↑	A	1	3.900						2145	2145	359	0.167		352	0.164	0.164

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20

Notes:

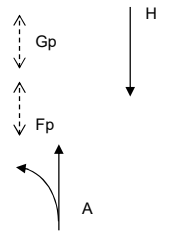
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.247	0.248	y	0.222	0.277
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	236%	230%	R.C. (%)	268%	190%

Stage / Phase Diagrams

1.



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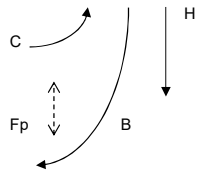

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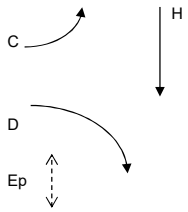


4.

5.

I/G= 5		I/G= 5		I/G= 5		I/G=	
I/G= 5		I/G= 5		I/G= 5		I/G=	

Date: 02 Oct 2024

Junction: Lei Yue Mun Road / Yau Tong Road (F)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road Design Year: 2035

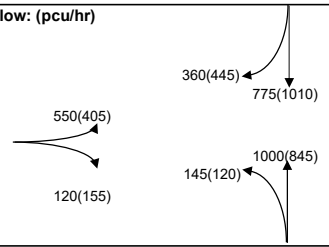
Description: 2035 Reference Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road	↰	C	2,3	4.200	25					1920	1920	267	0.139		196	0.102	
(EB)	↰	C	2,3	4.100	25					2040	2040	283	0.139		209	0.102	
	↱	D	3	4.600		11.5				1960	1960	120	0.061	0.061	155	0.079	0.079
Lei Yue Mun Road	↑	H	1,2,3	3.300						1945	1945	775	0.398		1010	0.519	
(SB)	↱	B	2	3.600		13.2				1775	1775	178	0.100		220	0.124	
	↱	B	2	3.750		8.5				1810	1810	182	0.101	0.101	225	0.124	0.124
Lei Yue Mun Road	↰↑	A	1	3.850	10			27%	26%	1925	1925	541	0.281	0.281	456	0.237	
(NB)	↑	A	1	3.900						2145	2145	604	0.282		509	0.237	0.237

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16	
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10	
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20	

Notes:

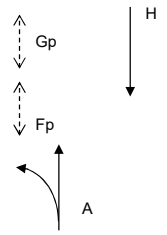
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.420	0.443	y	0.339	0.441
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	98%	84%	R.C. (%)	141%	82%

Stage / Phase Diagrams

1.



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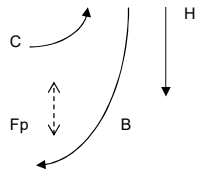

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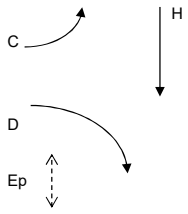

4.

5.

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I/G= 5		I/G= 5		I/G= 5		I/G=	

Date: 02 Oct 2024

Junction: Lei Yue Mun Road / Yau Tong Road (F)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Lei Yue Mun Road / Yau Tong Road Design Year: 2035

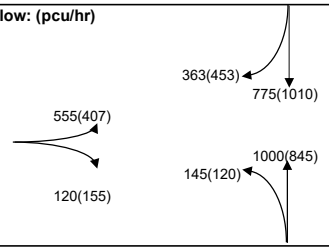
Description: 2035 Design Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yau Tong Road	↰	C	2,3	4.200	25					1920	1920	269	0.140		197	0.103	
(EB)	↰	C	2,3	4.100	25					2040	2040	286	0.140		210	0.103	
	↱	D	3	4.600		11.5				1960	1960	120	0.061	0.061	155	0.079	0.079
Lei Yue Mun Road	↑	H	1,2,3	3.300						1945	1945	775	0.398		1010	0.519	
(SB)	↱	B	2	3.600		13.2				1775	1775	180	0.101		224	0.126	
	↱	B	2	3.750		8.5				1810	1810	183	0.101	0.101	229	0.127	0.127
Lei Yue Mun Road	↰↑	A	1	3.850	10			27%	26%	1925	1925	541	0.281	0.281	456	0.237	
(NB)	↑	A	1	3.900						2145	2145	604	0.282		509	0.237	0.237

Pedestrian Crossing	Ep	3	MIN GREEN + FLASH =	8	+	8	=	16	
	Fp	1,2	MIN GREEN + FLASH =	5	+	5	=	10	
	Gp	1	MIN GREEN + FLASH =	10	+	10	=	20	

Notes:

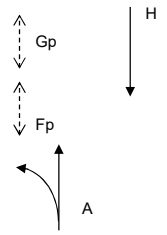
Flow: (pcu/hr)



Group	A,C	A,B,D	Group	A,C	A,B,D
y	0.421	0.443	y	0.340	0.443
L (sec)	10	12	L (sec)	10	12
C (sec)	130	130	C (sec)	110	110
y pract.	0.831	0.817	y pract.	0.818	0.802
R.C. (%)	97%	84%	R.C. (%)	141%	81%

Stage / Phase Diagrams

1.



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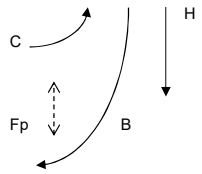

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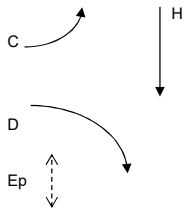


4.

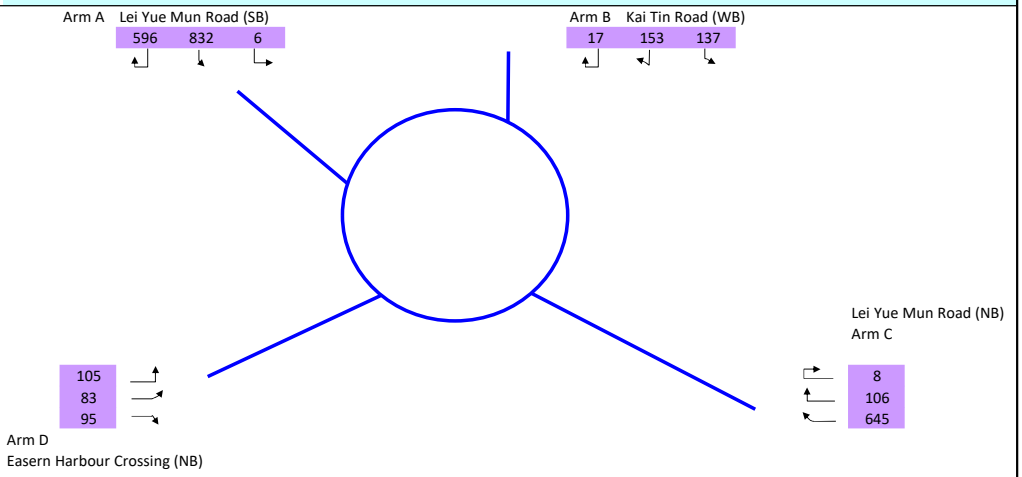
5.

I/G= 5		I/G= 5		I/G= 5		I/G=	
I/G= 5		I/G= 5		I/G= 5		I/G=	

Date: 02 Oct 2024 **Junction:** Lei Yue Mun Road / Yau Tong Road (F)

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2024 Observed Flow AM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

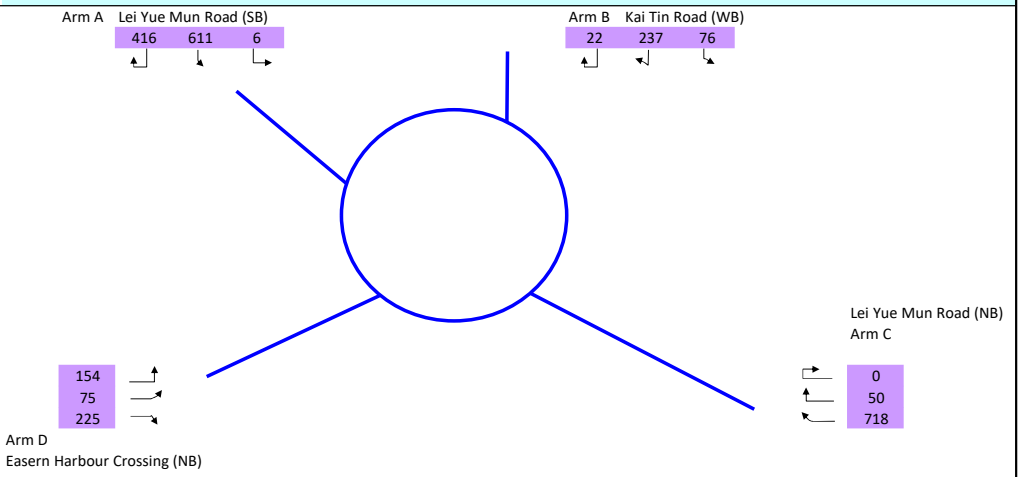


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,434	307	759	283
Qc	Circulating Flow Across Entry (pcu/hour)		309	1,531	766	1,525
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1997	1210	1964	1589
Qp	= Q*P		1434	307	759	283
DFC	= Qp / Qe	Design Flow / Capacity 0.72	**0.72**	0.25	0.39	0.18
		Total Entry Flows 2,782				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2024 Observed Flow PM Peak		Checked by: JPP
Design Year:	2024	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

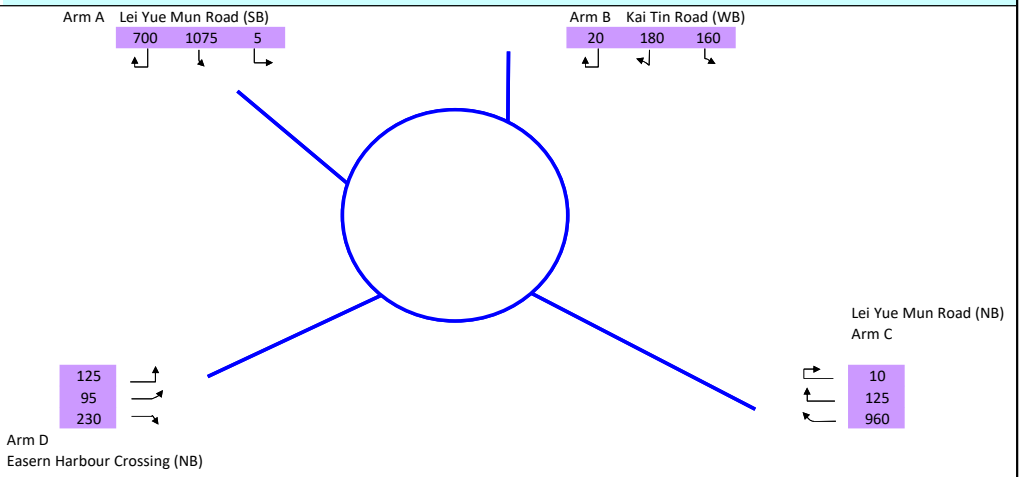


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,034	335	768	454
Qc	Circulating Flow Across Entry (pcu/hour)		372	1,252	675	1,443
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1963	1355	2015	1638
Qp	= Q*P		1034	335	768	454
DFC	= Qp / Qe	Design Flow / Capacity 0.53	**0.53**	0.25	0.38	0.28
		Total Entry Flows 2,590				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Reference Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

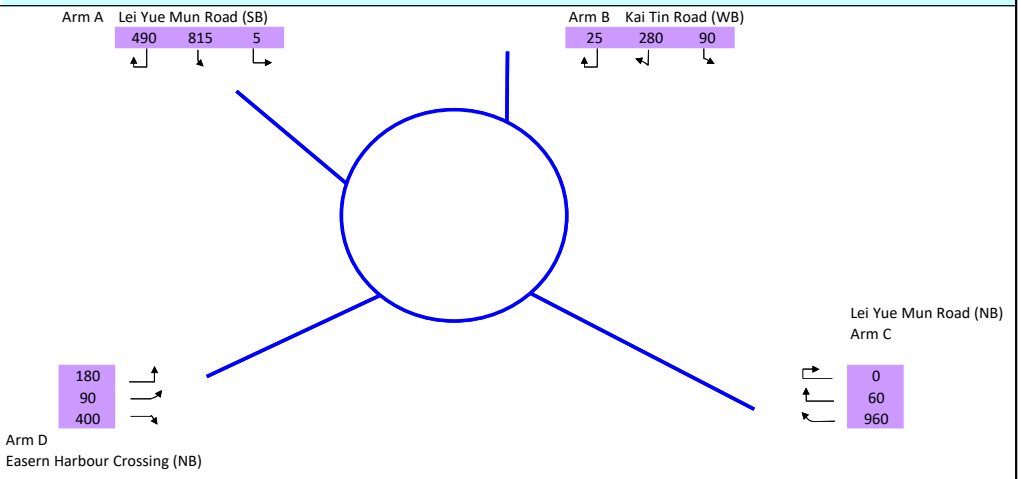


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,780	360	1,095	450
Qc	Circulating Flow Across Entry (pcu/hour)		480	2,015	900	1,995
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1903	959	1889	1310
Qp	= Q*P		1780	360	1095	450
DFC	= Qp / Qe	Design Flow / Capacity 0.94	**0.94**	0.38	0.58	0.34
		Total Entry Flows 3,685				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Reference Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

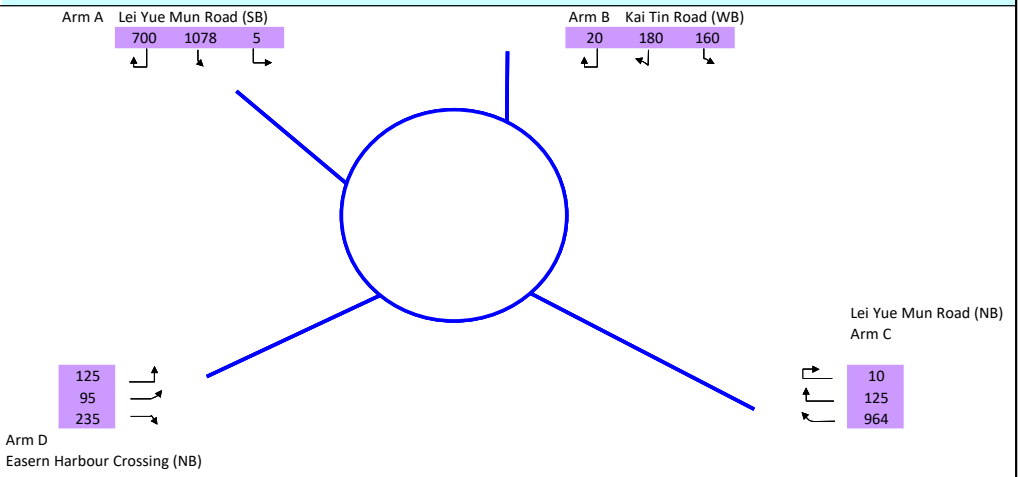


				ENTRY ARM	A	B	C	D	
INPUT PARAMETERS									
V	Approach Half Width (m)				6.30	6.10	6.80	6.70	
E	Entry Width (m)				7.20	6.90	10.50	9.40	
L	Effective Length of Flare (m)				5.18	3.70	8.70	8.80	
R	Entry Radius (m)				61.00	30.00	20.00	40.00	
D	Inscribed Circle Diameter (m)				80.00	80.00	80.00	80.00	
A	Entry Angle (degree)				28.00	33.00	46.00	31.00	
Q	Entry Flow (pcu/hour)				1,310	395	1,020	670	
Qc	Circulating Flow Across Entry (pcu/hour)				575	1,705	795	1,815	
P	Peak Hour Factor				1.0	1.0	1.0	1.0	
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.28	0.35	0.68	0.49	
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.04	1.01	0.94	1.02	
X2	= V + ((E-V) / (1+2S))				6.88	6.57	8.37	8.06	
M	= EXP ((D-60) /10)				7.39	7.39	7.39	7.39	
F	= 303 * X2				2084	1992	2535	2443	
Td	= 1 + (0.5 / (1+M))				1.06	1.06	1.06	1.06	
Fc	= 0.21*Td (1 + 0.2*X2)				0.53	0.52	0.59	0.58	
Qe	= K (F - Fc*Qc*P)				1851	1120	1948	1417	
Qp	= Q*P				1310	395	1020	670	
DFC	= Qp / Qe	Design Flow / Capacity	0.71		**0.71**	0.35	0.52	0.47	
		Total Entry Flows	3,395						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Design Flow AM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			

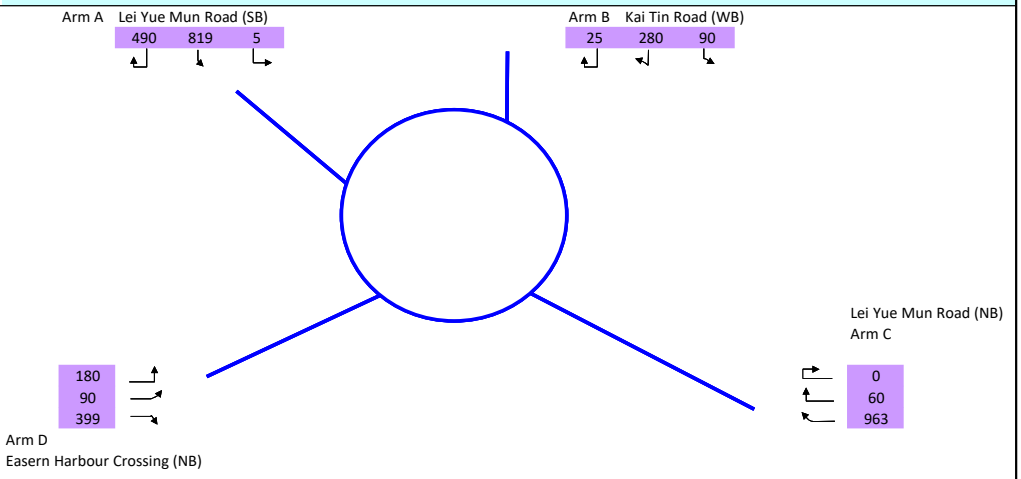


		ENTRY ARM	A	B	C	D
INPUT PARAMETERS						
V	Approach Half Width (m)		6.30	6.10	6.80	6.70
E	Entry Width (m)		7.20	6.90	10.50	9.40
L	Effective Length of Flare (m)		5.18	3.70	8.70	8.80
R	Entry Radius (m)		61.00	30.00	20.00	40.00
D	Inscribed Circle Diameter (m)		80.00	80.00	80.00	80.00
A	Entry Angle (degree)		28.00	33.00	46.00	31.00
Q	Entry Flow (pcu/hour)		1,783	360	1,099	455
Qc	Circulating Flow Across Entry (pcu/hour)		485	2,023	900	1,999
P	Peak Hour Factor		1.0	1.0	1.0	1.0
OUTPUT PARAMETERS						
S	= 1.6 (E - V) / L	Sharpness of flare	0.28	0.35	0.68	0.49
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)		1.04	1.01	0.94	1.02
X2	= V + ((E-V) / (1+2S))		6.88	6.57	8.37	8.06
M	= EXP ((D-60) /10)		7.39	7.39	7.39	7.39
F	= 303 * X2		2084	1992	2535	2443
Td	= 1 + (0.5 / (1+M))		1.06	1.06	1.06	1.06
Fc	= 0.21*Td (1 + 0.2*X2)		0.53	0.52	0.59	0.58
Qe	= K (F - Fc*Qc*P)		1901	955	1889	1308
Qp	= Q*P		1783	360	1099	455
DFC	= Qp / Qe	Design Flow / Capacity 0.94	**0.94**	0.38	0.58	0.35
		Total Entry Flows 3,697				

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

Roundabout Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Kai Tin Road / Lei Yue Mun Road (G)		Designed by: CCT
Scheme:	2035 Design Flow PM Peak		Checked by: JPP
Design Year:	2035	Job No.: CHK50748310	Date: JUN, 2025
Arm A	Lei Yue Mun Road (SB)		
Arm B	Kai Tin Road (WB)		
Arm C	Lei Yue Mun Road (NB)		
Arm D	Easern Harbour Crossing (NB)		
Arm E			



				ENTRY ARM	A	B	C	D	
INPUT PARAMETERS									
V	Approach Half Width (m)				6.30	6.10	6.80	6.70	
E	Entry Width (m)				7.20	6.90	10.50	9.40	
L	Effective Length of Flare (m)				5.18	3.70	8.70	8.80	
R	Entry Radius (m)				61.00	30.00	20.00	40.00	
D	Inscribed Circle Diameter (m)				80.00	80.00	80.00	80.00	
A	Entry Angle (degree)				28.00	33.00	46.00	31.00	
Q	Entry Flow (pcu/hour)				1,314	395	1,023	669	
Qc	Circulating Flow Across Entry (pcu/hour)				574	1,708	795	1,818	
P	Peak Hour Factor				1.0	1.0	1.0	1.0	
OUTPUT PARAMETERS									
S	= 1.6 (E - V) / L	Sharpness of flare			0.28	0.35	0.68	0.49	
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.04	1.01	0.94	1.02	
X2	= V + ((E-V) / (1+2S))				6.88	6.57	8.37	8.06	
M	= EXP ((D-60) /10)				7.39	7.39	7.39	7.39	
F	= 303 * X2				2084	1992	2535	2443	
Td	= 1 + (0.5 / (1+M))				1.06	1.06	1.06	1.06	
Fc	= 0.21*Td (1 + 0.2*X2)				0.53	0.52	0.59	0.58	
Qe	= K (F - Fc*Qc*P)				1852	1118	1948	1415	
Qp	= Q*P				1314	395	1023	669	
DFC	= Qp / Qe	Design Flow / Capacity	0.71		**0.71**	0.35	0.53	0.47	
		Total Entry Flows	3,401						

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass Design Year: 2024

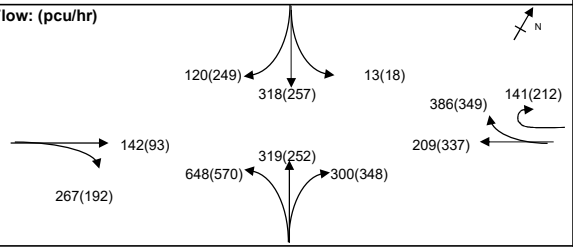
Description: 2024 Observed Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street (SB)		A	1	3.500	11			8%	14%	1945	1930	159	0.082		132	0.068	
		A	1	3.500						2105	2105	172	0.082		143	0.068	
		A	1	3.600		20				1965	1965	120	0.061		249	0.127	
Wai Yip Street (NB)		F	1,2,3	3.900	28					1905	1905	648	0.340	0.340	570	0.299	0.299
		C	3	3.900						2145	2145	218	0.102		213	0.099	
		C	3	3.500		18.6		51%	80%	2020	1975	205	0.101		196	0.099	
		C	3	3.650		15				1925	1925	196	0.102		191	0.099	
Kwun Tong Bypass (EB)		B	2	3.650		27		35%	39%	2080	2075	218	0.105		152	0.073	
		B	2	4.100		23				1815	1815	191	0.105		133	0.073	
Wai Fat Road (WB)		D	4	3.650						1980	1980	209	0.106		337	0.170	
		D	4	3.650		25				2000	2000	198	0.099		179	0.090	
		D	4	3.000		19				1905	1905	188	0.099		170	0.089	
		E	4	9.550		6				1085	1085	141	0.130	0.130	212	0.195	0.195

Pedestrian Crossing	Gp	2	MIN GREEN + FLASH =	13	+	12	=	25	
	Hp	1,3,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Ip	2,3	MIN GREEN + FLASH =	5	+	10	=	15	
	Jp	4	MIN GREEN + FLASH =	11	+	10	=	21	
	Kp	1,2,3	MIN GREEN + FLASH =	7	+	13	=	20	
	Lp	4	MIN GREEN + FLASH =	5	+	10	=	15	
	Mp	4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

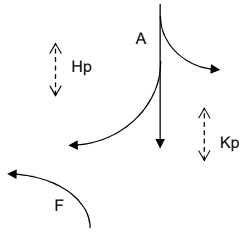
Flow: (pcu/hr)



Group	A,B,C,D	F,E	Group	A,B,C,D	F,E
y	0.394	0.470	y	0.469	0.495
L (sec)	17	20	L (sec)	17	20
C (sec)	140	140	C (sec)	140	140
y pract.	0.791	0.771	y pract.	0.791	0.771
R.C. (%)	101%	64%	R.C. (%)	68%	56%

Stage / Phase Diagrams

1.



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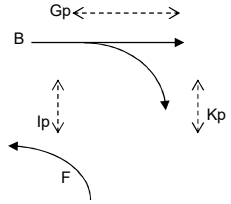

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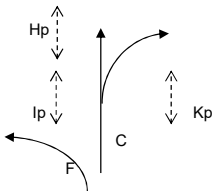

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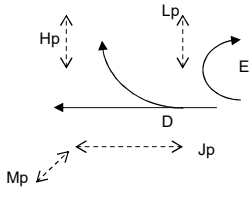


5.

I/G= 5		I/G=		I/G=		I/G= 17	I/G=
I/G= 5		I/G=		I/G=		I/G= 17	I/G=

Date: 02 Oct 2024 **Junction:** (H) Wai Yip Street / Wai Fat Road / Kwun Tong By

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 | MVA HONG KONG LIMITED

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass | Design Year: 2035

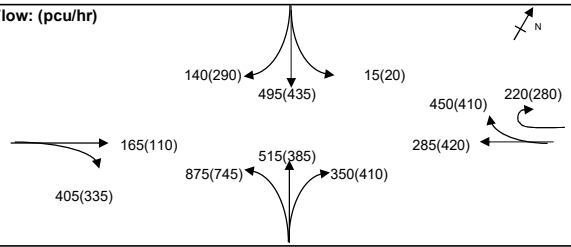
Description: 2035 Reference Flows | Designed By: CCT | Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street (SB)		A	1	3.500	11			6%	9%	1950	1940	245	0.126		218	0.112	
		A	1	3.500						2105	2105	265	0.126		237	0.113	
		A	1	3.600		20				1965	1965	140	0.071		290	0.148	
Wai Yip Street (NB)		F	1,2,3	3.900	28					1905	1905	875	0.459	0.459	745	0.391	0.391
		C	3	3.900						2145	2145	303	0.141		281	0.131	
		C	3	3.500		18.6		27%	60%	2060	2005	290	0.141		262	0.131	
		C	3	3.650		15				1925	1925	272	0.141		252	0.131	
Kwun Tong Bypass (EB)		B	2	3.650		27		46%	54%	2065	2060	304	0.147		237	0.115	
		B	2	4.100		23				1815	1815	266	0.147		208	0.115	
Wai Fat Road (WB)		D	4	3.650						1980	1980	285	0.144		420	0.212	
		D	4	3.650		25				2000	2000	230	0.115		210	0.105	
		D	4	3.000		19				1905	1905	220	0.115		200	0.105	
		E	4	9.550		6				1085	1085	220	0.203	0.203	280	0.258	0.258

Pedestrian Crossing								
	Gp	2	MIN GREEN + FLASH =	13	+	12	=	25
	Hp	1,3,4	MIN GREEN + FLASH =	5	+	9	=	14
	Ip	2,3	MIN GREEN + FLASH =	5	+	10	=	15
	Jp	4	MIN GREEN + FLASH =	11	+	10	=	21
	Kp	1,2,3	MIN GREEN + FLASH =	7	+	13	=	20
	Lp	4	MIN GREEN + FLASH =	5	+	10	=	15
	Mp	4	MIN GREEN + FLASH =	5	+	5	=	10

Notes:

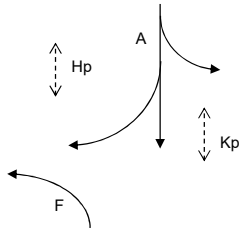
Flow: (pcu/hr)



Group	A,B,C,D	F,E	Group	A,B,C,D	F,E
y	0.558	0.662	y	0.606	0.649
L (sec)	17	20	L (sec)	17	20
C (sec)	140	140	C (sec)	140	140
y pract.	0.791	0.771	y pract.	0.791	0.771
R.C. (%)	42%	17%	R.C. (%)	31%	19%

Stage / Phase Diagrams

1.



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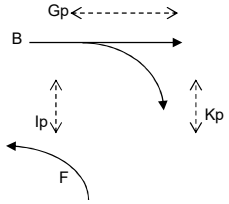

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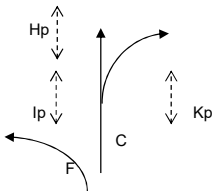

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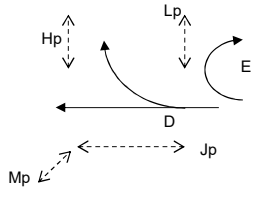


5.

I/G= 5		I/G=		I/G=		I/G= 17	I/G=
I/G= 5		I/G=		I/G=		I/G= 17	I/G=

Date: 02 Oct 2024

Junction: (H) Wai Yip Street / Wai Fat Road / Kwun Tong By

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

Junction: Wai Yip Street / Wai Fat Road / Kwun Tong Bypass Design Year: 2035

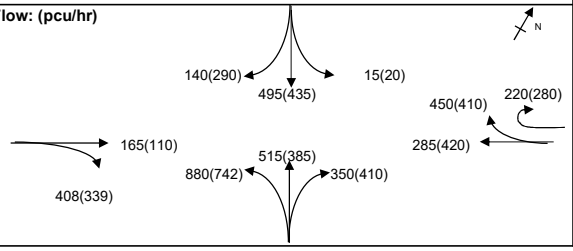
Description: 2035 Design Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wai Yip Street (SB)		A	1	3.500	11			6%	9%	1950	1940	245	0.126		218	0.112	
		A	1	3.500						2105	2105	265	0.126		237	0.113	
		A	1	3.600		20				1965	1965	140	0.071		290	0.148	
Wai Yip Street (NB)		F	1,2,3	3.900	28					1905	1905	880	0.462	0.462	742	0.390	0.390
		C	3	3.900						2145	2145	303	0.141		281	0.131	
		C	3	3.500		18.6		27%	60%	2060	2005	290	0.141		262	0.131	
		C	3	3.650		15				1925	1925	272	0.141		252	0.131	
Kwun Tong Bypass (EB)		B	2	3.650		27		46%	54%	2065	2060	305	0.148		239	0.116	
		B	2	4.100		23				1815	1815	268	0.148		210	0.116	
Wai Fat Road (WB)		D	4	3.650						1980	1980	285	0.144		420	0.212	
		D	4	3.650		25				2000	2000	230	0.115		210	0.105	
		D	4	3.000		19				1905	1905	220	0.115		200	0.105	
		E	4	9.550		6				1085	1085	220	0.203	0.203	280	0.258	0.258

Pedestrian Crossing	Gp	2	MIN GREEN + FLASH =	13	+	12	=	25	
	Hp	1,3,4	MIN GREEN + FLASH =	5	+	9	=	14	
	Ip	2,3	MIN GREEN + FLASH =	5	+	10	=	15	
	Jp	4	MIN GREEN + FLASH =	11	+	10	=	21	
	Kp	1,2,3	MIN GREEN + FLASH =	7	+	13	=	20	
	Lp	4	MIN GREEN + FLASH =	5	+	10	=	15	
	Mp	4	MIN GREEN + FLASH =	5	+	5	=	10	

Notes:

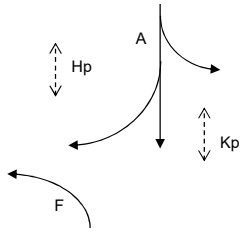
Flow: (pcu/hr)



Group	A,B,C,D	F,E	Group	A,B,C,D	F,E
y	0.559	0.665	y	0.607	0.648
L (sec)	17	20	L (sec)	17	20
C (sec)	140	140	C (sec)	140	140
y pract.	0.791	0.771	y pract.	0.791	0.771
R.C. (%)	42%	16%	R.C. (%)	30%	19%

Stage / Phase Diagrams

1.



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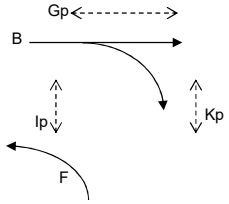

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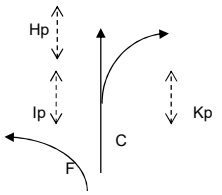

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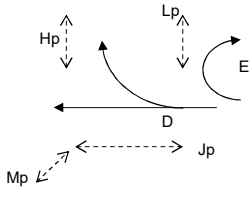


5.

I/G= 5		I/G=		I/G=		I/G= 17	I/G=
I/G= 5		I/G=		I/G=		I/G= 17	I/G=

Date: 02 Oct 2024 **Junction:** (H) Wai Yip Street / Wai Fat Road / Kwun Tong By

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

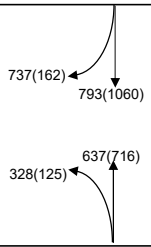
Junction: Lei Yue Mun Road / Slip Road to EHC Design Year: 2024

Description: 2024 Observed Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Lei Yue Mun Road (SB)	↑	A	1,2,3	3.240						1940	1940	387	0.199		517	0.266	
	↑	A	1,2,3	2.870						2040	2040	406	0.199		543	0.266	
	↱	C	3,4	2.890		18				1760	1760	354	0.201		78	0.044	0.044
	↱	C	3,4	2.970		19				1900	1900	383	0.202	0.202	84	0.044	
Lei Yue Mun Road (NB)	↰↑	B	1	3.350	16.5			72%	31%	1830	1895	458	0.250	0.250	406	0.214	
	↑	B	1	2.730						2030	2030	507	0.250		435	0.214	0.214
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =			5	+	7	=	12						
		Ep	4	MIN GREEN + FLASH =			5	+	7	=	12						
		Fp	2	MIN GREEN + FLASH =			5	+	8	=	13			*			*

Notes:

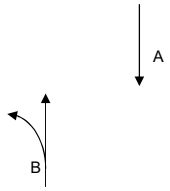
Flow: (pcu/hr)



Group	B,Dp	B,Fp,C	Group	A,Ep	B,Fp,C
y	0.250	0.452	y	0.266	0.259
L (sec)	19	29	L (sec)	19	29
C (sec)	120	120	C (sec)	120	120
y pract.	0.758	0.683	y pract.	0.758	0.683
R.C. (%)	203%	51%	R.C. (%)	184%	164%

Stage / Phase Diagrams

1.



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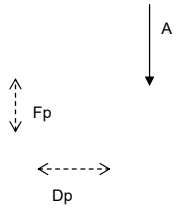

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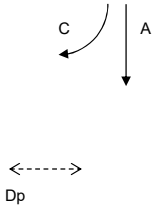

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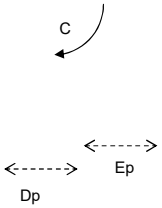


5.

I/G= 6		I/G= 10	13	I/G= 2		I/G=	I/G=
I/G= 6		I/G= 10	13	I/G= 2		I/G=	I/G=

Date: 19 Feb 2025 **Junction:** Lei Yue Mun Road / Slip Road to EHC (I)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

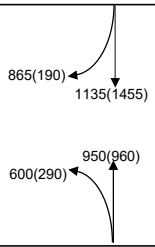
Junction: Lei Yue Mun Road / Slip Road to EHC Design Year: 2035

Description: 2035 Reference Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Lei Yue Mun Road (SB)	↑	A	1,2,3	3.240						1940	1940	553	0.285		709	0.365	
	↑	A	1,2,3	2.870						2040	2040	582	0.285		746	0.366	0.366
	↱	C	3,4	2.890		18				1760	1760	416	0.236	0.236	91	0.052	
	↱	C	3,4	2.970		19				1900	1900	449	0.236		99	0.052	
Lei Yue Mun Road (NB)	↰	B	1	3.500	10					1710	1710	600	0.351	0.351	290	0.170	
	↑	B	1	3.700						1985	1985	470	0.237		475	0.239	
	↑	B	1	2.730						2030	2030	480	0.236		485	0.239	
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =	5	+	7	=	12								
		Ep	4	MIN GREEN + FLASH =	5	+	7	=	12								*
		Fp	2	MIN GREEN + FLASH =	5	+	8	=	13					*			

Notes:

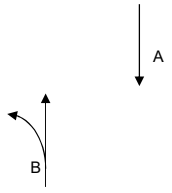
Flow: (pcu/hr)



Group	B,Dp	B,Fp,C	Group	B,Fp,C	A,Ep
y	0.351	0.587	y	0.291	0.366
L (sec)	19	29	L (sec)	29	19
C (sec)	120	120	C (sec)	120	120
y pract.	0.758	0.683	y pract.	0.683	0.758
R.C. (%)	116%	16%	R.C. (%)	134%	107%

Stage / Phase Diagrams

1.



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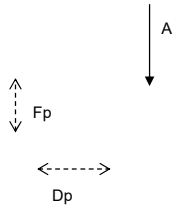

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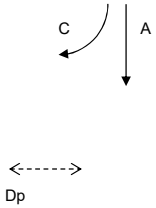

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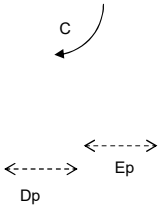


5.

I/G= 6		I/G= 10	13	I/G= 2		I/G=	
I/G= 3		I/G=		I/G=		I/G= 5	12

Date: 19 Feb 2025

Junction: Lei Yue Mun Road / Slip Road to EHC (I)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50748310 **MVA HONG KONG LIMITED**

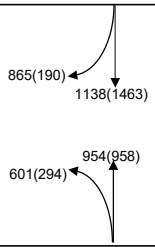
Junction: Lei Yue Mun Road / Slip Road to EHC Design Year: 2035

Description: 2035 Design Flows Designed By: CCT Checked By: JPP

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM Peak	Pro. Turning (%) PM Peak	Revised Saturation Flow (pcu/hr) AM Peak	Revised Saturation Flow (pcu/hr) PM Peak	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Lei Yue Mun Road (SB)	↑	A	1,2,3	3.240						1940	1940	555	0.286		713	0.368	
	↑	A	1,2,3	2.870						2040	2040	583	0.286		750	0.368	0.368
	↱	C	3,4	2.890		18				1760	1760	416	0.236	0.236	91	0.052	
	↱	C	3,4	2.970		19				1900	1900	449	0.236		99	0.052	
Lei Yue Mun Road (NB)	↰	B	1	3.500	10					1710	1710	601	0.351	0.351	294	0.172	
	↑	B	1	3.700						1985	1985	472	0.238		474	0.239	
	↑	B	1	2.730						2030	2030	482	0.237		484	0.238	
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =	5	+	7	=	12								
		Ep	4	MIN GREEN + FLASH =	5	+	7	=	12								*
		Fp	2	MIN GREEN + FLASH =	5	+	8	=	13					*			

Notes:

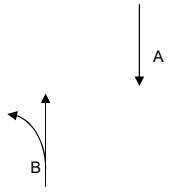
Flow: (pcu/hr)



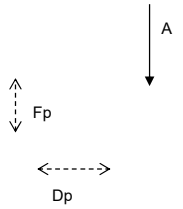
Group	B,Dp	B,Fp,C	Group	B,Fp,C	A,Ep
y	0.351	0.588	y	0.291	0.368
L (sec)	19	29	L (sec)	29	19
C (sec)	120	120	C (sec)	120	120
y pract.	0.758	0.683	y pract.	0.683	0.758
R.C. (%)	116%	16%	R.C. (%)	135%	106%

Stage / Phase Diagrams

1.



2.



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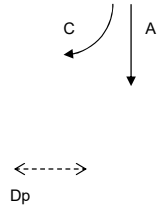

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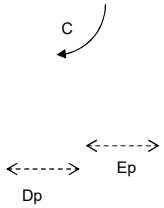
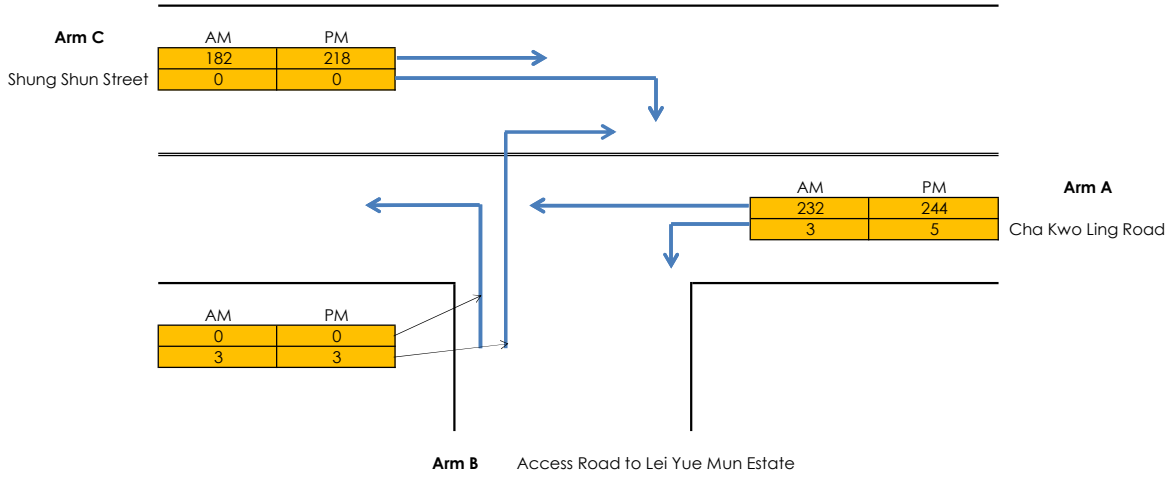


5.

I/G= 6		I/G= 10	13	I/G= 2		I/G=		I/G=	
I/G= 3		I/G=		I/G=		I/G= 5	12	I/G=	
						Date: 19 Feb 2025		**Junction:** Lei Yue Mun Road / Slip Road to EHC	I

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Shung Shun Street (J)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024	Job No.: CHK50748310		Date: Feb-25
Arm A:	Cha Kwo Ling Road		
Arm B:	Access Road to Lei Yue Mun Estate		
Arm C:	Shung Shun Street		



GEOMETRY

Major Road Width (m)	W	11.25	Lane widths (m)	w(b-a)	2.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.00
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	41	Calculated	D	0.832
	Vl(b-a)	250	Parameters	E	0.785
	Vr(b-c)	41		F	0.782
	Vr(c-b)	26		Y	0.612

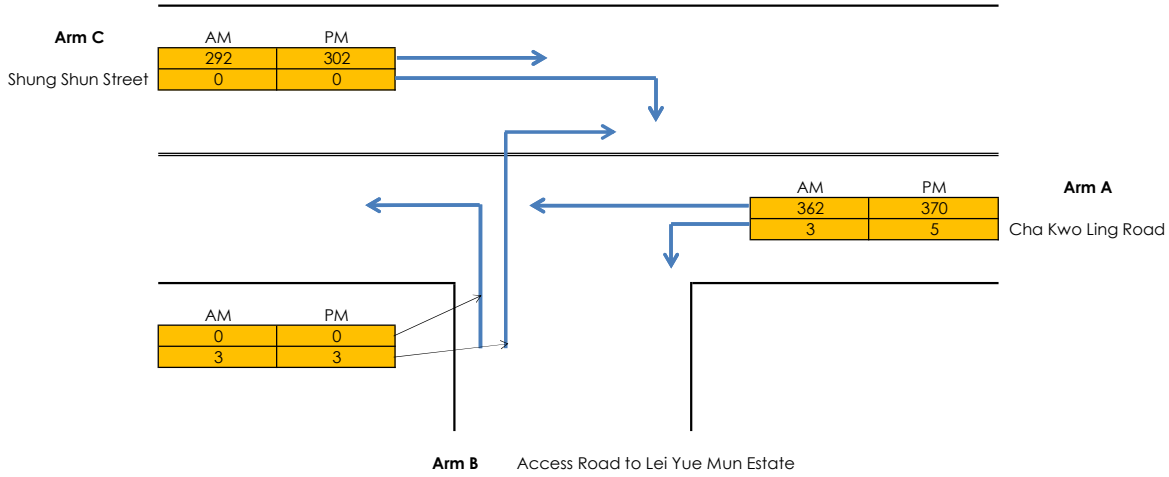
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	182.05	217.8
	q(c-b)	0	0
	q(a-b)	3	5
	q(a-c)	232.1	244.4
	q(b-a)	3	3
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES (pcu/hr)	Q(b-ac)	457.077	450.5
	Q(c-a)	1800	1800
	Q(c-b)	541.768	539.3
RFC's	c-a	0.10	0.12
	c-b	0.00	0.00
	b-ac	0.01	0.01
RFC		**0.10**	**0.12**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Shung Shun Street (J)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Cha Kwo Ling Road		
Arm B:	Access Road to Lei Yue Mun Estate		
Arm C:	Shung Shun Street		



GEOMETRY

Major Road Width (m)	W	11.25	Lane widths (m)	w(b-a)	2.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.00
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	41	Calculated	D	0.832
	Vl(b-a)	250	Parameters	E	0.785
	Vr(b-c)	41		F	0.782
	Vr(c-b)	26		Y	0.612

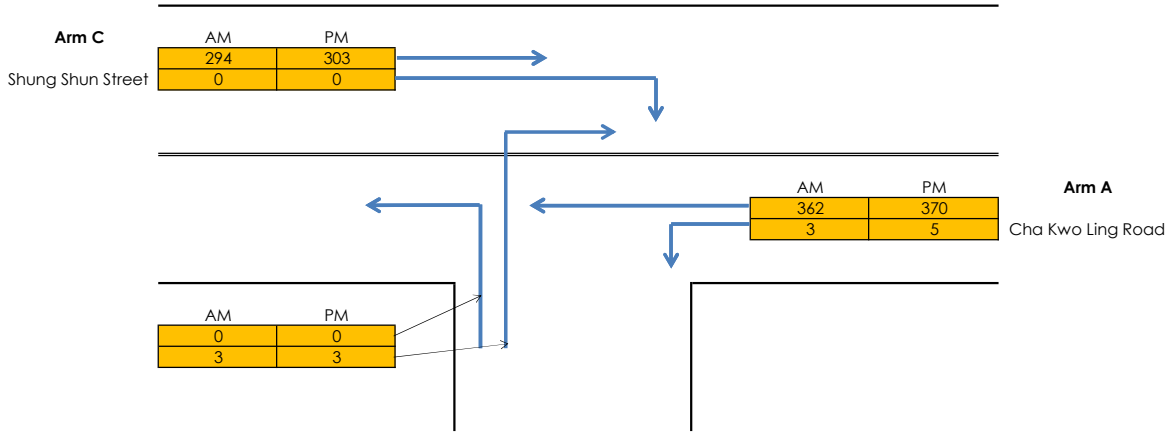
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	292	302
	q(c-b)	0	0
	q(a-b)	3	5
	q(a-c)	362	370
	q(b-a)	3	3
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES (pcu/hr)	Q(b-ac)	420.199	417.4
	Q(c-a)	1800	1800
	Q(c-b)	519.138	517.4
RFC's	c-a	0.16	0.17
	c-b	0.00	0.00
	b-ac	0.01	0.01
RFC		**0.16**	**0.17**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Cha Kwo Ling Road / Shung Shun Street (J)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035	Job No.: CHK50748310		Date: Feb-25
Arm A:	Cha Kwo Ling Road		
Arm B:	Access Road to Lei Yue Mun Estate		
Arm C:	Shung Shun Street		



GEOMETRY

Major Road Width (m)	W	11.25	Lane widths (m)	w(b-a)	2.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.00
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	41	Calculated	D	0.832
	Vl(b-a)	250	Parameters	E	0.785
	Vr(b-c)	41		F	0.782
	Vr(c-b)	26		Y	0.612

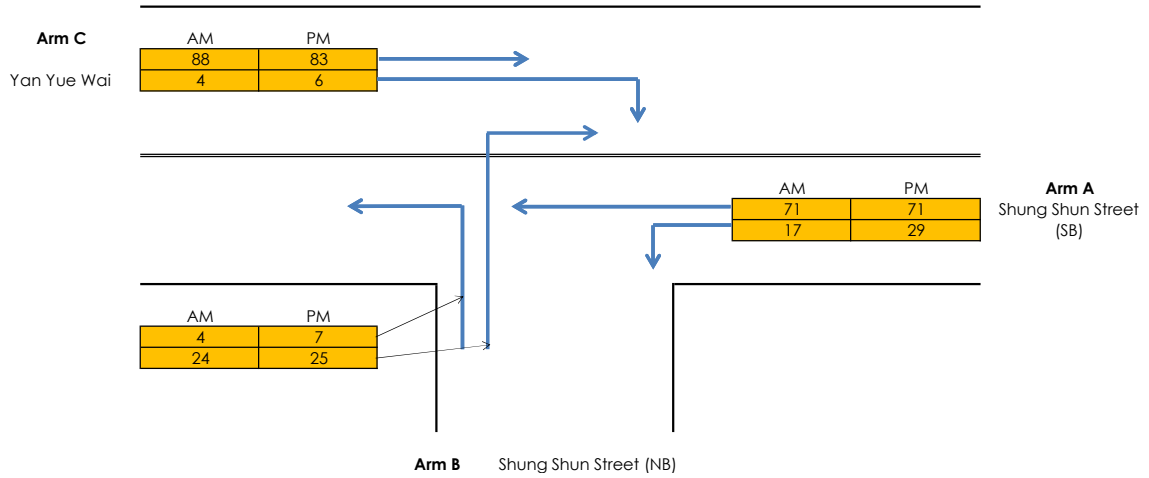
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	294	303
	q(c-b)	0	0
	q(a-b)	3	5
	q(a-c)	362	370
	q(b-a)	3	3
	q(b-c)	0	0
	f	0.00	0.00
CAPACITIES (pcu/hr)	Q(b-ac)	419.966	417.3
	Q(c-a)	1800	1800
	Q(c-b)	519.138	517.4
RFC's	c-a	0.16	0.17
	c-b	0.00	0.00
	b-ac	0.01	0.01
RFC		**0.16**	**0.17**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Shung Shun Street / Yan Yue Wai (K)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024		Job No.: CHK50748310	Date: Feb-25
Arm A:	Shung Shun Street (SB)		
Arm B:	Shung Shun Street (NB)		
Arm C:	Yan Yue Wai		



GEOMETRY

Major Road Width (m)	W	10.60	Lane widths (m)	w(b-a)	2.41
Central Reserve Width (m)	Wcr	1.80		w(b-c)	2.41
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	74.59
	Vl(b-a)	32	Parameters	E	80.3
	Vr(b-c)	99999		F	0.798
	Vr(c-b)	47		Y	0.634

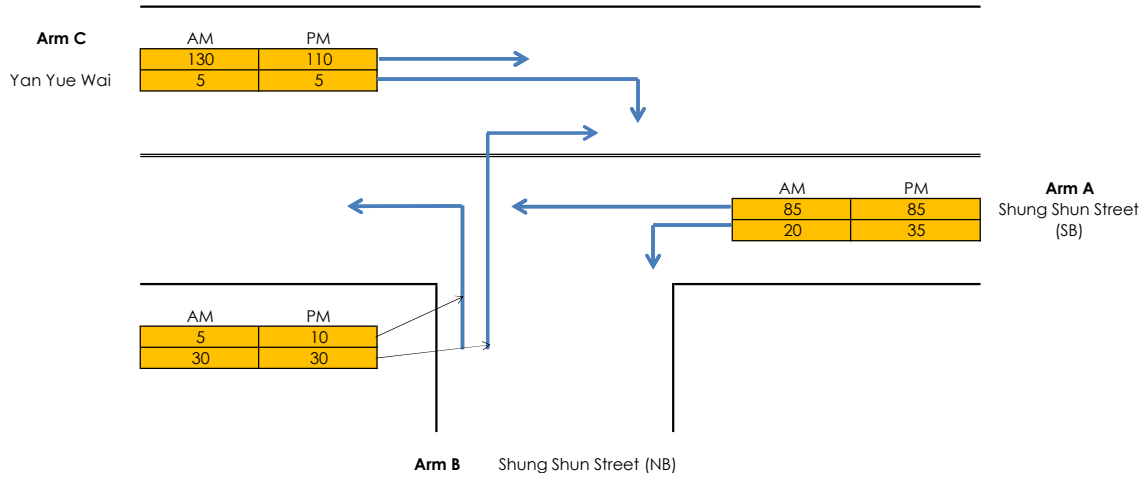
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	87.5	83.3
	q(c-b)	3.6	5.5
	q(a-b)	17.2	29.15
	q(a-c)	70.9	71.1
	q(b-a)	24.15	25.05
	q(b-c)	3.6	6.8
	f	0.13	0.21
CAPACITIES (pcu/hr)	Q(b-ac)	47550.9	48328
	Q(c-a)	1788.8	1783
	Q(c-b)	578.57	576.3
RFC's	c-a	0.05	0.05
	c-b	0.01	0.01
	b-ac	0.00	0.00
RFC		**0.05**	**0.05**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Shung Shun Street / Yan Yue Wai (K)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Shung Shun Street (SB)		
Arm B:	Shung Shun Street (NB)		
Arm C:	Yan Yue Wai		



GEOMETRY

Major Road Width (m)	W	10.60	Lane widths (m)	w(b-a)	2.41
Central Reserve Width (m)	Wcr	1.80		w(b-c)	2.41
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	74.59
	Vl(b-a)	32	Parameters	E	80.3
	Vr(b-c)	99999		F	0.798
	Vr(c-b)	47		Y	0.634

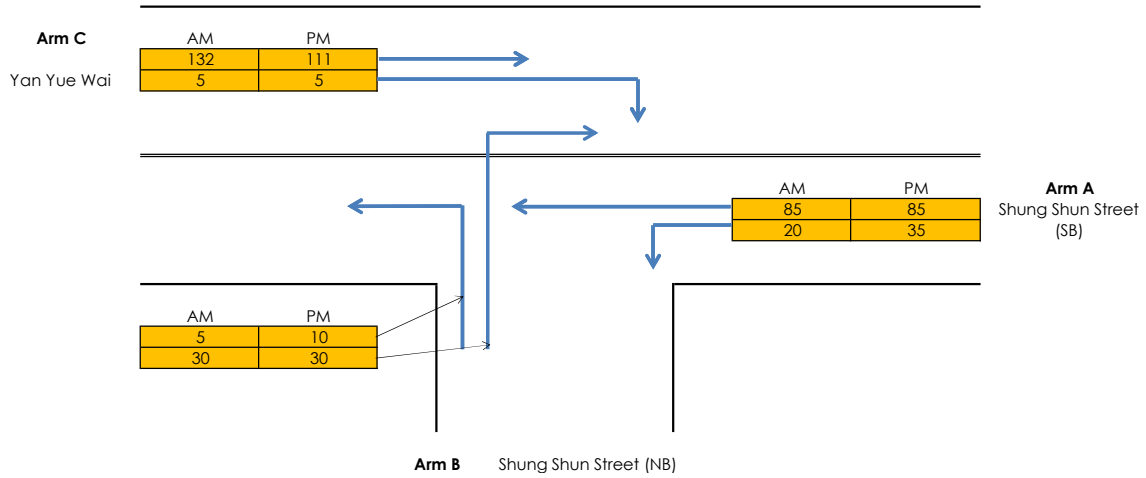
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	130	110
	q(c-b)	5	5
	q(a-b)	20	35
	q(a-c)	85	85
	q(b-a)	30	30
	q(b-c)	5	10
	f	0.14	0.25
CAPACITIES (pcu/hr)	Q(b-ac)	46967.9	48197
	Q(c-a)	1784.36	1784
	Q(c-b)	575.455	572.7
RFC's	c-a	0.07	0.06
	c-b	0.01	0.01
	b-ac	0.00	0.00
RFC		**0.07**	**0.06**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Shung Shun Street / Yan Yue Wai (K)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Shung Shun Street (SB)		
Arm B:	Shung Shun Street (NB)		
Arm C:	Yan Yue Wai		



GEOMETRY

Major Road Width (m)	W	10.60	Lane widths (m)	w(b-a)	2.41
Central Reserve Width (m)	Wcr	1.80		w(b-c)	2.41
Blockage of major road right turn	Y/N?	Y		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	74.59
	Vl(b-a)	32	Parameters	E	80.3
	Vr(b-c)	99999		F	0.798
	Vr(c-b)	47		Y	0.634

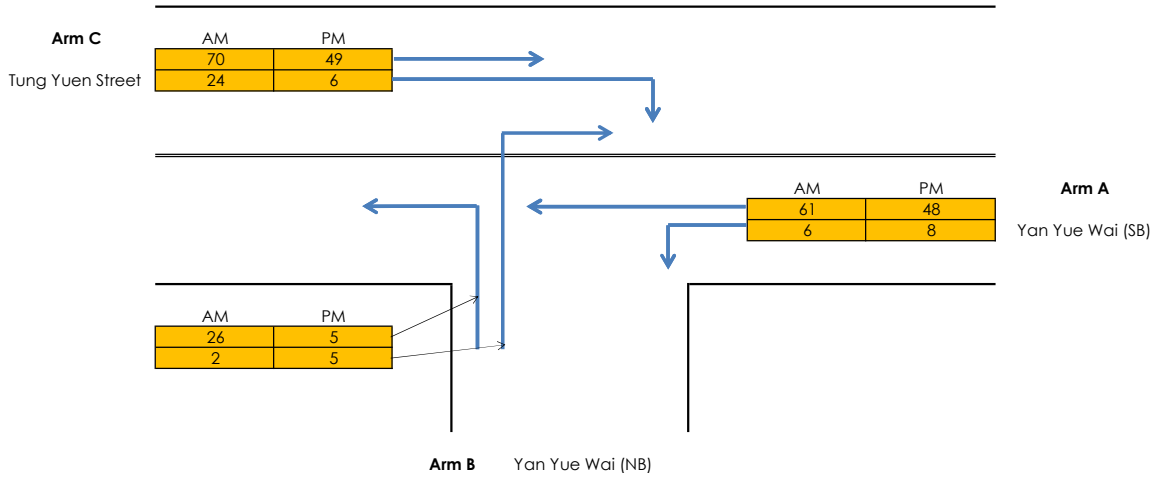
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	132	111
	q(c-b)	5	5
	q(a-b)	20	35
	q(a-c)	85	85
	q(b-a)	30	30
	q(b-c)	5	10
	f	0.14	0.25
CAPACITIES (pcu/hr)	Q(b-ac)	46948.1	48188
	Q(c-a)	1784.36	1784
	Q(c-b)	575.455	572.7
RFC's	c-a	0.07	0.06
	c-b	0.01	0.01
	b-ac	0.00	0.00
RFC		**0.07**	**0.06**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Yan Yue Wai (L)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024	Job No.: CHK50748310		Date: Feb-25
Arm A:	Yan Yue Wai (SB)		
Arm B:	Yan Yue Wai (NB)		
Arm C:	Tung Yuen Street		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	3.53
Central Reserve Width (m)	Wcr	1.60		w(b-c)	3.53
Blockage of major road right turn	Y/N?	N		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	83.02
	Vl(b-a)	23	Parameters	E	89.87
	Vr(b-c)	99999		F	0.797
	Vr(c-b)	46		Y	0.576

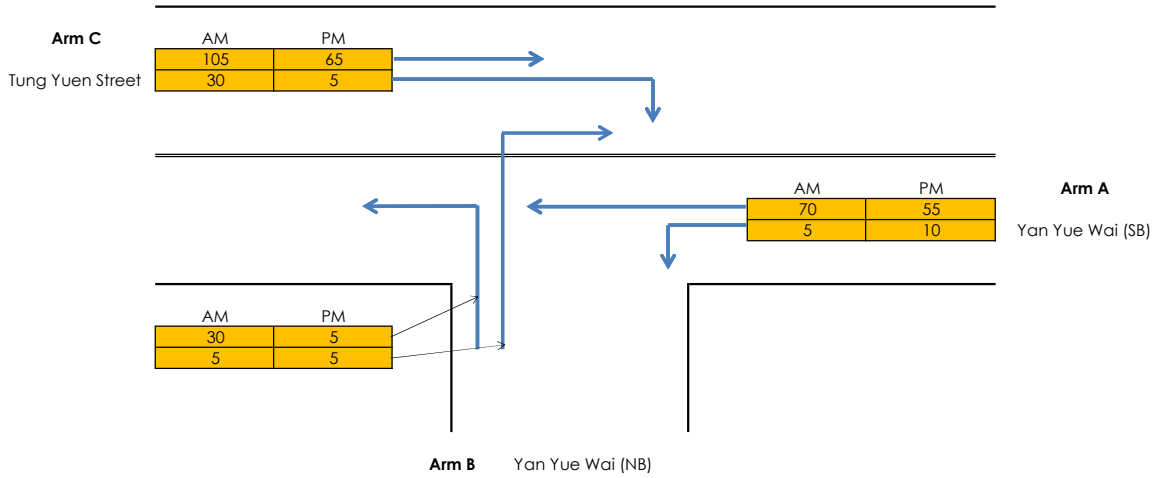
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	69.5	49
	q(c-b)	23.5	6
	q(a-b)	5.6	8
	q(a-c)	61.2	47.9
	q(b-a)	2	5
	q(b-c)	26	4.5
	f	0.93	0.47
CAPACITIES (pcu/hr)	Q(b-ac)	64477	58024
	Q(c-b)	582.961	584.8
RFC's	c-b	0.04	0.01
	b-ac	0.00	0.00
RFC		**0.04**	**0.01**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Yan Yue Wai (L)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Yan Yue Wai (SB)		
Arm B:	Yan Yue Wai (NB)		
Arm C:	Tung Yuen Street		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	3.53
Central Reserve Width (m)	Wcr	1.60		w(b-c)	3.53
Blockage of major road right turn	Y/N?	N		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	83.02
	Vl(b-a)	23	Parameters	E	89.87
	Vr(b-c)	99999		F	0.797
	Vr(c-b)	46		Y	0.576

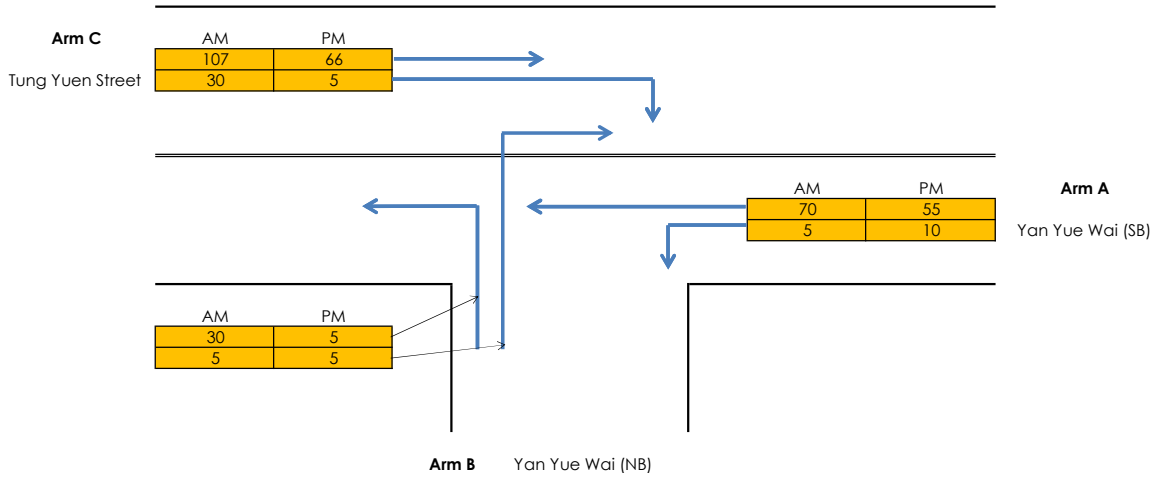
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	105	65
	q(c-b)	30	5
	q(a-b)	5	10
	q(a-c)	70	55
	q(b-a)	5	5
	q(b-c)	30	5
	f	0.86	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	62967	58139
	Q(c-b)	581.59	583.3
RFC's	c-b	0.05	0.01
	b-ac	0.00	0.00
RFC		**0.05**	**0.01**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Yan Yue Wai (L)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Yan Yue Wai (SB)		
Arm B:	Yan Yue Wai (NB)		
Arm C:	Tung Yuen Street		



GEOMETRY

Major Road Width (m)	W	12.30	Lane widths (m)	w(b-a)	3.53
Central Reserve Width (m)	Wcr	1.60		w(b-c)	3.53
Blockage of major road right turn	Y/N?	N		w(c-b)	2.10
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	99999	Calculated	D	83.02
	Vl(b-a)	23	Parameters	E	89.87
	Vr(b-c)	99999		F	0.797
	Vr(c-b)	46		Y	0.576

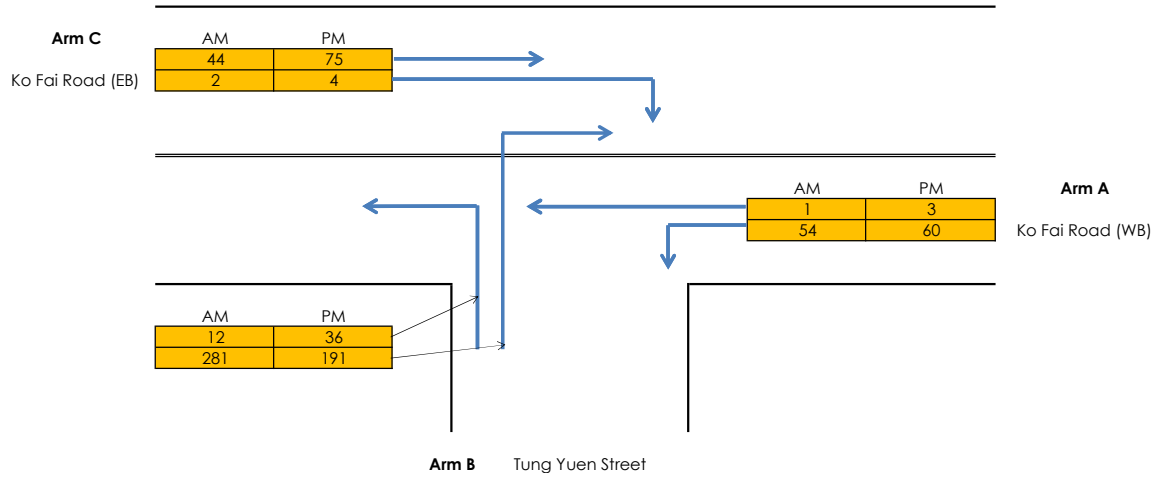
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	107	66
	q(c-b)	30	5
	q(a-b)	5	10
	q(a-c)	70	55
	q(b-a)	5	5
	q(b-c)	30	5
	f	0.86	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	62962.2	58132
	Q(c-b)	581.59	583.3
RFC's	c-b	0.05	0.01
	b-ac	0.00	0.00
RFC		**0.05**	**0.01**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2024 Observed Flows		Checked by: JPP
Design Year: 2024		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	2.11
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.11
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated	D	0.721
	Vl(b-a)	27	Parameters	E	0.778
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

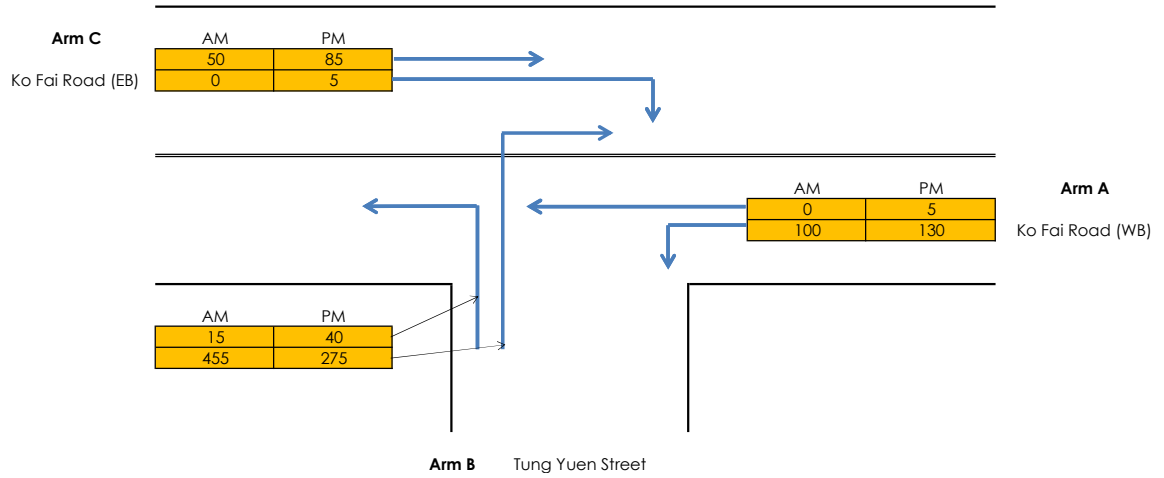
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	43.9	74.6
	q(c-b)	1.5	3.6
	q(a-b)	53.7	59.5
	q(a-c)	1.1	2.5
	q(b-a)	280.95	191.2
	q(b-c)	12	36.2
	f	0.04	0.16
CAPACITIES (pcu/hr)	Q(b-ac)	447.443	456.1
	Q(c-b)	646.839	645.4
RFC's	c-b	0.00	0.01
	b-ac	0.65	0.50
RFC		**0.65**	**0.50**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Reference Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	2.11
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.11
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.721
	Vl(b-a)	27		E	0.778
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

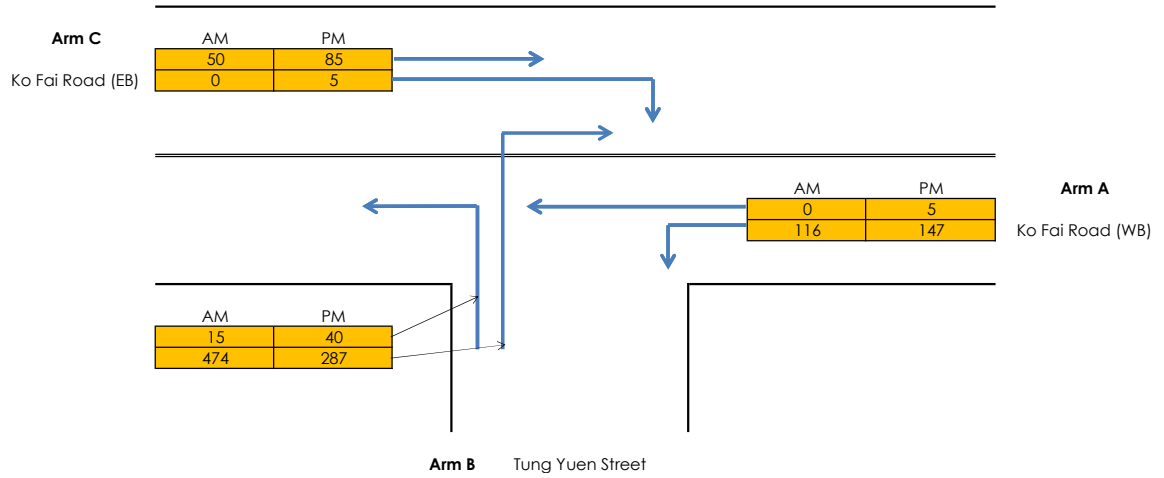
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	100	130
	q(a-c)	0	5
	q(b-a)	455	275
	q(b-c)	15	40
	f	0.03	0.13
CAPACITIES (pcu/hr)	Q(b-ac)	443.37	446.1
	Q(c-b)	637.672	630.6
RFC's	c-b	0.00	0.01
	b-ac	1.06	0.71
RFC		**1.06**	**0.71**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Design Flows		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	2.11
Central Reserve Width (m)	Wcr	0.00		w(b-c)	2.11
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated	D	0.721
	Vl(b-a)	27	Parameters	E	0.778
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

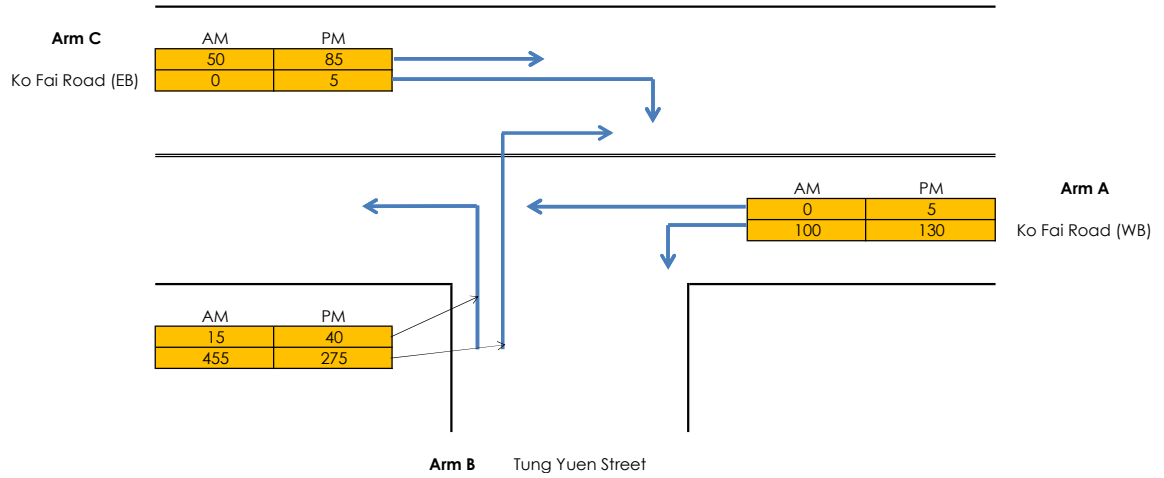
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	116	147
	q(a-c)	0	5
	q(b-a)	474	287
	q(b-c)	15	40
	f	0.03	0.12
CAPACITIES (pcu/hr)	Q(b-ac)	442.191	444.5
	Q(c-b)	634.427	627.1
RFC's	c-b	0.00	0.01
	b-ac	1.11	0.74
RFC		**1.11**	**0.74**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Reference Flows (with improvement scheme)		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	5.18
Central Reserve Width (m)	Wcr	0.00		w(b-c)	5.18
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated	D	0.964
	Vl(b-a)	27	Parameters	E	1.041
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

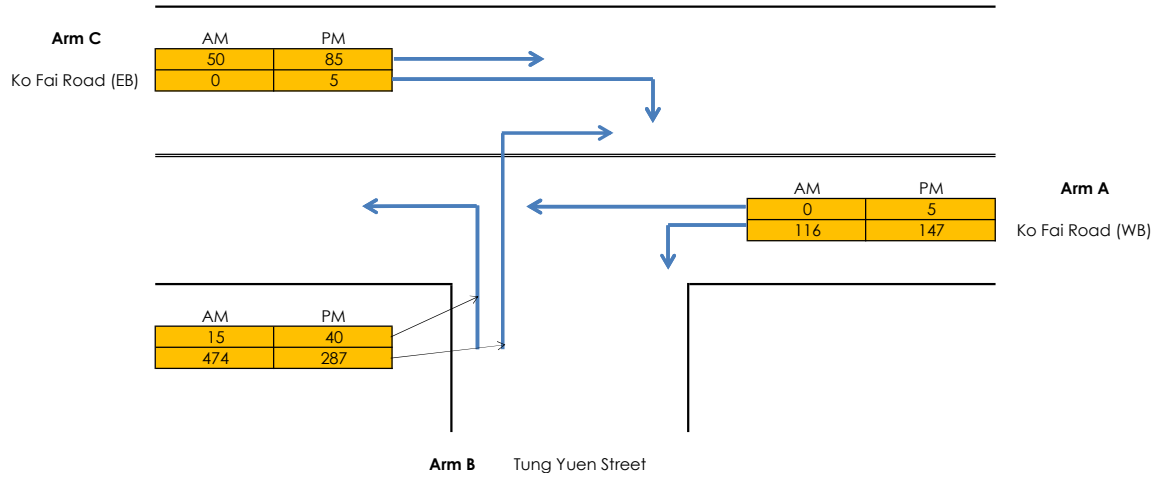
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	100	130
	q(a-c)	0	5
	q(b-a)	455	275
	q(b-c)	15	40
	f	0.03	0.13
CAPACITIES (pcu/hr)	Q(b-ac)	592.974	596.7
	Q(c-b)	637.672	630.6
RFC's	c-b	0.00	0.01
	b-ac	0.79	0.53
RFC		**0.79**	**0.53**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	No. 4 Tung Yuen Street TIA		
Junction:	Tung Yuen Street / Ko Fai Road (M)		Designed by: CCT
Scheme:	2035 Design Flows (with improvement scheme)		Checked by: JPP
Design Year: 2035		Job No.: CHK50748310	Date: Feb-25
Arm A:	Ko Fai Road (WB)		
Arm B:	Tung Yuen Street		
Arm C:	Ko Fai Road (EB)		



GEOMETRY

Major Road Width (m)	W	10.70	Lane widths (m)	w(b-a)	5.18
Central Reserve Width (m)	Wcr	0.00		w(b-c)	5.18
Blockage of major road right turn	Y/N?	N		w(c-b)	3.37
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.964
	Vl(b-a)	27		E	1.041
	Vr(b-c)	20		F	0.883
	Vr(c-b)	17		Y	0.631

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	50	85
	q(c-b)	0	5
	q(a-b)	116	147
	q(a-c)	0	5
	q(b-a)	474	287
	q(b-c)	15	40
	f	0.03	0.12
CAPACITIES (pcu/hr)	Q(b-ac)	591.398	594.5
	Q(c-b)	634.427	627.1
RFC's	c-b	0.00	0.01
	b-ac	0.83	0.55
RFC		**0.83**	**0.55**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Appendix I

Updated Justifications for Parking Provisions

Annex A： Parking Provision Justification

1 INTRODUCTION

1.1 Objective

1.1.1 The objective of this technical note is to present the proposed car parking and loading/unloading provisions for the proposed redevelopment at No. 4 Tung Yuen Street in Yau Tong, Kowloon, and present justifications in support of adopting the current provisions in line with Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG).

1.1.2 The justifications presented herein for the proposed provisions are unique and specific for No. 4 Tung Yuen Street Redevelopment, pertaining to infrastructure already constructed and commissioned, and site settings and constraints.

1.2 Development Parameters

1.2.1 The design parameters for the Proposed Development are summarised in **Table 1.1**:

Table 1.1 Design Parameters for Proposed Development

Parameters	Units
Application Site Area	Approx. 2,419 m^2
Total Plot Ratio	Not more than 6.9
Total GFA	Not more than 16,691.1 m2
Domestic GFA	Not more than 14,514 m^2
Non-Domestic GFA	Not more than 2,177.1 m^2
Total Number of Residential Blocks	1
Total Number of Units	342
Average Unit Size	About 43 m^2

1.3 Current Parking Provision and Master Plan Layout

1.3.1 As per current master layout plan (as in Figure 1.1), through maximizing 2 floors in basement levels (B1 and B2) a total of 66 parking spaces are provided to meet the parking provision requirement according to HKPSG. A 5m-wide public pedestrian passageway connecting Tung Yuen Street to the 15m-wide voluntary waterfront promenade running along the entire depth of the site are provided in this master layout plan. This can provide significant public planning gain for enabling public's access and enjoyment of the waterfront.

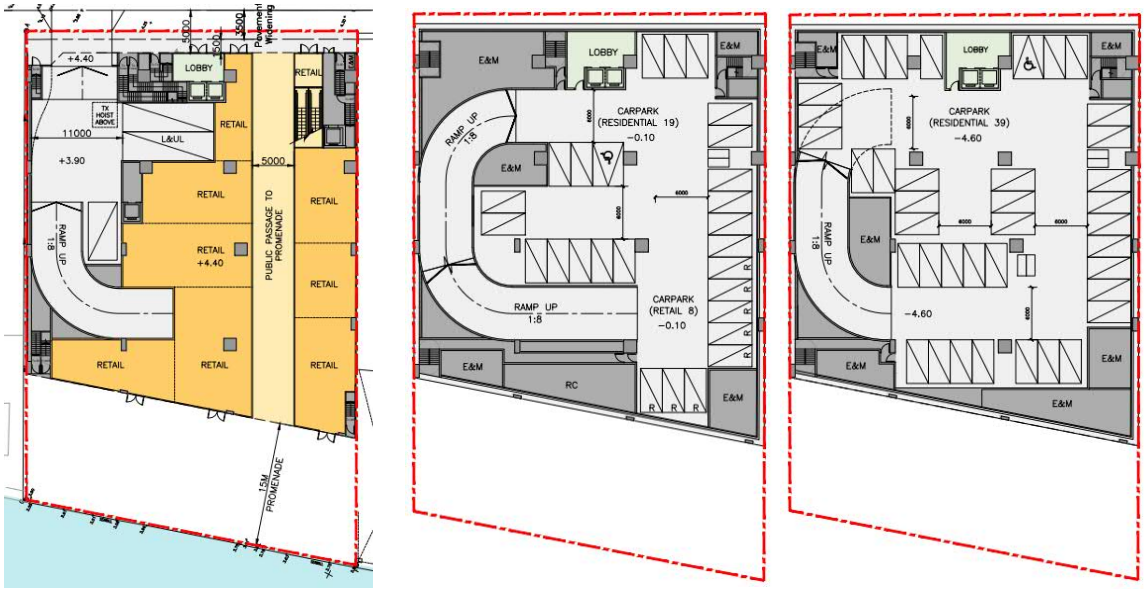


Figure 1.1 Current Master Layout Plan of GF, B1 and B2

1.3.2 The parking provisions of current scheme are shown in **Table 1.2** below:

Table 1.2 Parking Provisions

Parking Facilities	HKPSG Requirement	No. of Units	Actual Parking Provision
Residential Parking Spaces	1 space per 4-7 flats	342 Flats	53 (1 space per 6.2 flats)
Visitor Parking Spaces	5 spaces per block	1 Blocks	5
Retail	1 per 150-300m^2 GFA	2,177.1 m^2	8
		Total	**66**

1.4 Factors to be Evaluated for Parking Provisions

1.4.1 To further account for the site-specific conditions and district characteristics in determining the appropriate level of parking provision, it is also suggested in HKPSG (Chapter 8 Section 7.1.3) to consider the following factors in practical terms:

(A) Availability of public transport services in the vicinity

(B) Availability of public car parks in the vicinity

(C) Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges

(D) Traffic conditions of local road networks

(E) Parking demand and supply condition in the vicinity

1.4.2 Additionally, the HKPSG states:

> *"Request for provision lower than the parking standards may be considered by TD for small sites, sites with severe constraints, or those carrying unique circumstances, on a case-by-case basis. In handling these requests, TD may consider factors including but not limited to, area and shape of the site, technical constraints attached to the site, insurmountable difficulties of construction of excessively deep levels of basement car parks, significant impact on delivery of flat yield, etc."*
>
> And,

"For any particular on-street location or off-street development, consideration of all of the above factors and deciding on the appropriate level of provision of parking facilities will be the responsibility of the Transport Department (TD). Flexibility may be allowed, within and beyond/below the standard ranges, to meet special circumstances such as redevelopment in the built-up urban areas with severe site constraints. If any project proponent wishes to appeal against the decision of TD, it may provide justifications to TD for further consideration. In consultation with relevant bureaux/departments, TD may determine an appropriate parking provision for such site. "

1.4.3 In all, the factors mentioned above are assessed and evaluated in the following sections to justify the current level of parking provision for the Proposed Development.

2 SITE CONSTRAINTS TO ADOPT HIGHER CAR PARKING PROVISIONS

2.1 Site Constraints of the Area of Underground Parking

2.1.1 The proximity of the site to the seawall presents challenges for deep basement construction and car park excavation works near the seawall due to unpredictable underground conditions, concerns regarding the seawall's structural integrity, and safety issues related not only our subject site but also to adjoining developments. These factors introduce technical uncertainties that complicate the development process and will seriously delay the anticipated construction programme. As a result, the delivery of promenade for general public's enjoyment will be seriously delayed.

2.1.2 An analysis of the basements in the nearby waterfront development, The Coast Line I, also highlights the seawall's impact on basement excavation limits. The cross section of The Coast Line I (Figure 2.1) indicate that the basement walls will be set back from the seawall by over 15m, which encompasses the width of the entire promenade.

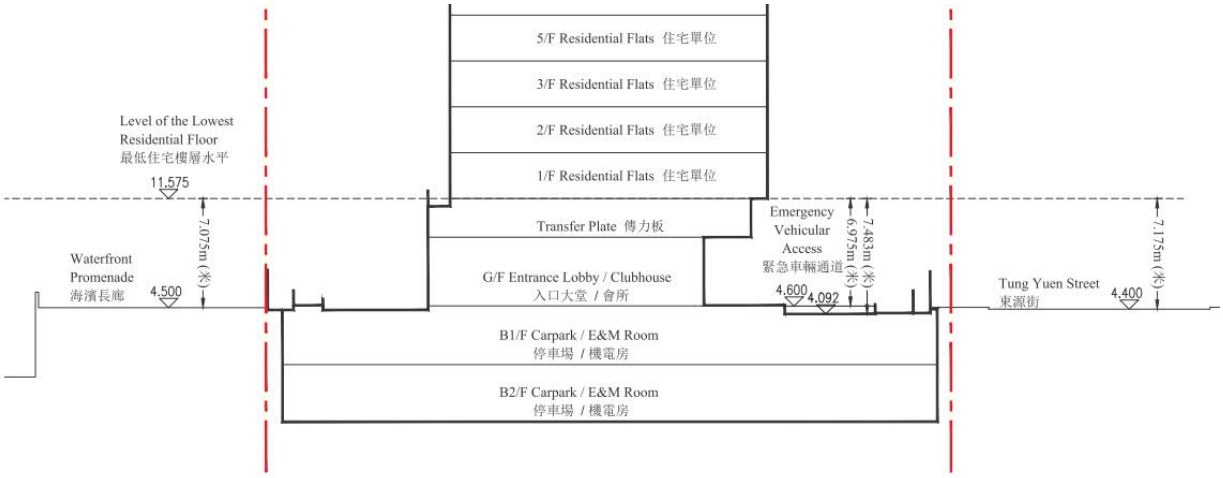


Figure 2.1 Cross Section of The Coast Line I
(Source: Sales Brochure for The Coast Line I)

2.1.3 Since there is sea wall structure under the 15m-wide promenade area, it is geotechnically not feasible to further extend the basement towards the seawall side.

2.2 Site Constraints of the Ground Floor Parking

2.2.1 The Applicants have proposed a voluntary 15m-wide waterfront promenade and a 5m-wide public passageway between Tung Yuen Street and the promenade within the

Application Site. Retail shops and eating places with landscaping and outdoor furniture will be provided at the ground floor level to enhance vibrancy and create a welcoming environment along Tung Yuen Street and the waterfront promenade for public enjoyment. Respecting the planning intention of the "R(E)" zone, the Proposed Scheme will achieve a non-domestic plot ratio of 0.9, incorporating 'Shop and Services' and 'Eating Place' uses at the ground and L1/F to provide the needed retail services not only to future residents but also general public. These retail uses at the ground and L1/F will enhance street vibrancy of the area at the pedestrian level, but also foster active shop frontages along Tung Yuen Street and the waterfront promenade which are significantly lacking in the area.

2.2.2 The planning merits and public gains of the current scheme are summarized below and are also described in detail in attachment A and B, which are the presentation materials for the meeting with 'Harbourfront Commission - Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF)' on 14 Mar 2025.

- Being part of a continuous public waterfront pedestrian network for Kowloon East, which would otherwise be discontinuous if not implemented at the subject site.
- Direct pedestrian access for public enjoyment of the promenade.
- Contribution to the creation of a vibrant Victoria Harbour with public open space.
- Enhancing and activating vibrancy at street level for a cohesive and attractive urban environment.

2.2.3 Further to the consultation with KTF, it is noted that the KTF acknowledges the planning merits and public gains brought by the current scheme, and appreciates the Applicants' genuine intention to provide a voluntary waterfront promenade that open for public enjoyment on a 24/7 basis, and to take up management and maintenance responsibilities. Additionally, the provision of retail activities at lower floors is also supported, as it would increase harbourfront vitality. This is shown in the point 3.6 and 3.30 in the Attachment C: Draft Minutes of 49th KTF Meeting.

2.2.4 The area surrendered for the ODP required by the government (39.586 m^2) and the 15m-wide voluntary waterfront promenade (608 m^2), which together account for over a quarter of the total site area (2,419 m^2), significantly restrict the footprint and building volume. Notwithstanding, the means of escape staircases and the lift lobby are essential provisions that need to be catered on the ground level of the site. As demonstrated in the GF layout in the Figure 1.1, there is no room for car parking spaces to be added on GF.

2.3 Site Constraints of the Aboveground Parking

2.3.1 In considering the feasibility of additional car park aboveground, while maintaining the maximum building height of +100mPD, L1 has to be served by a car ramp to access the parking. Since the total site area is relatively small, should an additional car ramp to L1 carpark is present, considerable footprint of the site area will be taken up, and a continuous public passageway supported by nominal retail from Tung Yuen Street to the waterfront promenade would become infeasible. This is demonstrated by the hypothetical scheme of GF and L1 if aboveground parking is catered, shown as below (Figure 2.2), where the public passage could no longer be provided, and the area of retail is greatly reduced.

2.3.2 Due to the uncertainty of the timeline for the construction of the waterfront promenade east to the site, the public planning gain of allowing the public to access and enjoy the waterfront promenade will be greatly compromised.



Figure 2.2 Layout Plan of GF (left) and L1 (right) under the Hypothetical Scheme if Aboveground Parking is Catered

2.3.3 In this hypothetical scheme, L1 has been taken up for an additional car park instead of retail, as shown in the section (Figure 2.3). In order to maintain the non-domestic (retail GFA) as required in the "R(E)" zone on the OZP, an additional floor above G/F would be needed to accommodate the required non-domestic GFA. In this case, a further relaxation of building height for the Proposed Development would be required, which will exceed the BH restriction across Tung Yuen Street (100mPD), which will pose adverse visual impact and jeopardise the overall building height profile concept with descending building height profile towards the harbourfront in YTIA.



Figure 2.3 Section under the Hypothetical Scheme if Aboveground Parking is Catered

3 AVAILABILITY OF PUBLIC TRANSPORT SERVICES

3.1 Evaluation for the Proposed Development

3.1.1 With reference to HKPSG (Chapter 8 Section 7.1.1), the provision of parking spaces should be compatible with Government's overall transport policy to promote the use of public

transport with railway as backbone. As a general principle, parking should be provided at a level which will not unduly attract potential passengers to use private vehicles in preference over public transport. In particular, for developments which are close to railway stations and large public transport interchanges, lower parking standards should be adopted.

3.1.2 For the Proposed Development at No.4 Tung Yuen Street, the existing PT choice is accessible by KMB Route 14X and GMB Route 24. Furthermore, franchised bus and GMB stops are located in Shung Tak Wai, which are immediately east of and adjacent to the project site.

3.1.3 In addition, there are one MTR station (Yau Tong Station) and two public transport interchanges (PTI) all located within approximately 500m from the project site. The existing public transport services area summarised in **Table 3.1**.

Table 3.1 Existing Public Transport Services

Route / Metro Line	Service	Destinations	Nearest Stop	Peak Hour Frequency	Approximate Walking Time
14X	KMB	Shung Tak Wai – Tsim Sha Tsui	Shung Tak Wai	20-25 mins	< 3 mins
24	GMB	Lam Tin (Kai Tin Shopping Centre) – Lei Yue Mun	Shung Tak Wai	10-20 mins	< 3 mins
Kwun Tong Line	MTR	Whampoa - Tiu Keng Leng	Yau Tong Station	3-5 mins	8 mins
Tseung Kwan O Line		North Point – Po Lam / LOHAS Park		3-5 mins	
Ferry	Ferry	Sai Wan Ho - Sam Ka Tsuen	Sam Ka Tsuen Ferry Pier	24-30 mins	9mins

3.1.4 Therefore, in terms of public transport services, the Proposed Development is considered to be very accessible to public transport as compared with other existing developments in Tung Yuen Street.

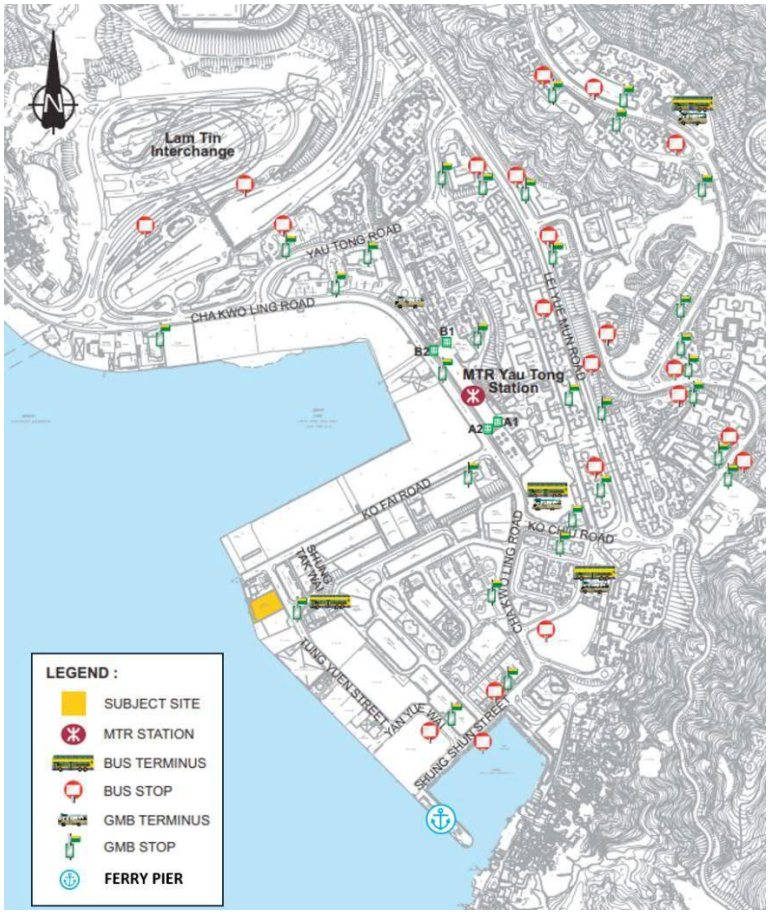


Figure 3.1. Location of Surrounding Public Transport

4 AVAILABILITY OF PUBLIC CAR PARKS

4.1 Public Car Park in the Vicinity

4.1.1 There are a total of 456 publicly accessible car parking spaces provided at the Montego Bay, One East Coast, and Lei Yue Mun Municipal Services Building. These parking facilities are located within 550m catchment area from the project site, the location of surrounding public car park is shown in **Drawing 4.1**. A summary of parking spaces in the nearby public car parks is shown in **Table 4.1**.

Table 4.1 Surrounding Public Car Park Provisions

Public Car Park	Provided Parking Spaces
Montego Bay	122
One East Coast	240
Lei Yue Mun Municipal Services Building	94
Total	456

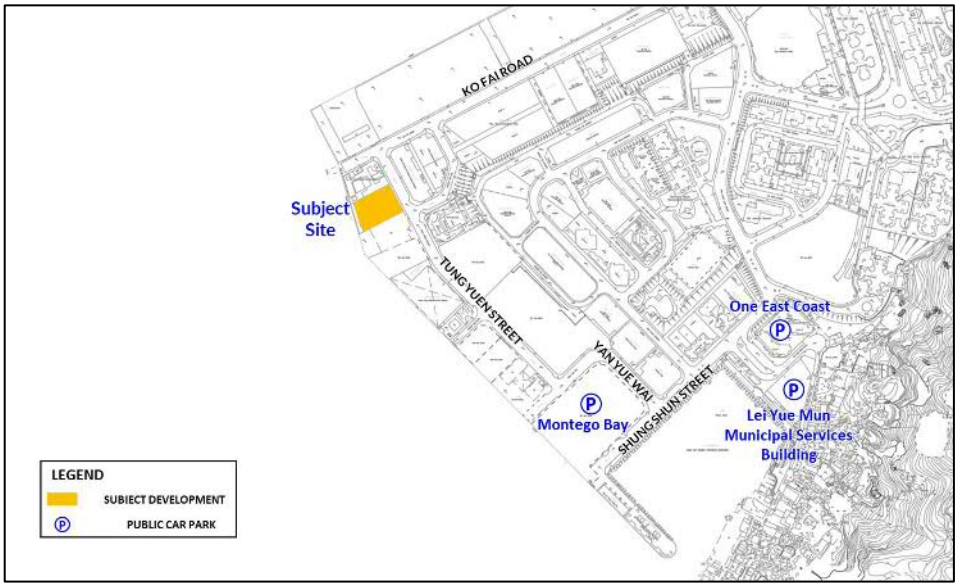


Figure 4.1. Location of Surrounding Public Car Park

4.1.2 The car parking utilization of the nearby public car parks was reviewed to determine the availability of excess parking. Based on general observations in a normal weekday in February 2025, the total number of surplus car parking spaces available at the nearby car parks that were not utilized is approximately 127, and the occupancy rate of surrounding public car park is about 72%, the publicly accessible parking spaces are still excess capacity available. The detail of occupancy rate of each public car park is shown in **Table 4.2**.

Table 4.2 Surrounding Public Car Park Occupancy

Public Car Park	Provided Parking Space	Available	Occupancy Rate
Montego Bay	122	34	72%
One East Coast	240	62	74%
Lei Yue Mun Municipal Services Building	94	31	67%
Total	456	127	72%

4.1.3 Therefore, the Proposed Development is considered to be accessible to considerable public car parking facilities in the vicinity.

5 PROXIMITY AND QUALITY OF PEDESTRIAN LINKAGE TO RAIL AND PUBLIC TRANSPORT

5.1 Evaluation for the Proposed Development

5.1.1 All the public transport facilities are directly adjacent to or within close walking distance to the project site and most of the facilities are connected with pedestrian access.

5.1.2 In addition, there are clear pedestrian access linkage including pedestrian walkway, and crosswalks located immediately adjacent to and in close vicinity to the project site. These pedestrian linkage facilities provide both direct and convenient access to the surrounding land uses and public transport services.

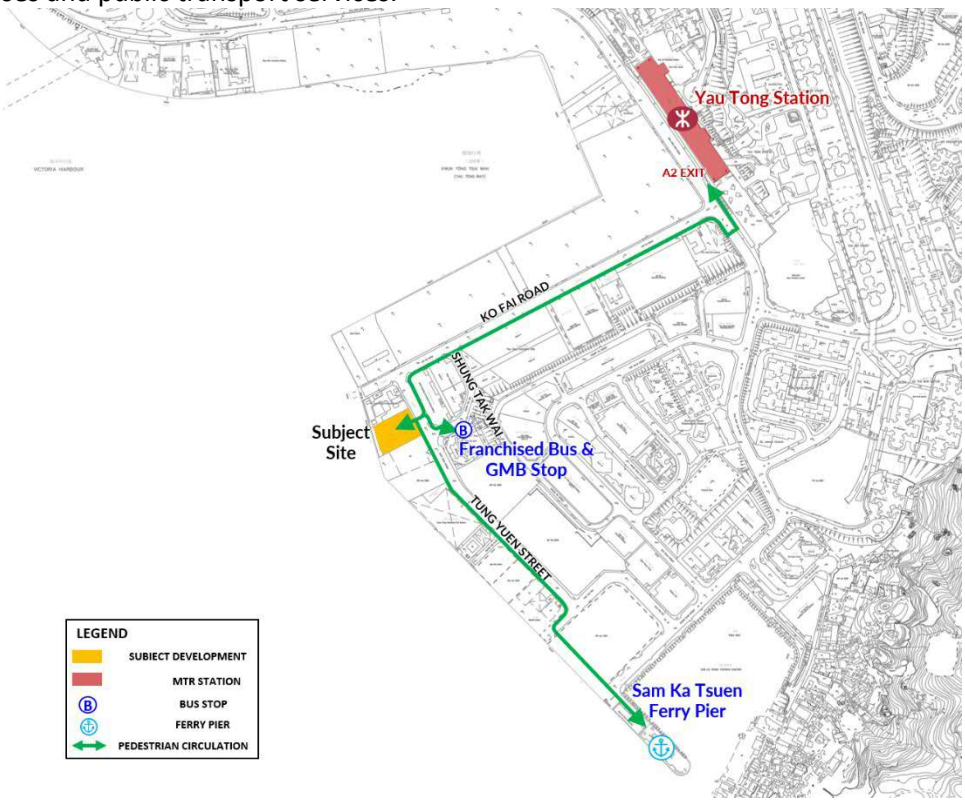


Figure 5.1. Pedestrian routes between the Development and Public Transport in the Vicinity

5.1.3 In the future, with the development of Yau Tong Bay Comprehensive Development Area, the provision of open space and pedestrian linkage will be improved as well. Therefore, the pedestrian linkage from subject site to public transport will be more accessible.

5.1.4 The Yau Tong MTR station is located within approximately 500m from the project site, which is considered walkable by a sizable population. On the other hand, the quality of the walking route itself is considered relatively well, and as the developed of Yau Tong Bay Comprehensive Development Area, the pedestrian linkage will be improved.

6 TRAFFIC CONDITIONS OF LOCAL ROAD NETWORKS

6.1 Evaluation for the Proposed Development

6.1.1 Based on the TIA under the S16 planning application (No. A/K15/132), the traffic generation by the Proposed Development can be well absorbed by the external road network with the proposed road improvement works around the area.

6.1.2 Therefore, coped with the fact that there are other planned and committed developments in the area, the future traffic condition is expected to be at acceptable levels upon design year 2035, subjected to the implementation and programme of the committed road improvement schemes by others.

7 PARKING DEMAND AND SUPPLY CONDITION

7.1 Evaluation for the Proposed Development

7.1.1 As previously noted in paragraph 4.1.2, there are about 456 existing publicly accessible car parking spaces located within 550m catchment area from the project site with excess capacity available.

7.1.2 Additionally, the public parking service could be coordinated by Hong Kong e-Mobility App, allowing users to check the real-time information on the availability of public parking in facilities across Hong Kong.

7.1.3 This type of service would enable users more flexibility and options in their selection of parking facility near the site, by creating “shared-use” parking opportunity and therefore, providing more efficient use of the district-wide parking facilities.

7.1.4 The parking demand and supply conditions in the vicinity can also be reflected by the level of illegal parking in the surrounding road network.

7.1.5 In case of a significant shortfall in background parking provision where demand for facilities substantially exceeds supply, illegal parking is expected to be commonly observed on kerb-side. On the other hand, the parking provision may consider adequate if there are no records of illegal parking in the vicinity.

7.1.6 To reveal the level of illegal parking in the vicinity of the Proposed Development relevant to the subject development, MVA conduced on-site visit several times along Tung Yuen Street and Ko Fai Road. It is worth noting that no illegal parking was observed around the project site.

7.1.7 Therefore, the parking provision could adequately cope with the parking demand in the vicinity of Proposed Development.

8 LOCAL CATCHMENT OF PROPOSED RETAIL COMPONENT

8.1 Evaluation for the Proposed Development

8.1.1 The proposed retail GFA of 2177.1 sqm is of a relatively small scale and is intended for neighbourhood retail uses which serve demands locally or even from the residents within the site.

8.1.2 Thus, the car parking demands arising from the proposed retail component are considered to be very minimal. The low end of the parking provision (1 car space per 300 sqm retail GFA) is adopted for retail, which is 8 nos. of retail parking.

9 JUSTIFICATION FOR PROPOSED LOADING/UNLOADING PROVISIONS

9.1 Operational Requirements

9.1.1 The detail of loading/unloading bay provision as shown in **Table 9.1**.

Table 9.1 Loading/Unloading Provision

Type of Development	HKPSG Requirement	GFA/Block	No. of LUL
Retail	1 per 1,200m^2 GFA (low-end)	GFA 2,177.1 m^2	2
Residential	1 per each housing block	1 block	1
		Total	**3**

9.1.2 The project site will be re-developed into a residential block with 2177.1 sqm commercial area, primarily comprising small retail shops. Therefore, the goods delivery demand for a small-scale commercial area will be considered as minimum and no large cargo or furniture expected. This means that each goods vehicle delivery trip can serve more than one tenant in the retail area.

9.1.3 Pre-booking schemes can be arranged with management office. Pre-booking delivery arrangement would distribute the delivery demand throughout the day. And 2 loading/unloading bays for retail can be shared use. As a result, it could effectively arrange the deliveries to maximize the usage of the loading/unloading bays without over-provision to address uncertain peak demands.

10 SUMMARY AND CONCLUSION

10.1 Summary

10.1.1 The parking provision of private residential uses is generally determined with reference to Hong Kong Planning Standards and Guidelines (HKPSG), in which the "Global Parking Standard" (GPS) has a range of 1 space per 4 to 7 units.

10.1.2 To substantiate by taking account the site-specific conditions and district characteristics, the consideration factors for resident parking provision at the Proposed Development have been evaluated with justifications as summarised in **Table 10.1** below:

Table 10.1 Evaluation of Factors for Resident Parking Provision

Consideration Factors for Resident Parking Provision		Justification for Proposed Development
(A)	Availability of public transport services in the vicinity	• Franchised bus and GMB stops are close to the project site • 8-minute walk to Yau Tong MTR station • 2 PTIs within approximately 500m from the project site
(B)	Availability of public car parks in the vicinity	• Existing publicly accessible car parking spaces with excess capacity available
(C)	Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges	• Within Walkable Range in 500m to the nearest rail station – Yau Tong Metro Station • A clear pedestrian route to PT stations
(D)	Traffic conditions of local road networks	• Overloading junctions to be mitigated with committed improvements by others, despite the negligible traffic contribution by the development
(E)	Parking demand and supply condition in the vicinity	• Existing publicly accessible car parking spaces with excess capacity available • No illegal parking was observed around the project site during site visit on weekday

10.2 Conclusion

10.2.1 In view of the evaluation and justification for the site constraints and consideration factors, the findings are considered favourable for adopting the current parking provisions for the subject site, which is to provide 66 car parking spaces for the proposed development.

10.2.2 It is proposed that 53 car parking spaces are provided as resident parking facilities for the Proposed Development, which is **1 space per 6.2 units**. And car parking spaces are provided for residential visitors.

10.2.3 The commercial area of the site is about 2177.1 sqm, primarily comprising small retail shops for local residents. Therefore, the low end of the parking provision (**1 car space per 300 sqm retail GFA**) is adopted for retail, which is 8 nos. of retail parking.

10.2.4 Based on loading/unloading demands for the small retail shops of this development, it can be concluded that the goods delivery demand for a small-scale commercial area will be relatively low, therefore, **the lower loading/unloading provision is proposed be adopted (1 loading/ unloading bay for goods vehicles for every 1 200 sqm GFA)**.

Attachment A_ Paper for discussion on the KTF meeting

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion on 14 Mar 2025

TKF/01/2025

Proposed Flat, Shop and Services and Eating Place in "Residential (Group E)" Zone with a Voluntary Waterfront Promenade at No. 4 Tung Yuen Street, Yau Tong, Kowloon

PURPOSE

This paper seeks to solicit the Task Force's views on the proposed residential cum retail development with provision of a waterfront promenade for public enjoyment (the Proposed Development) at No. 4 Tung Yuen Street, Yau Tong (the Site) (**Annex I**).

2. The Site falls within "Residential (Group E)" zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP). The Proponents have submitted a Section 16 Planning Application to the Town Planning Board (TPB) on 9 January 2025 to seek approval for Minor Relaxation of Plot Ratio (PR) and Building Height (BH) Restrictions to facilitate the Proposed Development at the Site.

BACKGROUND

3. With a site area of about 2,419m^2, the Site is currently occupied by Wah Tung Godown. The existing industrial operation at the Site does not only block pedestrian access to the Victoria waterfront, but also resulted in blocking the long-planned public waterfront promenade connecting Lei Yue Mun and Yau Tong Bay.

4. The Site has been rezoned to "Residential (Group E)" since 1999, with the planning intention primarily for phasing out existing industrial uses through redevelopment (or conversion) for residential use on application to TPB.

5. The Site is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) which is undergoing rapid transformation to a residential neighbourhood. Together with the approved developments at the Yau Tong Bay (YTB) Comprehensive Development Area ("CDA"), approved or completed residential developments found along Tung Yuen Street, including the Coast Line I & II under construction (under "CDA(1)" zone), the Peninsula East (under the adjoining "R(E)" zone), as well as on the "CDA(3)", "CDA(4)" and Montego Bay (under "CDA(5)" zone) along the waterfront.

6. Over the years, there has been an increasing territorial demand for housing supply and public aspiration for quality living environment, especially in the compact urban environment. Therefore, the Proponents have put forth the vision of **Fostering a Quality Seaside Residential Development Aspired to Enhance Living Quality** for the Proposed Development to set a desirable precedent in support of the ongoing transformation of the YTIA.

THE PROPOSED DEVELOPMENT WITH A VOLUNTARY WATERFRONT PROMENADE FOR PUBLIC ENJOYMENT

7. The Proposed Development at the Site comprises of one 22 to 28-storey residential tower siting above 2-storey podium dedicated for 'Shop and Services' and 'Eating Place' uses, alongside with a 15m-wide waterfront promenade for public enjoyment.

8. Although there is no requirement under the "R(E)" zone, the Proponents have taken initiative to provide a voluntary waterfront promenade of not less than 15m-wide (with an area of about 608m^2), which will be opened for public enjoyment on a 24/7 basis. In addition, a 5m-wide public passageway will be provided within the Site to bring members of the public to access to the waterfront promenade via Tung Yuen Street on a 24/7 basis. The waterfront promenade and associated pedestrian access will

be constructed, maintained and managed by the Proponents.

9. The waterfront promenade at the Site will be designed to be compatible with the planned public waterfront promenade at the adjacent "CDA(1)" zone (i.e. the Coast Line I & II under construction), forming part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. Besides, opportunities are explored to provide retail facilities at street level to foster a vibrant street environment.

10. In response to the territorial aspiration for housing provision as well as to incorporate various initiatives to enhance harbourfront experience at the Site, the Proponents also seek for minor relaxation of PR (domestic PR from 5.0 to 6.0) and BH (from 80mPD to 100mPD) as part of the Section 16 Planning Application to the Town Planning Board.

11. The Proposed Development is anticipated to be completed by 2032, providing about 342 quality residential flats while unlocking the harbourfront potential at Yau Tong by private sector initiatives.

12. Please refer to **Annex II** and **Annex III** for the Master Layout Plan and the Key Parameters Table of the Proposed Development respectively.

13. The key design features and planning merits of the Proposed Development are highlighted below:

(a) Respecting the Planning Intention to Phase out Incompatible Industrial Uses while Optimising Valuable Land Resources

The Proposed Development is fully in line with the planning intention of the "R(E)" zone, by replacing the existing incompatible industrial uses on the Site by a modern standard residential cum retail development with a voluntary waterfront promenade for public use. Situating at an urban centre conveniently served by

public transport, the Proponents see the opportunity to optimise valuable land resources at the Site for contributing to the housing supply at territorial level, at the same time align with the latest Government policy of minimum flat size requirement of 26m^2 to enhance liveability. Therefore, the Proponents seek minor relaxation of domestic PR from 5.0 to 6.0 to facilitate the provision of additional housing flats (equivalent to additional flats of about 60) with enhanced living space at the Site.

(b) Providing an Additional Waterfront Promenade to Celebrate the Iconic Victoria Harbourfront

The existing industrial operation at the Site blocks the access to the waterfront. The Proposed Development will facilitate phasing out of incompatible industrial uses by a modern residential cum retail development, alongside with a 15m-wide waterfront promenade, with an area of about 608m^2. The waterfront promenade will be opened for public enjoyment on a 24/7 basis, with a direct pedestrian access connecting to Tung Yuen Street.

The waterfront promenade at the Proposed Development will contribute to the creation of a vibrant Victoria Harbour with additional open space welcoming members of the public to leisure, socialise and celebrate the iconic Victoria harbourfront.

(c) Well-integrated with the Waterfront Promenade of Kowloon East

Upon completion of the waterfront promenade, in which the Proposed Development takes about 90 months from the S.16 Planning Application submission to the obtaining of occupation permit, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. With reference to the Landscape Master Plan in **Annex IV** and artistic impression in **Annex V**, the design of the waterfront

promenade will be compatible with the waterfront promenade (i.e. within the "CDA(1)" zone) to enhance the connectivity of the area and ensure an enjoyable walking experience along the harbourfront.

(d) Enhancing Pedestrian Connectivity and Comfort

A full-height setback of about 5m-wide from Tung Yuen Street, which includes a footpath of 3.5m-wide under the requirement of Outline Development Plan and an additional setback of 1.5m-wide within the Site to improve pedestrian circulation. A new tree is proposed at northwestern part of the Application Site to improve the pedestrian comfort and walking experience on Tung Yuen Street.

The above will help to enhance pedestrian connectivity and comfort along Tung Yuen Street, and eventually welcome members of the public to the waterfront promenade via the 5m-wide public passageway access from Tung Yuen Street.

(e) Sensitive Building Design and Disposition to Enhance Visual Permeability

The Proposed Development incorporates sensitive building design and disposition of residential towers to avoid a monotonous harbourfront image. The stepped BH design within the Site would provide a more interesting skyline along the YTIA waterfront. Please refer to **Annex V** for Artistic Impression on Tung Yuen Street.

(f) Providing Retail Uses at Lower Floors to Activate Vibrancy at Street Level

Respecting the planning intention of "R(E)" zone, the Proposed Development would obtain PR of 0.9 for non-domestic uses, in the form of 'Shop and Services' and

'Eating Place' uses on G/F and L1/F. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade would contribute to create active frontages for a more vibrant street environment and serve local essential needs. This integration of seamless and engaging interface between retail spaces on the ground floor and waterfront promenade aims to enhance the pedestrian experience by providing easy access to shops, cafes, and other amenities directly from the waterfront promenade. The layout encourages foot traffic and social interaction, fostering a vibrant atmosphere that benefits both retailers and visitors. Additionally, the design incorporates visual and physical connectivity, ensuring that the retail spaces complement the scenic views and recreational activities along the waterfront, creating a cohesive and attractive urban environment. Please refer to **Annex V** for Artistic Impressions on both Tung Yuen Street and the proposed waterfront promenade.

(g) Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront

With a view that about one-fourth of the site area (i.e. about 608m^2) has been designated for the waterfront promenade, there is a need to seek for minor relaxation of BH to accommodate the optimised domestic and non-domestic floor area on the Site.

Only part of the residential block at the inland portion is proposed with a relaxed BH of 100mPD, while the remaining residential block along the Victoria Harbour would be kept at 80mPD, in line with the BH restriction on the "R(E)" zone along the waterfront. Besides, the relaxed BH for the inland portion will not exceed the BH restriction across Tung Yuen Street (i.e.100mPD). Therefore, minor relaxed BH for the Proposed Development will not comprise, but instead coherent with the gradation of height profile with descending BH

towards the harbourfront.

HARBOUR PLANNING PRINCIPLES

14. Harbour Planning Principles (HPPs) were developed as a set of guidelines for all individuals and organisations to facilitate the sustainable planning, preservation, development, and management of Victoria Harbour and the harbourfront areas. Further to the above discussions, the proposed residential development has paid due respect to these principles as illustrated below.

(a) Preserving Victoria Harbour

To protect and preserve the Victoria Harbour, site formation and construction works of the proposed residential development will only be carried out within the Site. There will be no reclamation works in Victoria Harbour.

Moreover, the Proposed Development also enhances the harbour as a public asset through phasing out the incompatible industrial uses and replaced by a quality residential cum retail development with a voluntary 15m-wide waterfront promenade for public enjoyment.

The Proposed Development therefore contributes to provision of a vibrant and connected waterfront promenade in Kowloon East, creating the economic and social values, while improving the harbour environment as our special public asset.

(b) Stakeholder Engagement

The public is welcomed to provide comments on the S.16 Planning Application submitted by the Proponents under the Town Planning Ordinance (Cap.131) as part of the statutory process. In addition, this paper for consultation with the Harbourfront Commission has demonstrated the

Proponents' sincerity to invite comments and suggestions from key stakeholders on the Proposed Development.

(c) Sustainable Development

The Proposed Development has complied with all the relevant building separation, building setback, and greenery requirements under the Sustainable Building Design Guidelines. Technical assessments have been conducted and confirmed that the Proposed Development will not induce insurmountable landscape, traffic, environmental, drainage, sewerage, air quality, air ventilation and visual impacts. With emphasis to wind permeability at the Application Site, 5m-wide public passageway at pedestrian level is incorporated to create a more permeable design with a less bulky massing. Air ventilation has improved as the 5m-wide public passageway allows summer winds to reach Tung Yuen Street, while seaside winds flow along the 15m-wide waterfront promenade and are diverted towards the building separation between the Proposed Scheme and the adjacent site of Yau Tong Sewage Pumping Station.

The Application Site is less than 20,000m^2 in area with continuous projected façade of less than 60m. Thus, the requirement on building separation is not applicable. Along Tung Yuen Street, in addition to the 3.5m setback requirement on the Outline Development Plan, an additional 1.5m full height setback will be provided for footpath widening, enhancing visual openness and greening opportunities at street level. Tree planting is also proposed at the northwestern end of the proposed setback.

Parking and loading/unloading facilities for the Proposed Development will be located at basement levels to minimise the need for bulky car parking structures aboveground and to reserve more areas for provision of landscaping/greening.

Soft landscaping will be provided through a selection of varied planting palette to yield changing variety and seasonal interest. The Site Coverage of Greenery within the

Site is not less than 20% (i.e. not less than 484m^2). Greenery provision is also available at different levels ranging from landscaping at podium and the tree plantings along the waterfront promenade.

(d) Integrated Planning

To realise a seamless and coherent waterfront promenade across the entire Kowloon East, the design of the proposed waterfront promenade has been carefully considered together with that in the "CDA(1)" Site for compatibility in broader context. Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscapes. Colour paving and patterns have been adopted to create an inviting environment which would make pedestrian feel safe and comfortable.

(e) Proactive Harbour Enhancement

With the provision of a 15m-wide waterfront promenade of about 608m^2 along its shoreline, the Proposed Development will contribute to an attractive harbourfront townscape that forms part of the 13km planned/existing waterfront promenade connecting the entire Kowloon East from Kai Tak to Lei Yue Mun. A 5m-wide public passageway access will also be provided within the Site to welcome members of the public from Tung Yuen Street to the harbour. The proposed waterfront promenade and pedestrian access will be constructed, maintained, and managed by the Proponents.

Furthermore, the Proposed Development fully respects the stepped building height profile in the YTIA. The dynamic building height within the Proposed Development also creates an interesting skyline. The lower two floors of the Proposed Development will be dedicated for retail uses, with entrances provided along the waterfront promenade and the pedestrian access. The residential tower fronting Victoria Harbour is dispositioned way from the waterfront promenade as far as possible to enhance visual openness. Tree planting is introduced to provide shading, while

suitable landscaping and street furniture are provided along the waterfront promenade for public enjoyment.

Overall, the Proposed Development is considered bringing significant harbour enhancement to bring people to the harbour and the harbour to the people.

(f) Vibrant Harbour

The proposed voluntary waterfront promenade with 15m-wide of about 608m^2 promotes social interaction through a variety of passive recreational facilities, including provision of tree planting, and street furniture including benches etc. Moreover, the proposed retail uses at the lower floor of the has extensive exposure facing the waterfront promenade, cultivating a vibrant and festive waterside gathering, and leisure space for waterfront lifestyle.

Therefore, the Proposed Development helps inject vibrancy to the harbourfront through the creation of points of interest and attracts members of the public to come and enjoy the Victoria Harbour.

(g) Accessible Harbour

The provision of the voluntary waterfront promenade at the Site is designed for public enjoyment on a 24/7 basis. The 5m-wide public passageway access within the Site will also be opened for the public to reach the waterfront promenade from Tung Yuen Street on a 24/7 basis. These will eventually improve the overall physical linkages with the inner Yau Tong area.

(h) Public Enjoyment

To maximise recreational potential of the harbourfront, a mixture of soft and hard landscapes will be adopted with consideration to the Landscape Master Plan of the approved comprehensive developments at YTIA for better integration

and uninterrupted harbourfront experience.

As compared to the existing conditions within the Site in where the waterfront is completely obstructed from pedestrian access, the Proposed Development will provide an attractive venue for retail and recreation activities for public users from various parts of the territory, contributing to the interconnected waterfront for East Kowloon and creating opportunities for public enjoyment.

(i) Public Consultation

The comments from various stakeholders, including the Harbourfront Commission, Government bureau/ departments and public on the Proposed Development will be taken into consideration.

CONCLUSION

15. The Proposed Development respects the planning intention of the "R(E)" zone, expedites the phasing out of incompatible industrial uses currently situated at YTIA, while exploring opportunity to optimize valuable land resources for supplying additional flats with decent quality.

16. By providing a voluntary waterfront promenade for public enjoyment, the Proposed Development enhances the recreational appeal along the Victoria Harbour together with the provision of an active retail shopfront accompanied by abundant landscaping.

17. A vibrant harbourfront leisure space could be cultivated at the Site, contributing to the realization of the 13km planned/existing waterfront promenade along the Kowloon East. The design of the Proposed Development has paid full respect to the HPPs to contribute to create a vibrant, accessible, and attractive waterfront for public enjoyment.

ADVICE SOUGHT

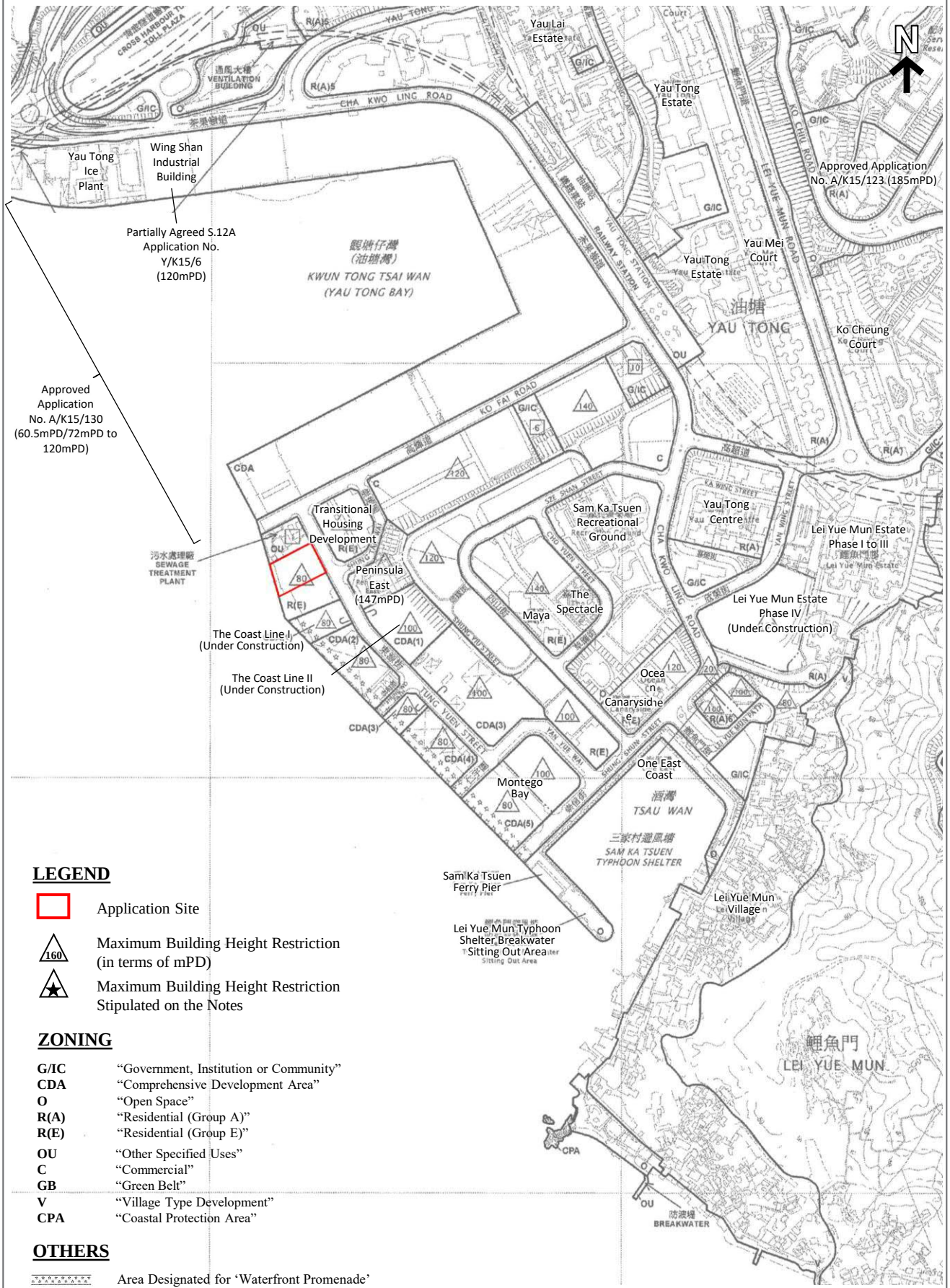
18. Members are invited to express their views and offer support on the Proposed Development.

ATTACHMENTS

Annex I	Location of the Site
Annex II	Master Layout Plan of the Site
Annex III	Key Parameters Table for the Proposed Development
Annex IV	Landscape Master Plan and Landscape Section
Annex V	Artist Impression of the Proposed Development (For Illustrative Purpose Only)

ARUP
March 2025

Annex I
Location of the Site



LEGEND

- Application Site
- 160 — Maximum Building Height Restriction (in terms of mPD)
- ★ — Maximum Building Height Restriction Stipulated on the Notes

ZONING

G/IC	"Government, Institution or Community"
CDA	"Comprehensive Development Area"
O	"Open Space"
R(A)	"Residential (Group A)"
R(E)	"Residential (Group E)"
OU	"Other Specified Uses"
C	"Commercial"
GB	"Green Belt"
V	"Village Type Development"
CPA	"Coastal Protection Area"

OTHERS

Area Designated for 'Waterfront Promenade'

Figure No.	*Scale*	*Figure Title*	
/	1:6,000		**Annex 1 – Location of the Site**
ARUP	*Date* November 2024	*Source*	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

Annex II
Master Layout Plan of the Site



A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Annex III

Key Parameters Table for the Proposed Development

Key Parameters Table for the Proposed Flat, Shop and Services and Eating Place at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Key Development Parameters	Proposed Development at the Site
Site Area (m^2)	About 2,419 m^2
Proposed Uses	'Flat', 'Shop and Services' and 'Eating Place'
Plot Ratio (PR)	
- Total PR	Not more than 6.9 [1]
- Domestic PR	Not more than 6
- Non-domestic PR	Not more than 0.9 [2]
Gross Floor Area (GFA) (m^2) [1]	
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 16,691 m^2
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 14,514 m^2
- Non-domestic GFA	Not more than 2,177.1 m^2 [2]
Bonus Plot Ratio (Bonus GFA)	Not more than 0.081 [3] (to be included in Domestic PR) (Not more than 197.93 m^2)
Building Height (BH) (mPD)	80mPD to 100mPD (for inland portion only)
No. of Storeys	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark
Site Coverage (SC)	
- Below 15m	Not more than 70%
- Above 15m	Not more than 33.3%
No. of Residential Block	1
No. of Flats	About 342
Average Flat Size	About 43m^2
Anticipated Population [2]	About 855 [4]
Greenery Provision	Not less than 20%
Car Parking Spaces	
Private Car Parking Spaces	63 (incl. 2 accessible car parking spaces)
- Residential	50
- Visitor	5
- Shop and Services/ Eating Place	8
- Motorcycle	4
Loading/Unloading (L/UL) Bays	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)
Completion Year	2032

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

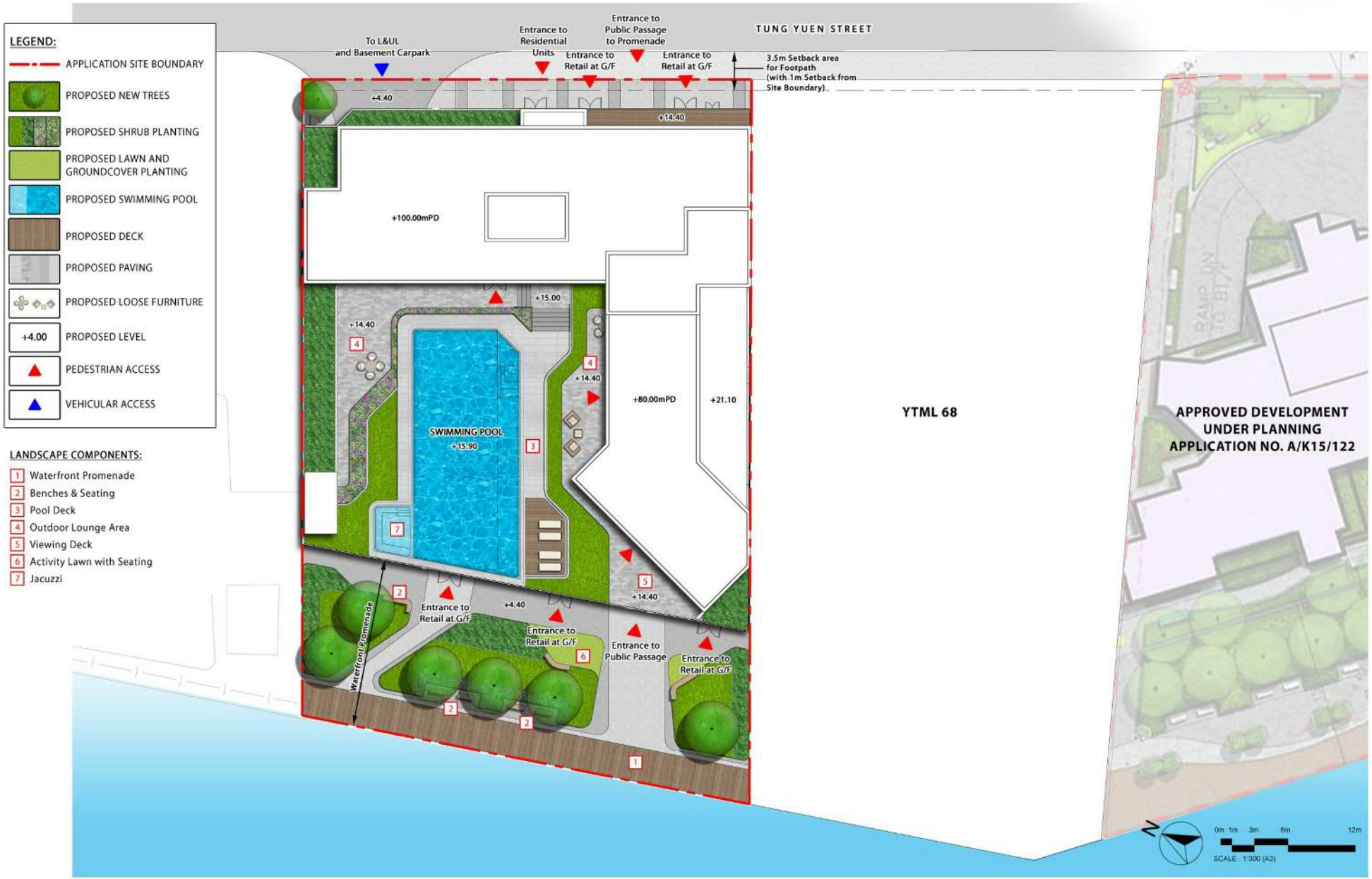
[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m^2) will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments. Inclusive of bonus SC of 0.257% in pursuant of above.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

Annex IV

Landscape Master Plan & Landscape Section Plan



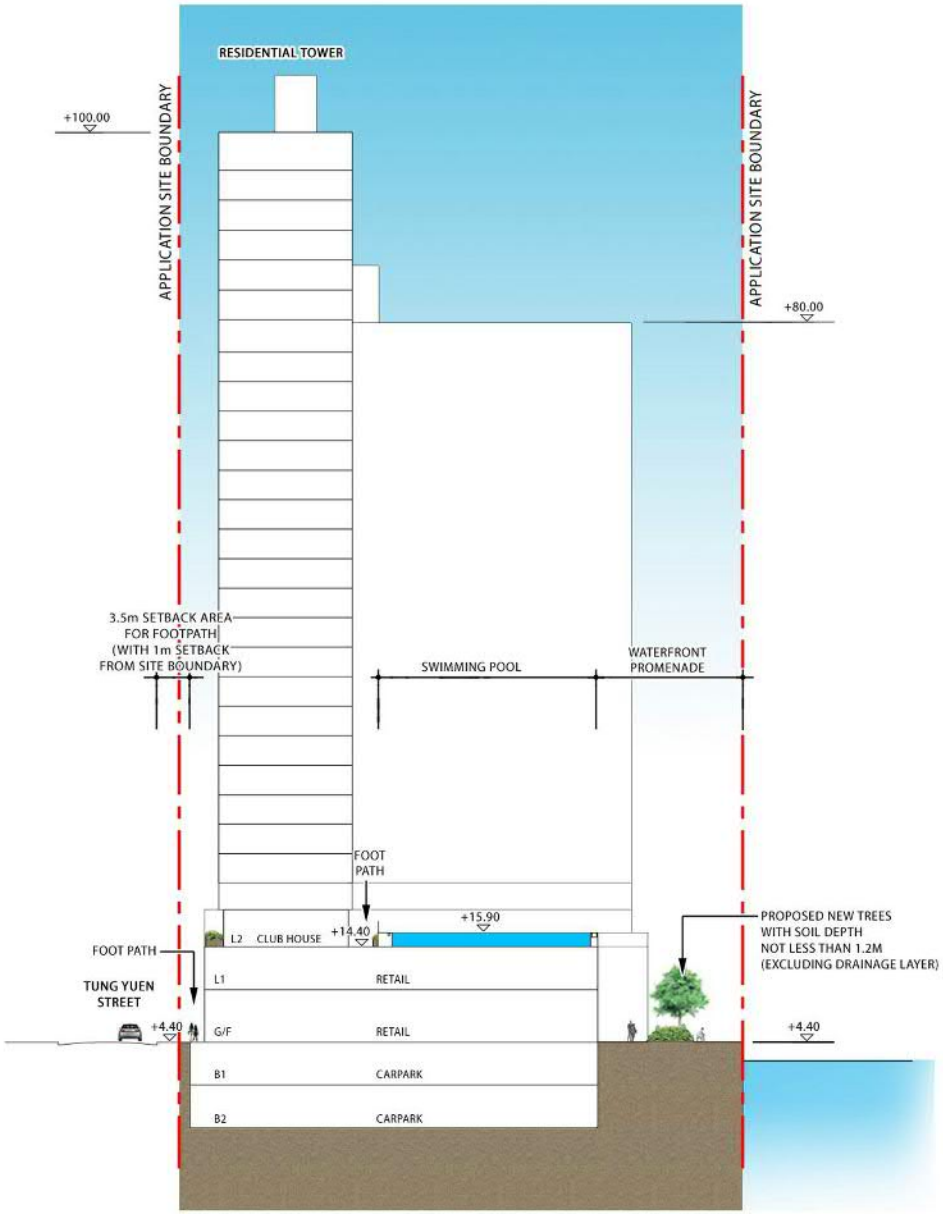
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

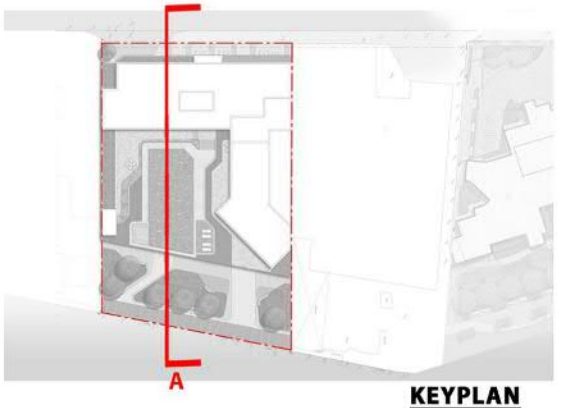
Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01

Date : NOV 2024
(A3-size)

axxa group





KEYPLAN

LANDSCAPE SECTION A

0m 2m 5m 10m 20m

SCALE : 1:500 (A3)

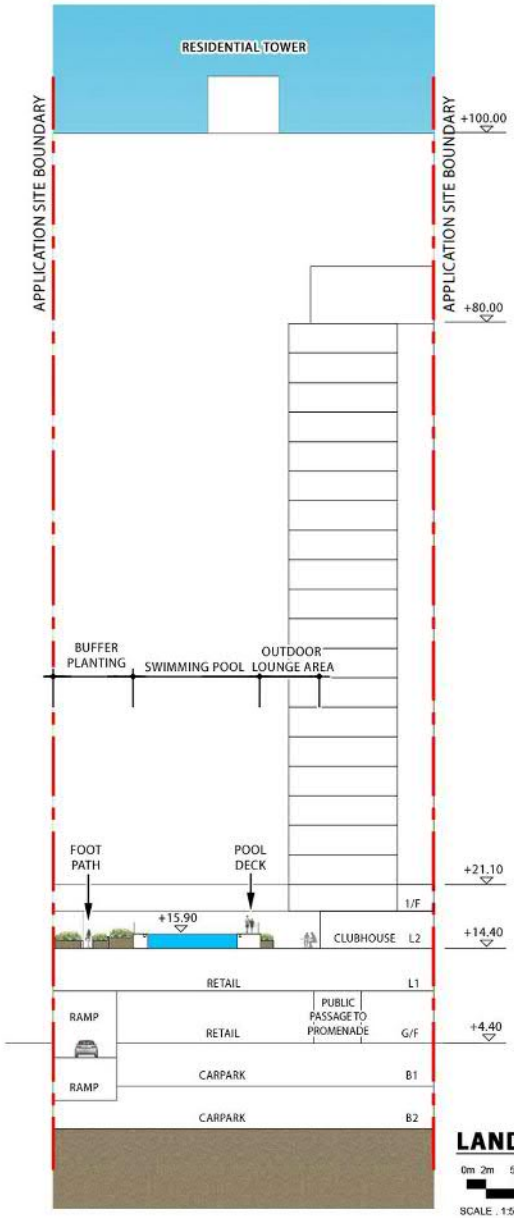
Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section A

Dwg. No. : 2023204-SEC-01

Date : NOV 2024
(A3-size)

axxa group



LANDSCAPE SECTION B

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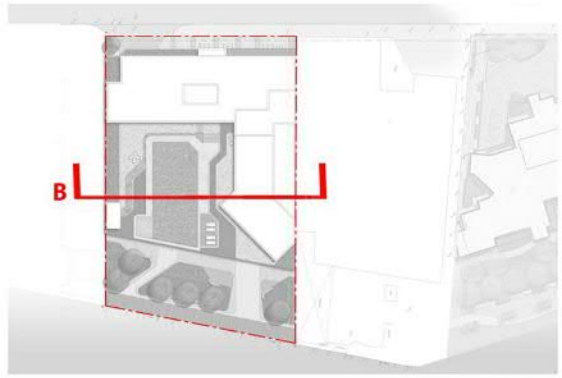
SCALE : 1:500 (A3)



KEYPLAN

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section B

Dwg. No. : 2023204-SEC-02

Date: 7NOV 2024
(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT6060 70_CR\Landi\Graphic Storage\5. Submission Drawing\[2024-11-14 LMP\2023204-SEC-02

Annex V

Artist Impression of the Proposed Development (For Illustration Purpose Only)

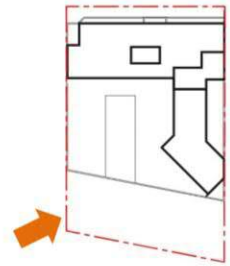




Illustration of Planning and Design Merits – Public Promenade

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



Illustration of Planning and Design Merits – Public Passage

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Attachment B_ Presentation on the KTF meeting

Proposed Flat, Shop and Services and Eating Place at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Meeting with Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

14 Mar 2025

ARUP

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The Site falls within an area zoned “R(E)” for Residential Development, indicating No Requirement for Waterfront Promenade



OZP Restrictions:

Planning Intention:
This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

Maximum Domestic Plot Ratio: 5
Maximum Non-Domestic Plot Ratio: 1
Maximum Building Height: 80mPD

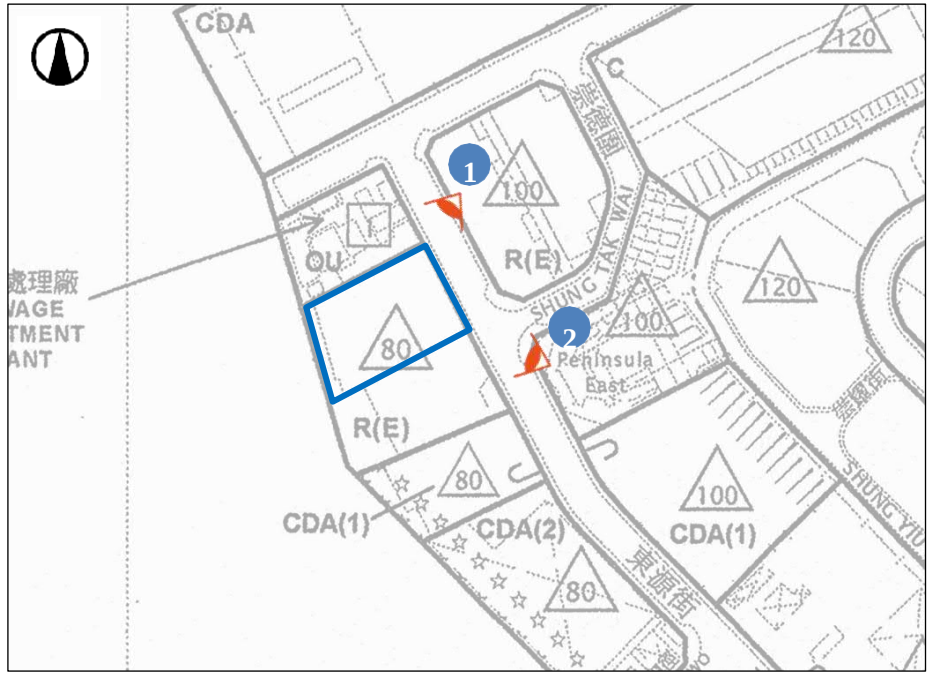
LEGEND

- Application Site
- 160 — Maximum Building Height Restriction (in terms of mPD)
- Area Designated for ‘Waterfront Promenade’

ZONING

G/IC	“Government, Institution or Community”
CDA	“Comprehensive Development Area”
O	“Open Space”
R(A)	“Residential (Group A)”
R(E)	“Residential (Group E)”
OU	“Other Specified Uses”
C	“Commercial”

Existing Industrial Operation (Wah Tung Godown) at the Site



Key Plan

LEGEND

Application Site

1 Viewing Points





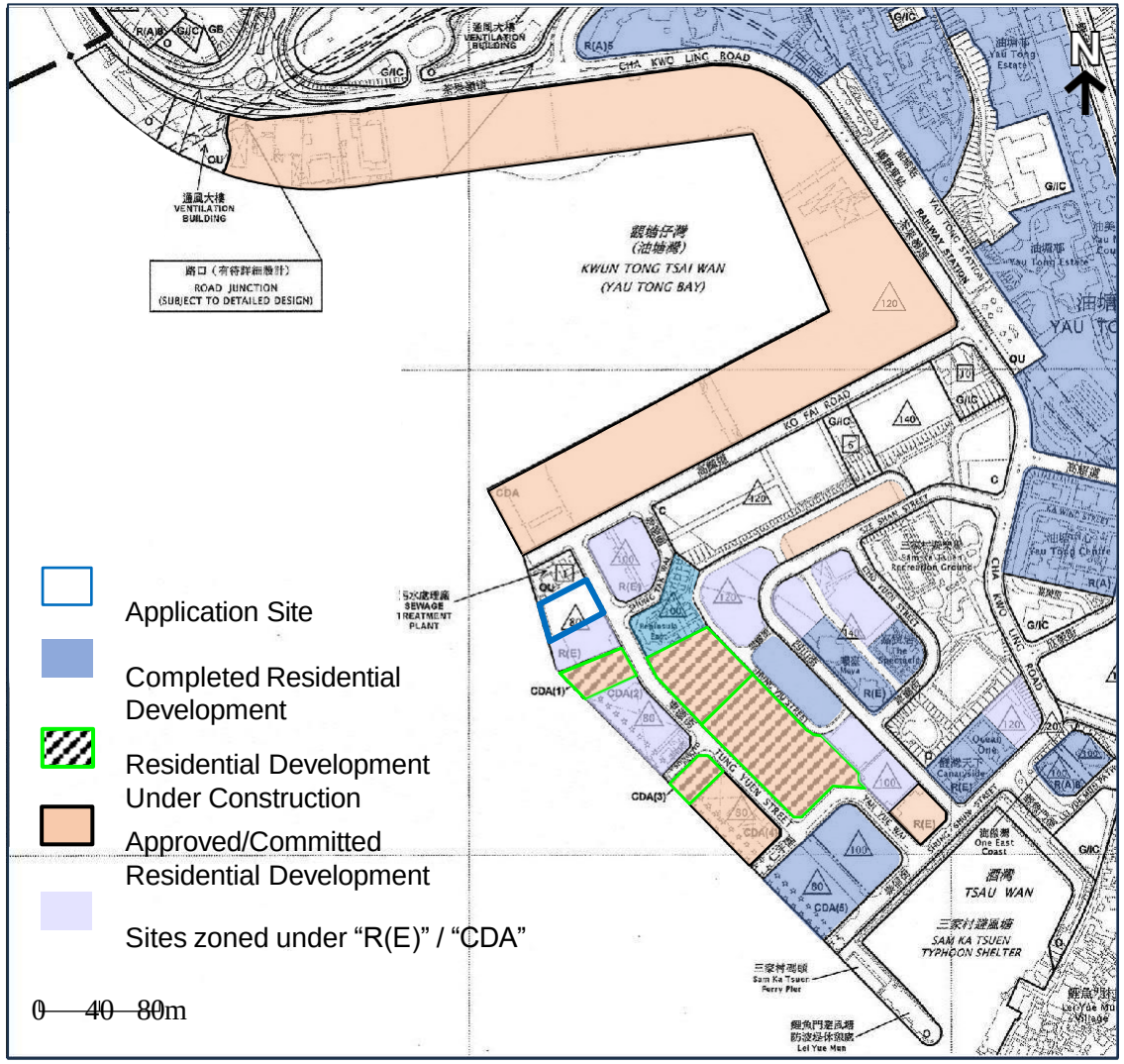
Existing Inaccessible Waterfront at the Site



Legend

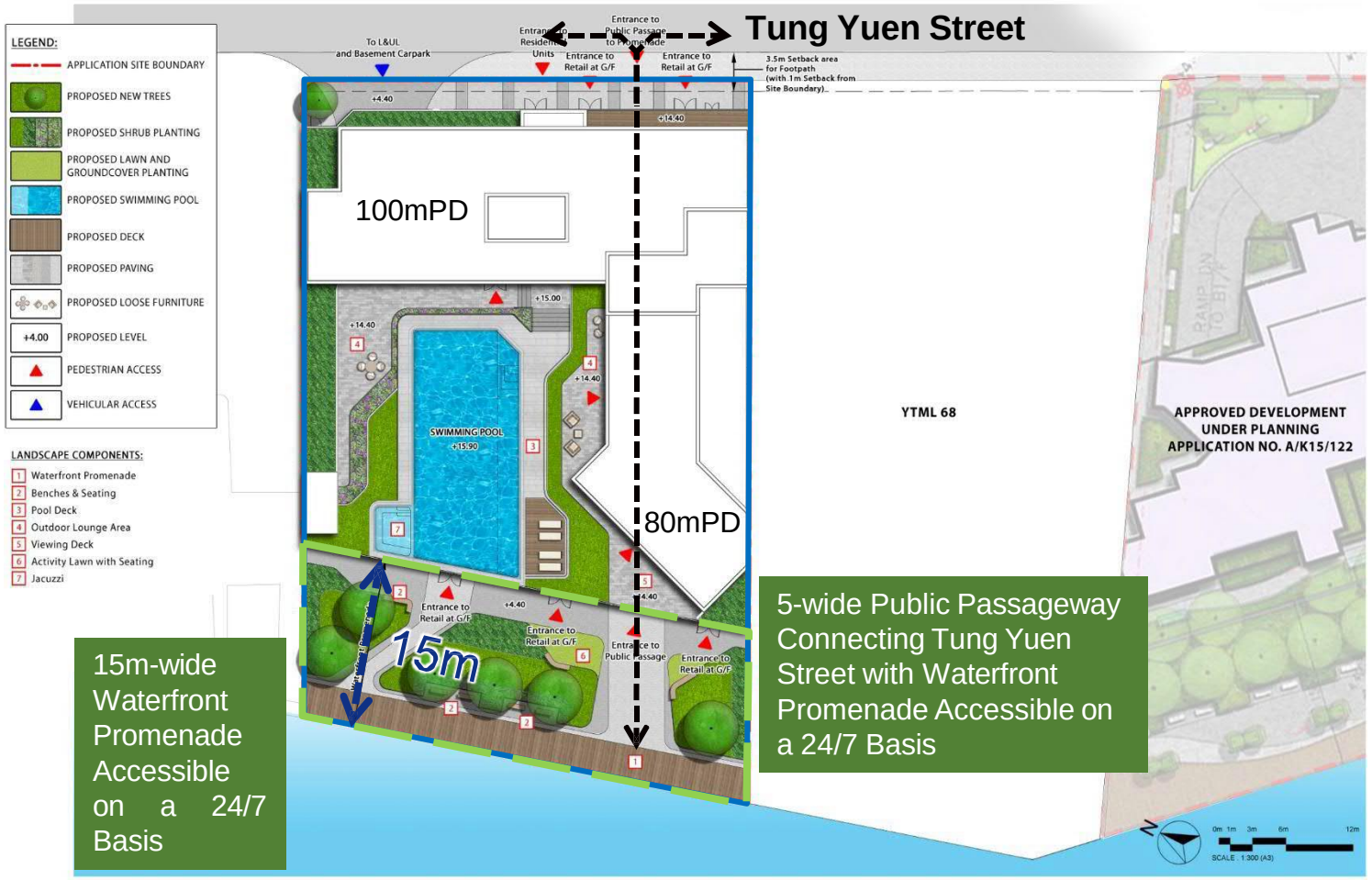
Application Site

The Site has been planned for Residential Use for 25 years as part of the transformation of YTIA to a Residential Neighbourhood



Source:
MPC Paper No. A/K15/129A, Plan A-3, 26.1.2024
MPC Paper No. A/K15/126A, Plan A-2, 28.5.2021

The Proposed Scheme is Fully In-line with the Planning Intention of "R(E)" Zone with Provision of Waterfront Promenade for Public Enjoyment



	OZP Scenario Scheme	The Proposed Scheme
Proposed Uses	'Flat', 'Shop and Services' and 'Eating Place'	'Flat', 'Shop and Services' and 'Eating Place'
Waterfront Promenade	Not Required	15m-wide
Pedestrian Connectivity Improvement Measure	Not Required	5m-wide public passageway connecting Tung Yuen Street with Waterfront Promenade

Legend

Application Site

Waterfront Promenade for Public Enjoyment (About 608m^2)

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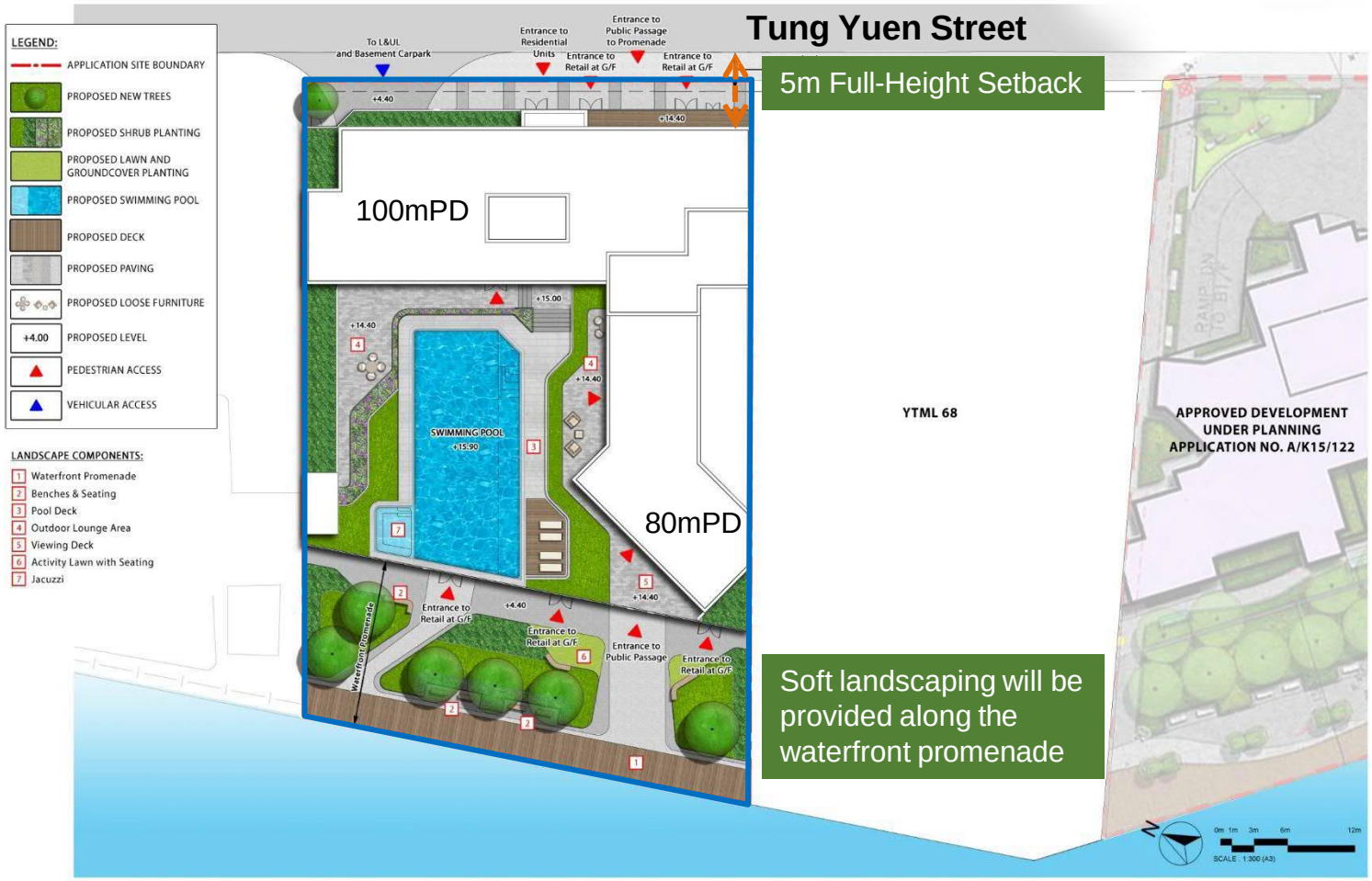
The Proposed Scheme is in Full Compliance with Provisions of Sustainable Building Design Guidelines



Building Setback

- 5m-wide full-height setback will be provided
  - 3.5m-wide footpath under ODP requirement
  - **A further full-height setback of 1.5m-wide** abutting building façade with tree planting located at the northwestern end will be provided

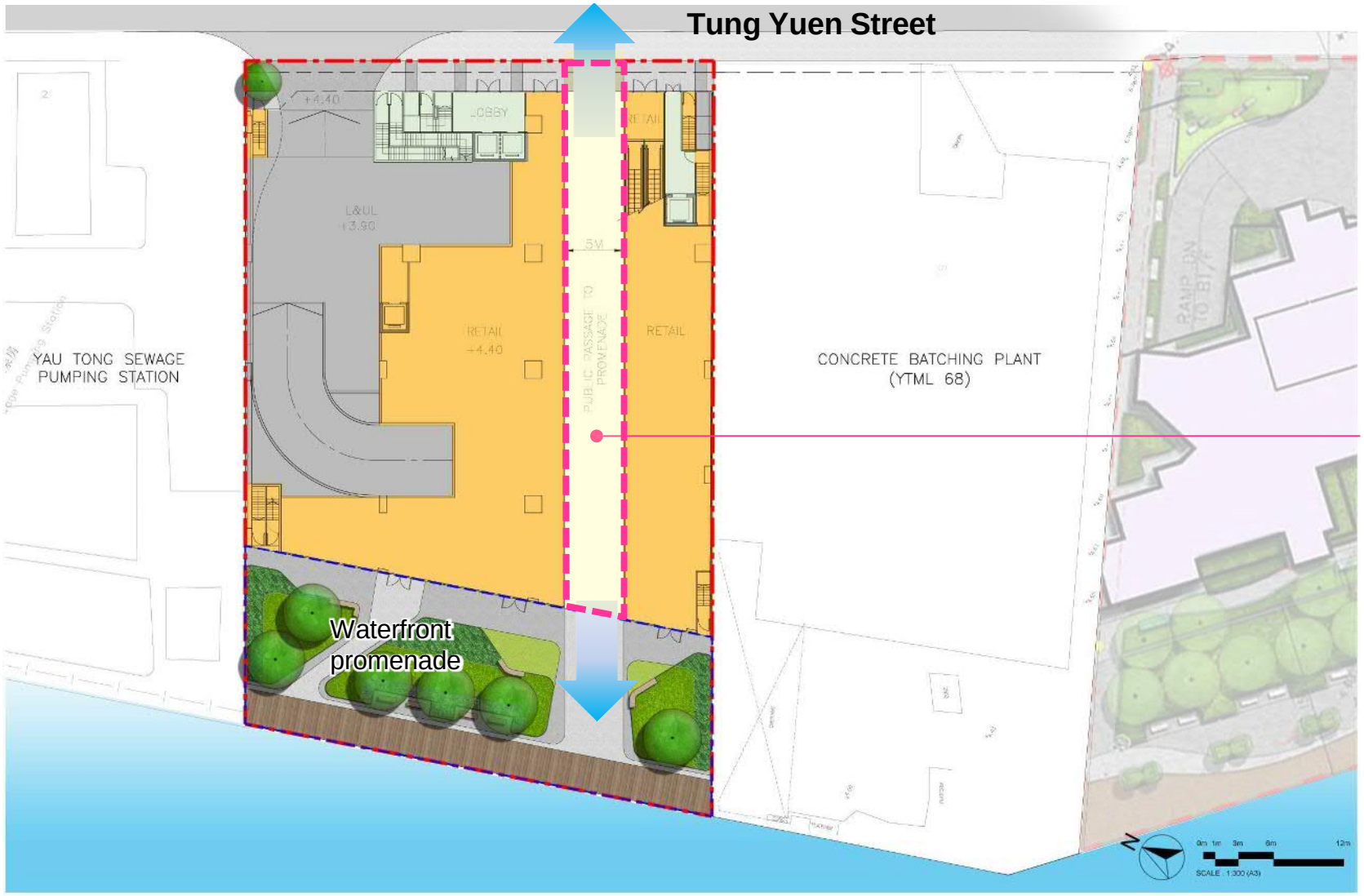
Greenery Provision

- Soft landscaping will be provided through a selection of varied planting palette to yield changing variety and seasonal interest
- Minimum site coverage of greenery of 20% (not less than 484m^2) will be provided

Legend

Application Site

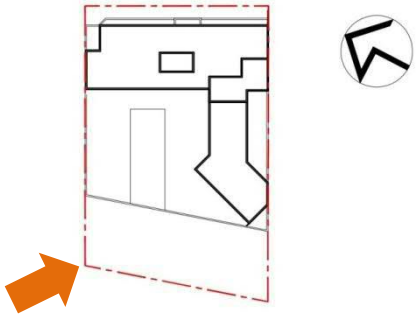
Improved Permeability within the Application Site



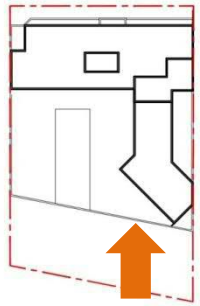
The 5m-wide public passageway not only allows summer winds to reach Tung Yuen Street but also enhances the permeability of the building bulk within the Application Site.

A Well-Designed and Integrated Waterfront Promenade



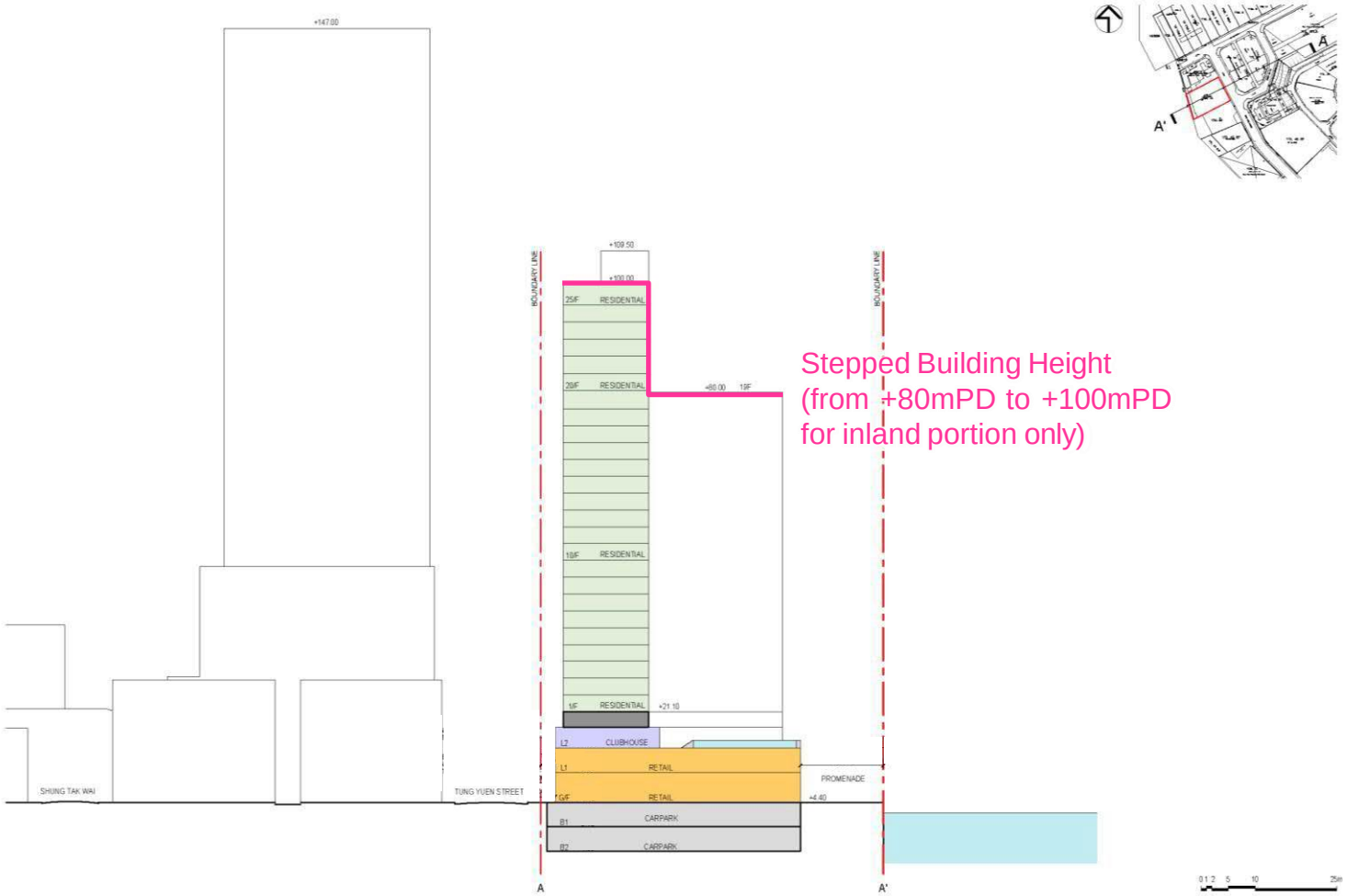


5m-wide Covered Public Passageway from Waterfront Promenade to Tung Yuen Street





Incorporate a Stepped Building Height Design to Maintain the Height Profile in the Yau Tong Area



Stepped Building Height
(from +80mPD to +100mPD
for inland portion only)

ARUP

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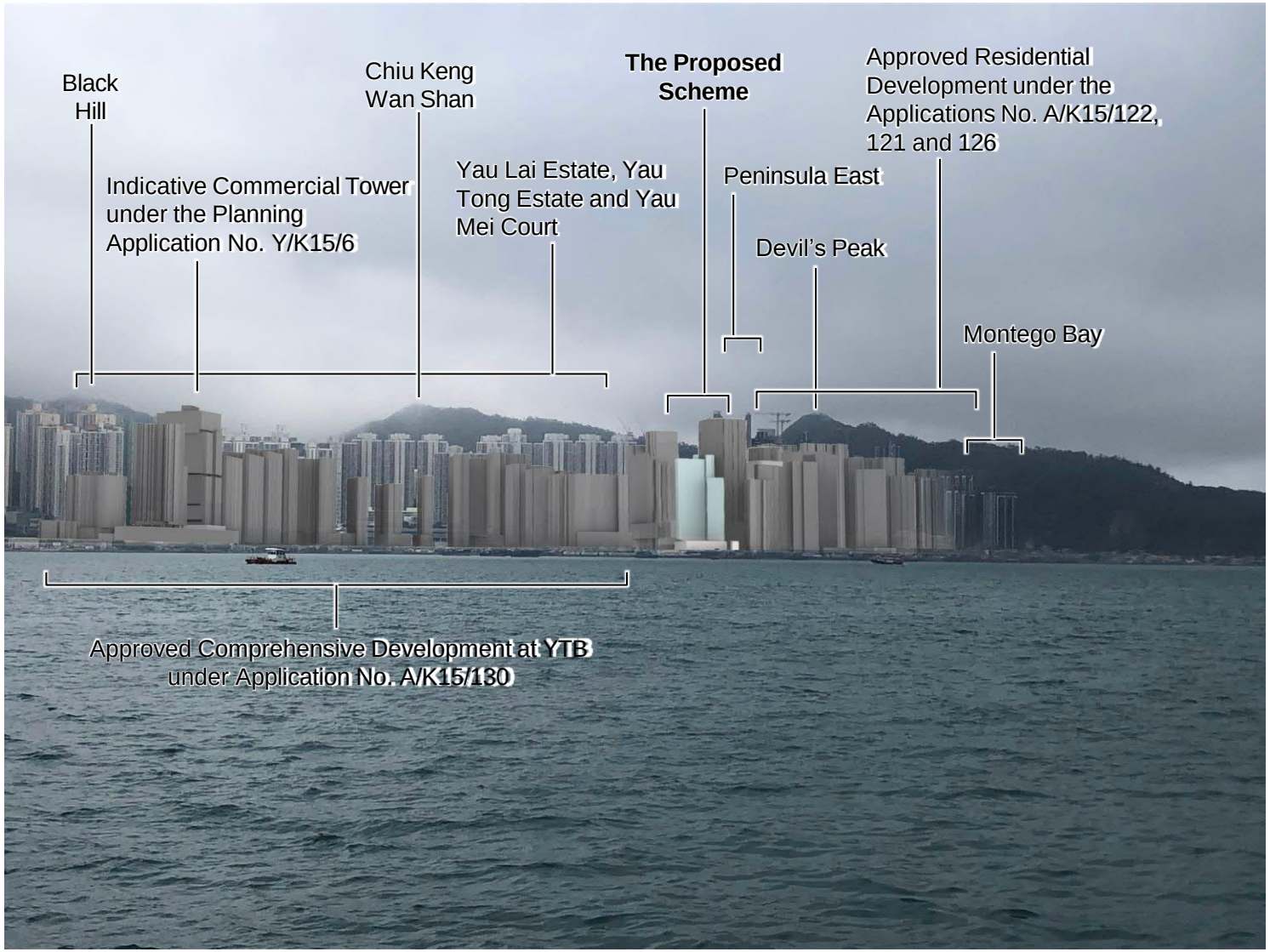
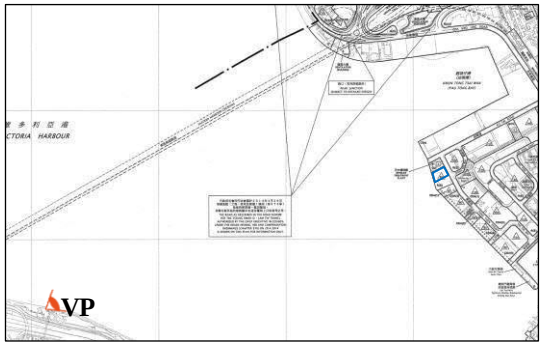
Respecting the Stepped Building Height Profile of Yau Tong Area



Key Plan



LEGEND

- Application Site
- Viewing Point at Quarry Bay Park

The Proposed Scheme is Fully In-Line With the Harbour Planning Principles

	PRINCIPLE	√ / ×	The Proposed Scheme
1.	Preserving Victoria Harbour	✓	• No works affecting Victoria Harbour • Harbourfront Enhancement Proposal with an additional Waterfront Promenade with a pedestrian access for public enjoyment
2.	Stakeholder Engagement	✓	• Consultation will be made with HC and public during the Planning Application stage
3.	Sustainable Development	✓	• No adverse impacts to the environment • Sustainable Building Design • Phasing out the existing incompatible industrial operation
4.	Integrated Planning	✓	• Creating a seamless and coherent environment • Upgrading pedestrian at-grade access to the Waterfront Promenade (including footpath along Tung Yuen Street and the 5m-wide access to the Waterfront Promenade)
5.	Proactive Harbour Enhancement	✓	• Creating an attractive harbourfront environment in Yau Tong area • Provision of 15m-wide Waterfront Promenade
6.	Vibrant Harbour	✓	• Waterfront Promenade with active shop frontage that add vibrancy to the Harbourfront as well as landscaping and street furniture for leisure
7.	Accessible Harbour	✓	• Providing physical and visual links to the Harbour • Pedestrian Access to the Waterfront Promenade
8.	Public Enjoyment	✓	• Maximising public enjoyment with the provision of 15m-wide Waterfront Promenade (about 608m^2)

Thank You !!

ARUP

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Attachment C_ Draft Minutes of 49th KTF Meeting

Harbourfront Commission
Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

Minutes of Forty-ninth Meeting

Date : 14 March 2025
Time : 2:30 p.m.
Venue : Room 1303, 13/F, Wing On Kowloon Centre, 345 Nathan Road, Kowloon

Present (attending in person)

Prof Becky LOO	Chairlady, Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Mr Ivan HO	Chairman, Harbourfront Commission
Mr Chiky WONG	Representing Friends of the Earth (HK) Charity Limited
Mr Joel CHAN	Representing Hong Kong Institute of Urban Design
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Prof Ir Sam CHOW	Representing the Chartered Institute of Logistics and Transport in Hong Kong
Dr CHUNG Shan-shan	Representing the Conservancy Association
Ms Corrin CHAN	Representing the Hong Kong Institute of Architects
Ms Iris HOI	Representing the Hong Kong Institute of Landscape Architects
Miss Sam LOK	Representing the Hong Kong Institute of Planners
Sr Vincent HO	Representing the Hong Kong Institute of Surveyors
Ir Alice CHOW	Representing the Hong Kong Institution of Engineers

Members (attending online)

Mr Mac CHAN	Individual Member

Official Members (attending in person)

Mr Gary POON	Deputy Secretary for Development (Planning & Lands) 1, Development Bureau (DEVB)
Mr Jon MAK	Senior Manager (Tourism) 2, Tourism Commission (TC)
Mr Vincent CHOW	Senior Engineer/Kowloon District Central, Transport Department (TD)
Mr Clarence YEUNG	Chief Engineer/South 1, Civil Engineering and Development Department (CEDD)
Ms May CHEUNG	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department (LCSD)

Ms Vivian LAI	District Planning Officer/Kowloon, Planning Department (PlanD)
Mr Nelson SO	Secretary

In Attendance

Ms Leonie LEE	Commissioner for Harbourfront, DEVB
Mr NG Shing-kit	Senior Engineer (Harbour) 2, DEVB

Absent with Apologies

Mr Andy LEWIS	Representing Business Environment Council Limited
Mr Jeff TUNG	Representing the Real Estate Developers Association of Hong Kong
Mr Jonathan LEUNG	Individual Member
Mr Wilson OR	Individual Member
Mr Bondy WEN	Individual Member

For Agenda Item 3

China Resources Land (Overseas) Limited

Mr Jeffrey SY	Deputy General Manager
Mr Neko LAU	Director (Investment)
Mr YUEN Yuk-sing	Chief Manager (Projects & Design)

P&T Architects Limited

Mr Dicky LIU	Director

ARUP

Mr LEE Wai-lam	Associate Director
Ms Natalie LEUNG	Associate (attending online)

Action

Welcoming Message

The Chairlady welcomed all to the 49th meeting of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF).

Mr Nelson SO informed the Task Force that the following official members attended the meeting –

(a) **Mr Gary POON**, Deputy Secretary (Planning and Lands) 1, Development Bureau (DEVB);

(b) **Mr Jon MAK**, Senior Manager of the Tourism Commission (TC), attended on behalf of Ms Elsa HUNG, Assistant Commissioner for Tourism 2;

(c) **Mr Vincent CHOW**, Senior Engineer of the Transport Department (TD), attended on behalf of Mr Vico CHEUNG, Chief Traffic Engineer / Kowloon;

(d) **Mr Clarence YEUNG**, Chief Engineer/South 1, Civil Engineering and Development Department (CEDD);

(e) **Ms May CHEUNG**, Chief Leisure Manager (Kowloon) of the Leisure and Cultural Services Department (LCSD), attends on behalf of Assistant Director (Leisure Services)1; and

(f) **Ms Vivian LAI**, District Planning Officer/Kowloon, Planning Department (PlanD).

Item 1 Confirmation of Minutes of the 48th Meeting

1.1 **The Chairlady** informed Members that the draft minutes of the 48th meeting were circulated on 12 March 2025. No comment had been received from Members. There being no further amendment, the draft minutes were confirmed at the meeting.

Item 2 Matters Arising

2.1 There was no follow-up matter arising from the last meeting.

Item 3 Proposed Flat, Shop and Services and Eating Place at No. 4 Tung Yuen Street, Yau Tong, Kowloon (Paper No. TFK/01/2025)

Introduction

3.1 **The Chairlady** welcomed representatives of the Proponents to the meeting, and invited Members to declare any conflict of interest.

3.2 **Prof Ir Sam CHOW, Mr Joel CHAN and Ir Alice CHOW** declared that the companies that they respectively worked for were involved in the proposed project. **The Chairlady** considered that they could stay at the meeting but should refrain from giving comments.

3.3 Upon the Chairlady's invitation, **Mr Nelson SO** briefed Members on the background of the item as follows:

(a) The subject site (the Site) was located at 4 Tung Yuen Street, Yau Tong. With an area of about 2,419 m^2, the Site was currently occupied by Wah Tung Godown and zoned 'Residential (Group E)' on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27. According to the OZP, the Site was subject to a maximum building height restriction (BHR) of 80mPD, a maximum domestic plot ratio (PR) of 5 and a maximum non-domestic PR of 1.

(b) The Proponents proposed providing a 15-metre(m)-wide Public Waterfront Promenade (PWP) with a 5m-wide public passageway within the Site to facilitate public access to the PWP via Tung Yuen Street, with retail facilities to be provided at lower floors; and seeking minor relaxation of PR (domestic PR from 5 to 6) and BH (from 80mPD to 100mPD) as part of the Section 16 planning application to the Town Planning Board (TPB).

(c) The Proponents submitted a Section 16 planning application No. A/K15/132 on the aforementioned proposal to the TPB on 9 January 2025.

(d) In terms of the adjacent developments, the Yau Tong Bay "CDA" zone and the Yau Tong Sewage Pumping Station (YTSPS) operated by Drainage Services Department (DSD) were situated to the north of the Site, whereas the "CDA(1)" to "CDA(5)" zones at Yau Tong Industrial Area were

located to the south of the Site. Those waterfront sites zoned as "CDA" were mostly under private ownership, in which the concerned developers would be required to provide a PWP with a minimum width of 15m in accordance with the relevant OZP. Some of the promenades within the "CDA" zones had gradually been opened to the public since 2024, while remaining parts were pending redevelopment projects to be undertaken by private developers. As regards the YTSPS, the Harbour Office obtained DSD's in-principle agreement to set back its facilities with a view to opening up the waterfront areas, yet its implementation would be subject to such factors as the availability of resources.

Presentation by the Project Proponents

3.4 With the aid of a PowerPoint, **Mr LEE Wai-lam** from ARUP presented to Members the proposal.

Discussion

Overall comments

3.5 **The Chairlady** mentioned that in so far as the town planning applications within the harbourfront area discussed in KTF were concerned, it was suggested to take into consideration how the proposed changes in planning parameters under the concerned application would provide substantial benefits to the general public from the harbourfront development perspectives. The Harbour Planning Principles and Guidelines would also serve as a useful reference when reviewing such applications. As for the subject agenda item, the Proponents proposed an increase in BHR from 80mPD to 100mPD and the domestic PR from 5 to 6, both about 20%, which were fairly substantial. Besides, in view of its location, the Site occupied a certain level of importance in enhancing harbourfront connectivity within the Yau Tong area. In this connection, **the Chairlady** suggested that Members might give comments with the above background in mind.

3.6 **Mr Ivan HO, Mr Chiky WONG, Miss Sam LOK, Sr Vincent HO, Mr Paul ZIMMERMAN, Dr CHUNG Shan-shan and Ms Corrin CHAN** expressed appreciation to the Proponents for the initiative of improving harbourfront environment by providing a 15m-wide PWP and retail facilities under the proposal.

Harbourfront connectivity

3.7 **Mr Ivan HO** commented that the proposed PWP under the current proposal did not provide connections with the adjoining land lots, i.e. the YTSPS and the existing concrete batching plant. Stressing the importance attached to the harbourfront connectivity along the harbourfront, **Mr HO** opined that there was difficulty in rendering full support to the proposed PWP development since the current layout of the PWP appeared as if it were a 'private garden' for the future residents of the Site and customers of the lower-floor retailers only, rather than a leisure open space opened for the general public.

3.8 To ameliorate such situation, **Mr Ivan HO** suggested that the Proponents review whether any enhancement could be made by facilitating the connection with at least one of the adjoining lots of the Site. Using the YTSPS as an example, with a view to putting in place a seamless connection between the Site and Ko Fai Road, the Proponents were suggested to favourably explore the feasibility of connecting with and developing the setback area of the YTSPS site, noting that DSD had agreed to a set-back of about 4m wide from the sea frontage to pave way for future PWP development, and on the understanding that the recent financial conditions of the Government might make it difficult for the Government to make such enhancement on its own without private participation. **Mr HO** therefore suggested that the Government, the private developer or the two parties work together to undertake the design and construction of the setback area so that a continuous PWP could be provided.

3.9 **Ms Corrin CHAN**, **Miss Sam LOK and Sr Vincent HO** expressed similar views on the connectivity. In particular, **Miss LOK** enquired whether an implementation timetable for promenade developments at the adjoining lots of the Site in order to ascertain the merits of the proposed PWP development by the Proponents. **Mr Paul ZIMMERMAN** also enquired about DSD's schedule to set back its waterfront portion.

3.10 **Ms Leonie LEE** responded that the Government attached importance to enhancing the connectivity of the Victoria Harbourfront as far as practicable. Under this general direction, DSD had agreed to set back about 4m from the sea frontage within the YTSPS to facilitate the future harbourfront connection, although the detailed implementation programme would be subject to availability of resources.

3.11 **Ms Vivian LAI** supplemented that the nearest public roads to the waterfront portion of the Site would be Ko Fai Road to the north of YTSPS. For YTSPS, if proceeding smoothly, DSD would be able to complete necessary minor works by end-2026 so that a setback area of 4-m in width could be released for future promenade development. On the other hand, there was no redevelopment schedule for the concrete batching plant since it would be subject to the private developer's initiative.

3.12 **Mr YUEN Yuk-sing** responded that the concrete batching plant to the south of the Site was owned by a sister company of the developer, the redevelopment plan was not known. That said, the Proponents would like to take the initiative to provide the PWP for public enjoyment and emphasised that the design of the PWP will also allow for future connection with the wider PWP network and future development to its south. Regarding the YTSPS, there were uncertainties about when the set-back area would be available for promenade development; the agent to manage and maintain the promenade portion of the YTSPS; and if it would be managed by the Government, when the promenade at the set-back area of the YTSPS, once completed, had to be handed over to it. Given these uncertainties, it was difficult to make any commitments at this stage, except that the Proponents would ensure that the 15m-wide PWP within the Site could be properly connected with the adjacent promenade section in YTSPS once completed.

3.13 **Ms Vivian LAI** explained that the land-related matters, as well as the relevant obligations, could be discussed when the Government was to enter negotiation with the concerned developer at a suitable juncture under standard procedures.

Proposed relaxation of BHR and domestic PR

3.14 **Ms Corrin CHAN** expressed reservation on the proposed relaxation of BHR and domestic PR, since there were not much details on how the relaxation might impact on the surrounding area, such as natural air ventilation and lighting. It was also unclear whether it would provide positive gains for the public. The Proponents were therefore suggested to elaborate more to make the case more convincing.

3.15 In order to assess whether the planning application should be supported, **Sr Vincent HO** similarly suggested that the Proponents elaborate more on the justifications and the assessment on the implications on harbourfront development.

3.16 **Mr Dicky LIU** responded that since the proposed PWP would likely be managed and maintained by the developer in the future, and since a setback of 15m for PWP development and a setback of another 5m facing Tung Yuen Street would result in a reduction of the developable area for possible residential development by approximately 25%, a moderate relaxation of PR and BHR was proposed to increase the site development potential and capacity in a bid to meet the financial burden of those management obligations and to provide more domestic floor spaces.

3.17 **Mr Dicky LIU** added that an air ventilation and wind assessment were conducted. It was believed that the proposed design, with setbacks of 15m and 5m at the sea-facing and inland-facing parts of the Site respectively, as well as a 5m-wide public passageway fronting Tung Yuen Street as a ventilation corridor to enhance airflow, could provide a better condition for the surrounding area than the existing situation.

3.18 **Ms Natalie LEUNG** supplemented that the proposed development adopted a stepped height profile to ensure visual and environmental compatibility with the surrounding area. The residential band fronting the Victoria Harbour was proposed to be designed at 80mPD, while the residential band at the inland portion adjacent to Tung Yuen Street was proposed to be designed at 100mPD, which was consistent with the building height of developments on the northern side of Tung Yuen Street. Besides, under a comprehensive assessment covering various aspects including transport, environmental, drainage and sewerage, air quality, air ventilation and landscape, it was confirmed to pose no adverse impacts on the surrounding environments.

Promenade design and management

3.19 **Mr Ivan HO** commented that the layout and design of the proposed PWP development appeared preliminary and that not much details, such as environmentally-friendly designs and sustainability elements, were provided in the presentation. Besides, in view of the site constraints and the limited area, **Mr HO** was concerned about whether planting trees at the setback area facing Tung Yuen Street within the Site was feasible.

3.20 **Ms Iris HOI** enquired whether the Proponents could provide more details on the spatial distribution of the facilities within

the proposed PWP in order to demonstrate elements of harbourfront vibrancy.

3.21 **Mr LEE Wai-lam** responded that the proposal adhered to relevant sustainability standards and guidelines and aimed to provide comfortable pedestrian access. A detailed design would be provided at a later stage, during which more sustainable features would be incorporated. Besides, as sufficient space facing Tung Yuen Street must be reserved for vehicle access, the entrance to the 5m-wide public passageway as well as for the residents' entrance, one tree was proposed to be planted at the northwest corner of the Site only. The additional 1.5m setback area facing Tung Yuen Street, on top of the 3.5m setback as required under the outline development plan, was meant to facilitate shrub planting for improving the streetscape. Nonetheless, the primary planting zone would be allocated to the proposed PWP (i.e. about one-fourth or 608m^2 of the Site).

3.22 **Sr Vincent HO** commented that the width of the proposed PWP should be comparable with the nearby PWP and that the width should be sufficient such that a comfortable leisure space could be provided for the general public, taking into account the fact that some spaces would have to be occupied by soft landscaping and other facilities. On the other hand, **Sr HO** suggested revisiting the design of the proposed 5-m passageway so as to make it more integrated with the design of the proposed PWP and welcoming for use by the general public. Under the current proposal, the proposed passageway appeared quite long and looked like a tunnel. **Ms Iris HOI** shared similar views on the design of the passageway.

3.23 **Mr LEE Wai-lam** responded that they had made reference to nearby promenade developments at Montego Bay and the Coast Line I & II, of which the width was also about 15m; and that the development parameters, including the proposed width, of the PWP of the Site was also comparable with those of the promenade at Montego Bay.

3.24 In terms of facilities, **Mr Paul ZIMMERMAN** would like the Proponents to ensure that outdoor seating with tables and chairs be provided nearby retail facilities within the proposed PWP, using the example of the West Kowloon Cultural District as a reference. Besides, he recommended the inclusion of landing steps within the Site.

3.25 **Mr Dicky LIU** responded that hard-paved area within the

proposed PWP would be reserved for providing seating and loose furniture in front of food & beverage area, of which details would be subject to detailed design stage. **Mr LEE Wai-lam** added that, as maximum non-domestic PR of 1 had been provided under the relevant OZP, it was the intention to make the harbourfront vibrant by providing retail and food & beverages facilities. Separately, upon review of the availability of the existing landing steps and the planning of new ones under various approved Planning Applications (a total of 7 landing steps) in the vicinity of the Site, it was considered not necessary to reserve space for providing landing steps within the Site.

3.26 **Ms Vivian LAI** indicated the locations of various existing landing steps in the vicinity, including one each at the northern and southern shores of the Yau Tong Bay CDA Zone; one at the end of Ko Fai Road near YTSPS; another one near CDA(3); and one more near the Sam Ka Tsuen Ferry Pier.

3.27 **Dr CHUNG Shan-shan** mentioned the importance of adhering to the Harbour Planning Principles and Guidelines, such as connectivity, harbourfront vitality, sustainability, etc.

Other comments

3.28 **Mr Chiky WONG** was concerned about the potential impact of odour from the nearby YTSPS. **Mr Dicky LIU** responded that a consultancy study had confirmed that the Site would not be impacted by the problem of odour, as the YTSPS operated as an enclosed indoor facility.

3.29 In terms of execution of the proposal, **Mr Chiky WONG** enquired how the proposal PWP development could be reflected in the land lease, or whether the land lease could explicitly stipulate the Proponents' obligation with regard to the management and operation of the PWP. **Ms Vivian LAI** responded that modification of land lease conditions might take place at a later stage, during which relevant new conditions concerning the future management and maintenance of the PWP could be incorporated into the modified land lease upon mutual agreement with the developer. Furthermore, comments from KTF Members would be taken into account by TPB for suitably incorporating into the planning conditions to be imposed on the Proponents.

Way Forward

3.30 **The Chairlady** concluded that while KTF expressed appreciation to the proposal for providing a PWP within the Site, in order to make the proposal more convincing from the harbourfront development perspectives and to obtain the full support from KTF, considerations should be given to enhancing the harbourfront connectivity in the aspects discussed above as public gains.

[Post-meeting note: The KTF Secretariat issued a Gist of Major Comments to PlanD for their follow-up with the Proponents on 17 April 2025.

Item 4 Any Other Business

Business raised by Member

4.1 **Mr Paul ZIMMERMAN** enquired about the updates on and recent status of the harbourfront; and suggested that reports such as the Action Area Table which was circulated previously be provided regularly to keep Members informed. **Ms Leonie LEE** responded that the Secretariat was preparing relevant reports outlining the necessary updates corresponding to the respective Task Forces in the context of the Harbourfront Commission (HC) meeting.

[Post-meeting note: At the 46th HC meeting on 6 May 2025, a progress report from the HC's Task Forces (including the part under KTF) covering the reporting period from April 2024 to March 2025, was circulated to Members and discussed.]

Date of next meeting

4.2 **The Chairlady** said that the Secretariat would inform Members of the date of the next meeting in due course.

4.3 There being no other business, the meeting adjourned at 3:50 p.m.

Secretariat
Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Harbourfront Commission
May 2025

ARUP

By Fax (2877 0245) and Email (tpbpd@pland.gov.hk)
25 July 2025

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The Secretary
Town Planning Board
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333 Java Road
North Point
Hong Kong

Your ref TPB/A/K15/132
Our ref 298523/00/MYNL/LYRC/05580

Dear Sir/Madam

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon (Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments received from various Government departments between 14 and 18 July 2025 on the captioned Planning Application.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) together with Replacement Pages of Updated Environmental Assessment (**Appendix A**), Replacement Pages of Updated Drainage & Sewerage Impact Assessment (**Appendix B**), Replacement Pages of Updated Air Quality Impact Assessment (**Appendix C**), Replacement Pages of Updated LMP Report (**Appendix D**) and Replacement Pages of Updated Visual Impact Assessment (**Appendix E**) in support of the Planning Application for your consideration.

This submission only serves as technical clarifications without changing the scheme or includes any major changes in the assumptions, methodologies, findings and the proposed mitigation measures, and thus should be exempted from recounting requirement.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Mr. Ryan CHAN at [redacted].

Yours faithfully

Natalie Leung
Associate Town Planner

d [redacted]
e [redacted]

RECEIVED
25 JUL 2025
Town Planning Board

Enc – 4 copies of the Responses-to-Comments Table (Attachment A) and Appendices A to E
cc – DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
– DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
– Client

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

Comments from Related Departments — Page No.

1. Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 18 July 2025 2
2. Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 16 July 2025 2
3. Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 16 July 2025 3
4. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 15 July 2025 3
5. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 18 July 2025 7
6. Highways Department, Lighting Division, Section 2 (Kowloon, Shatin, Sai Kung, Tai Po Districts Road Lighting), dated 16 July 2025 9
7. Lands Department, Lands Administration Office, District Lands Office, Kowloon East, dated 16 July 2025 10
8. Leisure and Cultural Services Department, Administration Division, Planning Section, Planning Team 3 (Kwun Tong, Sham Shui Po, Tsuen Wan, Tuen Mun, Wong Tai Sin & Yuen Long Districts, & Cultural Projects), dated 16 July 2025 11
9. Marine Department, Planning & Services Division, Planning, Development and Port Security Branch, Planning and Development Section (1), dated 15 July 2025 12
10. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 18 July 2025 13
11. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 15 July 2025 13

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 18 July 2025**	
	The Applicant's proposal to take up the design and construction works of the setback area fronting the Drainage Services Department (DSD)'s Yau Tong Sewage Pumping Station (YTSPS) (hereafter "DSD setback area") is welcomed, considering that the aforesaid proposal could address comments raised by Members of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF) at the 49th KTF meeting on 14 March 2025, and that the aforesaid proposal is anticipated to bring about positive impacts on the provision of a connected and accessible harbourfront.	Noted.
	Noting that the response provided by your R-t-C table (item 3) appears somewhat ambiguous *(For example, the opening of the Applicants' response reads that they "would take up the construction works of the setback area…" whereas the final paragraph in the same response reads that "**the Applicants are committed to coordinate on the design of the proposed waterfront promenade**")*. As such, please confirm the applicants would take up **the design** and construction of the setback area (about 4.3m-wide setback) fronting the DSD's YTSPS for opening waterfront promenade.	Noted and please be confirmed that the Applicants are committed to take up the design and construction works of the setback area fronting the Drainage Services Department subject to the relevant Government departments' agreement on the draft basic terms via our previous submission of Further Information dated 24 Jun 2025.
	Should any comments be received from KTF Members, we will provide to you separately.	Noted.
2.	**Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 16 July 2025**	
	Please find the following comments/responses to the item 3 of the R-to-C table regarding the applicant's proposed waterfront promenade proposal and terms at DSD YTSPS (i.e. about 4.3m wide setback area):	

	1. The Applicant shall demolish the existing structures within the (approx. 4.3m-wide) set back area of the pumping station., i.e. existing boundary wall, pavement, plinth and/or curb etc. The C&D materials shall be handled by the Applicant.	Noted.
	2. The setback area can be released starting from Q3 2026 tentatively.	Noted.
	3. The Applicant shall design and construct the new boundary wall for the existing pumping station, with detailed design to be submitted for DSD's comments and approval during the design stage including submission and/or presentation to Vetting Committee on Aesthetic Design of Pumping Station Buildings (VCAB) of DSD for the approval of aesthetic design.	Noted.
3.	**Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 16 July 2025**	
	I have no comment on the subject submission from public drainage / sewerage operation and maintenance point of view but the following for your note:	Noted.
	(i) The proposed site shall tally with the approved Drainage Impact Assessment report including assumptions such as the paved/unpaved ratio and drainage connections.	Noted.
	(ii) Please be reminded that the proposed sewerage connections should be consistent with the approved Sewerage Impact Assessment report.	Noted.
4.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 15 July 2025** **<u>EPD's comments on revised EA</u>** **<u>Noise impact</u>**	

	It is noted that some noise sections of the report are missing in this report (page 1-3 to 4-1). Please check and review the report.	Please be advised that only revised pages of technical assessments will be submitted in this round of submission of Further Information. A consolidated version of the report will be issued in the next round taking into account of your further comment, if any.
	<u>Waste management and land contamination issues</u>	
	(1) **Response to Comment (2) - Para. 5.4.5**	
	(a) Please review whether the amendment below is reasonable and accurate.	
	"It is assumed that ~~all buildings~~ the building is ~~are~~ 7-story with 3m floor height.	Noted and revised in **para 5.4.5** of **Appendix A (Replacement Pages of Updated Environmental Assessment)**.
	(b) In addition to the segregation of C&D materials, the Consultant shall prioritise on-site reuse of the inert C&D materials and recycling of the non-inert portion before delivering them off the Project Site. Please update the last sentence for clarity. Alternatively, considering that the above has already been discussed in Para. 5.4.6 and Para. 5.4.7 may remove the last sentence accordingly to avoid confusion.	Noted.
	(c) The total amount of inert and non-inert C&D materials does not tally with those estimated from demolition, excavation and building construction. The Consultant shall carefully review and update as appropriate.	Noted and revised in **para 5.4.5** of **Appendix A**.
	(d) The Consultant is advised to discuss the quantity estimation of C&D materials during the site formation, which has been incorporated in Table 5.1.	Noted and revised in **para 5.4.5** of **Appendix A**.
	(2) **Response to Comment (2) - Para. 5.4.21**	
	(a) According to Appendix 1.1, the proposed basement carpark shall reach -4.60mPD. Please update the depth in the 5th sentence.	Noted and revised in **para 5.4.21** of **Appendix A**.
	(b) Please revise "land-based" to "land-based sediment" in the last sentence for clarity.	Noted and revised in **para 5.4.21** of **Appendix A**.
	(3) **Response to Comment (2) - Para. 5.4.22**	

	Please remove the duplicated "In case land-based sediment are anticipated" in the second sentence to avoid confusion.	Noted and revised in **para 5.4.22** of **Appendix A**.
	(4) **Response to Comment (2) - Para. 5.4.23**	
	Please clarify the relevance of the Study Brief of Tuen Mun South Extension (ESB-332/2020) to this Project. The Consultant shall carefully review and remove the irrelevant content accordingly to avoid confusion.	Noted and revised in **para 5.4.23** of **Appendix A**.
	(5) **Response to Comment (2) - Para. 5.4.24**	
	The Consultant shall carefully review the relevance of the approved EIA Report before making reference to their content. Since this is not an EIA submission, please review the second sentence regarding the discussion of submission requirements during the EIA Stage.	Noted and revised in **para 5.4.24** of **Appendix A**.
	(6) **Response to Comment (7) – Table 5.1**	
	(a) Footnotes (b) to (e) do not match with their corresponding indicative mark-ups, please carefully review and update as appropriate.	Noted and revised in **Table 5.1** of **Appendix A**.
	(b) Please clarify whether there would be a possible double-counting of the quantity of inert C&D materials from basement excavation. If affirmative, please incorporate a footnote to briefly discuss the assumption adopted alongside the potential existence of land-based sediment.	Noted. The assumption of the Inert C&D Materials generated from excavation may have double-counting with the land-based sediment, The actual volume is subject to the detail design stage. Footnotes have been added in **Table 5.1** of **Appendix A**.
	(c) The Consultant shall review whether the maximum number of dump trucks anticipated for the delivery of inert C&D materials shall be 26 trucks /day. If affirmative, please update footnote (b) for clarity.	Noted and revised in **Table 5.1** of **Appendix A**.
	EPD's comments on revised DSIA report	
	Reference	
	– **Section 3.2.3**	
	The previous comment has not been addressed:	

	Please review and revise the UFF for Job Type J11 Community, Social & Personal Services	Noted and revised in **Section 3.2.3** of **Appendix B (Replacement Pages of Updated Drainage & Sewerage Impact Assessment)**.
	– **Appendix 3.1 Table 3a** **Ø Part 5. (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market)**	
	The previous comment has not been fully addressed:	
	Please review and revise the commercial UFF adopted for the estimation of sewage generation	Noted and revised in **Appendix 3.1 Table 3a** of **Appendix B**.
	– **Appendix 3.1 Table 3b** **Ø Part 4. (Gloria Weaving & Knitting Factory Limited)**	
	It is noted that the estimated sewage flow is significantly reduced in this revision, please explain in detail and be reminded to highlight the revised / updated content of the SIA report in next submission to facilitate review.	Noted and revised in **Appendix 3.1 Table 3b** of **Appendix B**.
	– **Appendix 3.1 Table 3c** **Ø Catchment C** **Ø Catchment D** **Ø Catchment E**	
	With reference to the pipe materials and half-depth flow velocities, please review and revise the pipe roughness values for Pipe ID No. FWD4036724, FWD4036732, FWD4036733 and FWD4036743	Noted and revised in **Appendix 3.1 Table 3c** of **Appendix B**.
	– **General**	
	Please re-visit the assessment based on above comments	Noted.
	Please note that the implementation of sewerage works shall also meet the satisfaction of DSD	Noted.
	Given some of the invert levels in the hydraulic capacity checking are based on assumption, site surveys at the later stage to verify the invert levels and revised SIA Report should be provided accordingly	Noted.
	Please also note that this office only provides comments on contents related to sewerage	Noted.

	planning. For contents related to drainage impact, please seek views from DSD	
	The consultant is suggested to provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.	Noted.
	EPD's comments on revised AQIA	
	To be provided once available.	Noted.
5.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 18 July 2025**	
	Please find our final batch comments on the FI3 for follow up.	
	EPD's comments on revised EA (revised AQIA)	
	Previous Comments under R-to-C	
	1. #1 & Appendix 2.11: Please indicate which the road links are considered with and without start emissions respectively. Please show the Road Link No. 74. Also, the two circles about catchment area should be removed. Instead, please show the 500-m assessment area for air quality. Besides, please explain what the existing vehicular access point is and whether and how it is considered in the assessment.	Please note that start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach. The irrelevant vehicular access point is removed to avoid confusion. Please refer to updated **Appendix 2.11** of **Appendix C (Replacement Pages of Updated Air Quality Impact Assessment)**.
	2. #3 & Figure 2.2: The response is irrelevant. Figure 2.2 shows the ASR during construction phase as referred to Table 2.6. Please revise the locations of A05 & A06 to the nearest points from the proposed development.	Please refer to updated **Figure 2.2** of **Appendix C**.
	3. R-to-C #4 & Figure 2.4/2.5: As the locations and names of Architectural Salvage Store (YTML 25 &Ext) & Architectural Salvage Store (全記五金貿易有限公司) are not included in Figure 2.4, they should be	**Figure 2.4-2.5** of **Appendix C** are updated.

	included in Figure 2.5. Please review and revise the Figure accordingly.	
	4. # 5 & Appendix 2.8 & 2.11: It is noted from the street view in GoogleMap that the road section for truck transport inside the CBP covers a wider portion (including both covered and uncovered area). Also, please carefully review if the trucks would travel inside the CBP for unloading/loading operation. If so, the travelling distance should extend further inside the CBP.	Based on site observation, the trucks would travel inside the covered area (around 2.5-3m) for unloading/loading operation. However, dust control measures like frequent watering of the site and wheel-washing are observed, solid structure of the CBP also served as barrier that abates the direct spread of emission from haul road and trucks to the application site. In view of the above, the emission from truck travelling inside the CBP would be minimal. Nevertheless, in order to avoid underestimation from truck travelling inside the CBP, minor extension on the travelling distance would be updated at later stage (i.e. in approval condition of the subject planning application (AQIA)).
	5. #6 & Appendix 2.2 & 2.11: The number of trucks as assumed in these appendices are not consistent. Please review and rectify the inconsistency.	Based on on-site observations, the number of trucks within Redland Concrete Ltd Haul Road was 17, and **Appendix 2.2** of **Appendix C** is revised.
	<u>Previous Comments under Report</u>	
	6. #21 & Section 2.11.4: It is noted that the tentative completion year of the proposed enhancement works at DSD's YTSPS overlaps the anticipated completion year of the proposed development. While it is mentioned in Sections 2.11.4 and 3.1.6 of the AQIA Report that the occupation date of the Proposed Development would not be earlier than the completion date of the YTSPS enhancement works, the applicant should assess the potential odour impacts on the proposed development from the enhanced TYSPS quantitatively based on a reasonably worst-case scenario in order to identify and implement necessary odour mitigation measures before the construction of the project. The correspondence with DSD cannot be found in Appendix 2.11. Please check.	Noted. Please refer to the correspondence with DSD can be found in **Appendix 2.21** of **Appendix C**.
	7. #22 & Section 2.11.9: The response is irrelevant. This section discusses the sewage system improvement for Lei Yue Mun which	The sewage system improvement for Lei Yue Mun which was completed in Year 2023

	is said to be completed in Year 2021, instead of the YTSPS as mentioned in the R-to-C. Please carefully review and address the comment accordingly. Besides, the provided link in Ref-9 is not accessible. Please revise the link.	and the link in **Ref-9** of **Appendix C** is updated.
	8. #24 & Section 3.1.3 & Appendix 2.20: Please specify the floor levels and their heights where air sensitive uses, openable windows and fresh air intakes will not be located in both Section 3.1.3 and Appendix 2.20 and provide the contours at the proposed height for the fresh air intake if necessary.	**S3.1.3** and **Appendix 2.20** of **Appendix C** are updated.
	Previous Comments under Appendix 2.2	
	9. #2: "Annex I" should read "Annex 2" and "Technical, Management and Monitoring Requirements" should read "Best Practicable Means" in the quoted BPM. Please revise them.	**Appendix 2.2** of **Appendix C** is updated.
	Previous Comments under Appendix 2.8	
	10. #1: There is no relevant information in Appendix 2.22 regarding the parameters of wind erosion of sand barge of the CBP. Please review and revise the reference.	**Appendices 2.8** and **2.22** of **Appendix C** are updated.
	Previous Comments under Appendix 2.16	
	11. #1 & #2: Revised Appendix A2.16 is not provided in the FI.	**Appendix 2.16** of **Appendix C** is provided.
	Report	
	12. Table 2.4: Please check whether annual FSP in year 2023 exceeds AQO or not and add a foot note to clarify if necessary.	Annual FSP in year 2023 exceeds AQO, and **Table 2.4** of **Appendix C** is updated.
6.	**Highways Department, Lighting Division, Section 2 (Kowloon, Shatin, Sai Kung, Tai Po Districts Road Lighting), dated 16 July 2025**	
	Please note that this office has no objection in principle subject to the following items from public lighting point of view:	Noted.
	(i) If amendment of any existing public lighting utilities is required, including any temporary amendments, please submit the proposal with necessary lighting simulations for our	Noted.

	consideration. Sufficient lighting level shall be maintained during construction stage.	
	(ii) Precautionary measures shall be taken to avoid any damage to the lamp posts and public lighting installations during the course of the development. The project proponent shall be responsible for rectification of any damage of public lighting installation aroused by the works at the project proponent's own cost.	Noted.
	(iii) Lighting proposal of the surrender area which forms part of public road shall be submitted to this office for agreement.	Noted.
7.	**Lands Department, Lands Administration Office, District Lands Office, Kowloon East, dated 16 July 2025**	
	"(iii) The Government Land shall be designated as a Yellow Area under the provision of the Land Grant to allow for the Applicants to carry out the construction works."	Noted.
	If the planning application is approved by the Town Planning Board, the owner(s) of Yau Tong Marine Lot No. 70 is required to apply to the Lands Department (LandsD) for a lease modification to implement the proposal. The terms of the proposed modification, including but not limited to whether the mentioned Government Land would be designated as a Yellow Area or not, would be considered during the processing stage of the lease modification application. It is pre-mature at this stage to presume that the Government Land would be designated as Yellow Area under the proposed modification, not to mention that as a pre-requisite the proposal shall be subject to prior agreements from the relevant government departments and the management/ maintenance departments shall be identified for taking up the proposed waterfront promenade/ access connecting Ko Chiu Road upon completion.	
	"(v) All detailed technical specifications shall be provided by LandsD/ LCSD including type of paving, fence wall, railing, lighting, lux level, drainage, etc."	Noted.

	LandsD is neither a works department in a position, nor having the expertise to provide any technical specifications. *"(vii) The construction of proposed waterfront promenade at the setback area of the DSD's YTSPS will only be provided subject to premium deduction."* If the planning application is approved by the Town Planning Board, the owner(s) of Yau Tong Marine Lot No. 70 is required to apply to the LandsD for a lease modification to implement the proposal. The terms of the proposed modification would be considered during the processing stage of the lease modification application. However, there is no guarantee that the lease modification application will be approved. Such application, if received by LandsD, will be considered by LandsD acting in the capacity as the landlord as its sole discretion. In the event any such application is approved, it will be subject to such terms and conditions including, among others, the payment of premium and administrative fees as may be imposed by LandsD.	Noted.
8.	**Leisure and Cultural Services Department, Administration Division, Planning Section, Planning Team 3 (Kwun Tong, Sham Shui Po, Tsuen Wan, Tuen Mun, Wong Tai Sin & Yuen Long Districts, & Cultural Projects), dated 16 July 2025** Please find the following comments/responses to the item 3 of the R-to-C table regarding the applicant's proposed waterfront promenade proposal and terms at DSD YTSPS (i.e. about 4.3m wide setback area): To my understanding, the subject site lies outside the Yau Tong Bay CDA where the waterfront promenade will be surrendered to the Government for management upon completion with Recurrent Cost (RC) secured under Shadow Bid. RC is the prerequisite consideration for assuming future management and maintenance responsibilities of new leisure facilities. Without confirmation of RC, this office has reservation on assuming future management and maintenance responsibilities related to the proposed waterfront promenade.	Noted.

	Please take note to the following technical advice: The design, provision, management of the POSPD should be governed by the POSPD Design and Management Guidelines issued by Development Bureau. Nevertheless, our observation from leisure management point of view are as follows: • Despite the involvement of multiple developers for waterfront promenade in Yau Tong, the landscape design across the waterfront promenade should maintain visual and functional continuity. • For item IV of the draft terms, harmonized paving block, barrier, handrail, furniture, signage, lighting, drainage cover etc. should be provided at the 4.3 metre setback area of DSD's YTSPS to create uninterrupted pedestrian flow and cohesive promenade experience. • Clear demarcation to delineate the boundaries of responsibilities for management and maintenance between the promenade area and adjacent marine structures such as seawall, landing steps, mooring points should be established. • The project developer should adhere to statutory requirement and relevant design manuals, including but not limited to POSPD Design and Management Guidelines, Development Bureau's Technical Circulars, Practice Notes and Guidelines on Greening, Landscape and Tree Management, and Buildings Department's Barrier Free Access Design Manual.	 Noted. Noted. Noted. Noted. Noted.
9.	**Marine Department, Planning & Services Division, Planning, Development and Port Security Branch, Planning and Development Section (1), dated 15 July 2025** Marine department have no adverse comment on the application. However, as the proposed site is near the seafront, please be reminded that if marine works will be involved, the project proponent must comply with Marine Department Notice No. 23/2020. Additionally, it is important to provide detailed information regarding the	 Noted.

	marine works to the Marine Department in advance and ensure compliance with all relevant marine legislation.	
10.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 18 July 2025** The building layout illustrated in Dwg. No. A-07 (Section A-A') and Dwg. No. A-08 (Section B-B') are not tallied with Landscape Section A and Landscape Section B respectively, please clarify and rectify.	Noted and please refer to **Appendix D (Replacement Pages of Updated LMP Report)** for updates.
11.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 15 July 2025** **Detailed Comments/Observations** **VIA** VP2 1. **Para. 5.1.15** – As commented previously, although the Proposed Scheme, with the proposed stepped BH profile descending from 100mPD at its inland portion to 80mPD near the waterfront area, "remains highly compatible and integrated with the surrounding high-rise residential developments", the portion with BH of 80mPD cannot be seen from this VP, and the Proposed Scheme with a maximum BH of 100mPD will further obstruct a minor portion of the sky view compared with the Baseline Scheme with a BH of 80mPD as shown on the photomontage. In this regard, it would be more tenable to grade the overall visual impact for VP2 from "Negligible" to **"Negligible to Slightly Adverse"**. VP4 2. **Paras. 5.1.24 and 5.1.27** – As commented previously, although "the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster", the topmost part of the proposed development would be noticeable from this VP and a minor portion of the open sky view would	Noted. Despite the Proposed Scheme would obstruct views of open sky and Quarry Bay across Victoria Harbour when compared with the Baseline Scheme, please be advised that the incorporation of stepped building height (BH) profile will effectively reduce the overall visual bulk and maintain the visual character of a transition from the hinterland to waterfront area in the YTIA. The Proposed Scheme will form part of the YTIA in the background at this distant view. The view of existing developments in the YTIA remains as a significant visual component at this VP. Therefore, the overall visual impact to this VP shall consider as **negligible** with the mitigation by design measures. Noted and please refer to **para 5.1.24** and **5.1.27** of **Appendix E (Replacement Pages of Updated Visual Impact Assessment)** for updates. Please be advised that only a minor portion (topmost part) of the Proposed Scheme would impede the visual permeability to the open sky view when

	be further obstructed as shown on the photomontage. In this regard, it would be more tenable to grade the "Effects on Visual Obstruction and Visual Permeability" and overall visual impact for VP4 from "Negligible" to "**Negligible to Slightly Adverse**".	compared with the Baseline Scheme, the effects on visual obstruction and visual permeability induced by the Proposed Scheme shall consider as **negligible to slightly adverse**. Notwithstanding the above, the Proposed Scheme is harmonically blended in with surrounding existing and planned residential developments. The incorporation of stepped BH profile will effectively maintain the visual character of a transition from the hinterland to waterfront area in the YTIA, respecting the gradation of BH profile descending towards the Victoria Harbour. The Proposed Scheme will largely form part of the YTIA in the background at this distant view. The view of existing and planned residential developments in the YTIA remains as a significant visual component and the open sky view can still be preserved under the Proposed Scheme. Therefore, the overall visual impact to this VP shall consider as **negligible** with the mitigation by design measures.
	VP5	
	3. **Paras. 5.3.30 and 5.1.32** – As commented previously, although "the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster", a minor portion of the mountain backdrop would be further obstructed as shown on the photomontage. In this regard, it would be more tenable to grade the "Effects on Visual Obstruction and Visual Permeability" and overall visual impact for VP5 from "Negligible" to "**Negligible to Slightly Adverse**".	Noted and please refer to **para 5.1.30** and **5.1.33** of **Appendix E** for updates. Please be advised that the Proposed Scheme would induce only slight obstruction to the mountain backdrop which is considered minimal when compared with the Baseline Scheme, the effects on visual obstruction and visual permeability induced by the Proposed Scheme shall consider as **negligible to slightly adverse**. Despite a minor relaxation of BH under the Proposed Scheme, the Proposed Scheme will not obstruct the ridgeline at the back, resulting in no significant difference in visual obstruction. The view of existing and planned residential developments along Yau Tong waterfront and Cha Kwo Ling area remains as a significant visual component and the open sky view can still be preserved under the Proposed Scheme. Therefore, the overall visual impact to this VP shall

		consider as **negligible** with the mitigation by design measures.
	Summary of Visual Impact and Conclusion	
	4. **Table 5-3** – As commented previously, the ratings in the table should be revised as per the comments above.	Noted and please be advised that the Proposed Scheme at all 6 VPs are considered visually acceptable as compared with the Baseline Scheme. With compatible development intensity in the YTIA and incorporation of design measures, the Proposed Scheme would naturally blend in with the surrounding built environment and in full respect to the stepped BH profile of the Yau Tong waterfront area. Thus, the ratings in **Table 5-3** of **Appendix E** shall remain unchanged.
	5. **Para. 6.1.3** – As commented previously, as per the **above** comments, it should be revised to read as "…the Proposed Scheme will result with "Negligible" to "**Negligible to Slightly Adverse**" visual impact…".	Noted and please refer to our response above.

(Last Updated on 25 Jul 2025)

Appendix A

Replacement Pages of Updated Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN “RESIDENTIAL (GROUP E)” ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

ENVIRONMENTAL ASSESSMENT

Date	July 2025
Prepared by	Wendy Tin / Kyle Kam Environmental Consultant / Assistant Environmental Consultant
Signed	
Approved by	Tony Cheng Senior Manager
Signed	
Project Reference	CRC_4TYSEI00
Document No.	R9624_v1.3

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- General refuse generated by the workforce;
- Chemical and oily wastes due to maintenance of equipment; and
- Asbestos Containing Materials (ACM)

Key sources of C&D materials

It is anticipated that the majority of C&D materials will be generated from the following key construction activities:

- Demolition existing industrial buildings;
- Site Clearance.
- Site formation;
- Excavation of ground for basement of the Proposed Development; and
- Building construction.

C&D Materials

5.4.2 C&D materials comprise mainly of unwanted materials, including surplus materials arising from excavations that are generated from the works (e.g. site clearance, demolition works of substructure, site formation works, excavation work for basement). Inert soft C&D materials comprise of soil, sand, clay, slurry, etc., while hard C&D materials comprise of crushed concrete, asphalt, rock, etc. The amount of non-inert C&D materials generated during site clearance would be minor (as there is little vegetation at the Application Site). C&D materials may comprise different types of materials, including:

- Inert C&D materials (also known as public fill, including soil, rock debris, rubble earth, concrete, etc.) do not decompose and are suitable to reuse as filling materials for land reclamation and site formation. Inert C&D materials could be reused on-site as filling materials. For those inert C&D materials that cannot be reused should be delivered to CEDD designated public fill reception facilities.
- Non-inert C&D materials (also known as C&D waste, including bamboo, timber, paper, metal, glass, plastic, packaging wastes, etc.). Non-inert C&D materials should be reused or recycled as far as possible. For those non-inert C&D materials that cannot be reused or recycled, they should be disposed of at designated landfill sites as last resort.

5.4.3 The general waste management strategy is to avoid waste generation in the first place. Should it be unavoidable, reduction and segregation at-source should be exercised as far as practicable, and recycling and reuse should be adopted at the same time to salvage all the recyclable and reusable materials as much as possible.

5.4.4 According to ETWB TC(W) 19/2005 on "Environmental Management on Construction Sites", waste management plan (WMP) becomes part of Environmental Management Plan (EMP) to be submitted to Architect/ Engineer for approval before construction works. The Project team will require the Contractor(s) to submit WMPs for approval. The WMPs will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. It will ensure that the day-to-day operations on site comply with the approved WMPs. It will control the delivery of inert C&D materials and non-inert C&D materials to public fill reception facilities and landfills, respectively, through a trip-ticket system. It will require the Contractor(s) to separate public fill from C&D materials for delivery at appropriate facilities. It will record the delivery, reuse and recycling of C&D materials for monitoring purposes.

5.4.5 The site area of the Application Site is approximately 2,419m^2 with 1 existing industrial building. It is assumed that the buildings is 7-story with 3m floor height. Assuming the

inert and non-inert C&D materials produced during the demolition is 90% and 10%, 36,900m^3 and 4,100m^3 of inert and non-inert C&D materials will be produced in this stage. Assuming 1m depth would be excavated for site formation, it is estimated that 2,179 m^3 of inert C&D materials and 240 m^3 of non-inert C&D materials would be generated respectively. For the area of the basement in the Proposed Development is 1,800m^2 with 9m depth (which is a conventional headroom for basement level). Considerations will be made to minimise the excavation extent as practicable as possible while ensuring the parking provision can meet the HKPSG standard. It is estimated that 16,200m^3 of inert C&D materials are generated from excavation, assuming 100% inert C&D materials. During the building construction, with appropriately 16,691m^2 GFA and assuming 90% are inert C&D materials and 10% non-inert C&D materials, 1,530m^3 and 170m^3 of inert and non-inert C&D materials will be produced. Therefore, it is estimated that about 56,809m^3 of inert C&D material and 4,510m^3 of non-inert C&D material will be generated during the course of construction (including demolition, site formation, basement excavation and building construction).

5.4.6 The Contractor(s) should be responsible for ensuring that all on-site wastes will be collected by approved waste collectors and appropriate measures should be undertaken to minimise adverse impacts to the surrounding environment, such as dust generation. The Contractor(s) must also ensure that all necessary waste disposal permits have been obtained before actions.

5.4.7 Prior to disposal of non-inert C&D materials, it is recommended that wood, steel, glass and other metals will be collected separately for re-use and/or recycling and inert C&D materials utilized as fill materials to minimize the quantity of waste to be delivered to the Public Fill Reception Facilities and landfill. The details are shown in Table 5.1.

5.4.8 All the soil generated from the underground work should be refill on site to form the site to the required level. Other C&D materials should be used on-site as far as practicable.

5.4.9 Project Administration Handbook for Civil Engineering Works, Section 4.1.3 Management of Construction and Demolition Material Including Rock published by CEDD to enhance the management of C&D materials and to minimise their generation at source. The enhancement measures include drawing up a Construction and Demolition Material Management Plan (C&DMMP) at an early design stage to minimise C&D materials generation and encourage proper management of such materials.

5.4.10 Under DEVB TCW No. 6/2010 Trip Ticket System for Disposal of Construction and Demolition Materials, for all contracts that are expected to generate inert C&D materials requiring disposal from site, the project office should write to the Public Fill Committee (PFC) through Secretary of the PFC to request a designated disposal ground for incorporation into the tender documents. For contracts where the estimated amount of non-inert C&D materials to be generated from the contract is less than 50,000 m^3, the project office is not required to apply to DEP for designated landfill facilities, but it should still specify in the tender documents of the appropriate landfill facilities for disposal.

Chemical Waste

5.4.11 Construction plant and equipment will require regular maintenance and servicing, which would generate waste such as solvents, lubrication oil and fuel, etc. Chemical wastes arising during the construction phase may pose serious environmental, health and safety hazards if not stored and disposed of in an appropriate manner.

5.4.12 It is difficult to quantify the amount of chemical wastes as it will solely depend on the contractor's on-site maintenance practice and the quantities of plant and vehicles

refuse into the nearby storm drain should not be permitted as introduction of these wastes is likely to have detrimental effects on water quality in the area. Effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into the surrounding environment, and odour nuisance. The work site may also attract pests and vermin if the waste storage area is not well maintained and cleaned regularly.

5.4.19 Recyclable materials (i.e., food scraps and container, paper, plastic bottles and aluminium cans) will be separated for recycling, in order to reduce the amount of general refuse to be disposed of at landfill. Adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. The non-recyclable refuse will be placed in bags and stored in enclosed containers and disposed of on a daily basis to designated landfill.

5.4.20 With the implementation of recommended waste management practices at the site, adverse environmental impacts would not arise from the storage, handling and transportation of general refuse.

Land-based Sediment

5.4.21 It is noted that the Application Site is situated on reclaimed land. However, at this planning stage, there is no detailed information on the land-based sediment (i.e., GI record) within the Site. The GI record of project "East Kowloon Sewerage Improvements and Pollution Control, Stage I" (shown Appendix 5.1), which is located to the Northeast (~20.86m) from the site boundary. The report presented that there are no marine deposits observed above -2.18mPD (i.e. below ground 6.3m) and no record below -2.18mPD. Meanwhile, as shown in the MLP (Appendix 1.1), the concrete structure of the proposed basement carpark may reach -4.60mPD (i.e. below ground 9m). In view of this, the land-based sediment maybe expected within the Project Site and maybe encountered during the piling and excavation works associated with the construction of the basement.

5.4.22 Once the relevant information such as GI records are available the presence of land-based sediment shall be further reviewed and studied in the subsequent stage. In case land-based sediment are anticipated, the Consultant shall adequately address its associated the potential environmental impacts, including but not limited to, quantity estimation, handling arrangement, disposal options, and mitigation measures to be taken. It is recommended that the Land-based sediment would be reused onsite as much as possible; otherwise, the handling and disposal of these excavated materials in accordance with "Guidance Note. No. 1/2024" under the Dumping at Sea Ordinance, Cap. 466" and "Dumping at Sea Ordinance (Cap.466)".

5.4.23 A Sediment Sampling and Testing Plan (SSTP) shall be prepared with reference to PNAP No. 252 (ADV-21) and submitted to EPD for approval. This Plan details the ranges of parameters to be analysed; the number, type and methods of sampling; sample preservation; and chemical and biological laboratory test methods to be used.

5.4.24 The allocation of sediment disposal space at sea will not be considered until the need for removal of the sediment has first been satisfactorily demonstrated. The rationale for sediment removal must therefore be provided to the Secretary of MFC for agreement, as early as possible, preferably at subsequent stage, if one is conducted. Volumes of Category L sediment below 50,000 m^3 are exempted from this requirement.

5.4.25 Table 5.1 below presents the estimation of C&D materials generated during construction phase.

Table 5.1 Summary Table of Estimated C&D Materials during Construction Phase

Construction activities	Factor / Assumption adopted	Estimated Quantities of C&D Materials Generated
Demolition of Existing Building	• Site Area:2,149 m^2 • Existing Building Height: 21m (7-Story with 3m floor height) • Ratio for Inert and Non-Inert C&D Materials: 9:1	• Inert C&D Materials generated: 36,900 $m^{3(b)}$ • Non-inert C&D Materials generated: 4,100$m^{3(c)}$
Site formation	• Site Area:2,149 m^2 • Anticipated Site Formation Depth: 1m	• Inert C&D Materials generated: 2,179 $m^{3(b)}$ • Non-inert C&D Materials generated: 240$m^{3(c)}$
Excavation of Basements	• Excavation Area:1,800 m^2 • Excavation Depth: 9m • Ratio for Inert and Non-Inert C&D Materials: 9:1 • Anticipated Land-based Sediment Depth: 2.7m (i.e. 9m -6.3m)	• Inert C&D Materials generated: 16,200 $m^{3(b)(f)}$ • Maximum Volume Land based Sediment: 4,860m^3 (The actual volume is subject to the detail design stage)
Buildings Construction	• GFA: 16,691m^2 (Refer Appendix 1.1) • Ratio for Inert and Non-Inert C&D Materials: 9:1	• Inert C&D Materials generated: 1,530 $m^{3(b)}$ • Non-inert C&D Materials generated: 170$m^{3(c)}$

Note:

(a) The above estimated quantities are subject to detailed design.

(b) Assuming the density of inert C&D materials is 1.8 tones/m^3. With ~102,256 tones inert C&D material, the number of dump truck is anticipated to be less than 26 trucks/day (assuming each truck can carry 15 tones and there is around 270 working day per year) (reference Approved Planning Application Y/H5/8)

(c) Assuming the density of non-inert C&D materials is 1.0 tones/m^3. With ~4,510 tones non-inert C&D material, the number of dump truck is anticipated to be less than 2 trucks/day (assuming each truck can carry 15 tones and there is around 270 working day per year) (reference Approved Planning Application Y/H5/8)

(d) The destination of inert C&D materials is subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010

(e) The disposal of non- inert C&D materials is subject to agreement with relevant section of the EPD

(f) The assumption of the Inert C&D Materials generated from excavation may have double-counting with the land-based sediment, The actual volume is subject to the detail design stage.

5.4.26 Table 5.2 presents the estimation of waste generated during construction phase.

Table 5.2 Estimated Quantities of Waste during Construction Phase

Waste Material	Estimated Waste Generation	Proposed Disposal Method and Destination
Inert C&D Material	~56,809 m^3	~0.5% (i.e. 284 m^3) would be reused and the remaining (i.e. 99.5% or ~56,525 m^3) would be delivered offsite to public fill reception facilities
Non-Inert C&D Material	~4,510 m^3	Disposal to landfill
General Refuse	Generation rate: 0.65 kg/ worker/ day Workers: ~ 50 ppl ~33 kg/day	Recyclables to recyclers; Non-recyclables to landfill
Chemical Waste	Anticipated to be limited (not more than 100L of chemical waste) ACM: TBP	To be collected by licensed chemical waste collectors and deliver to Chemical Waste Treatment Centre For ACM, the only proven method for disposing of asbestos in Hong Kong is by secure burial in a landfill site
Land-based Sediment	4,860 m^3 (The actual volume is subject to the detail design stage)	To be reused onsite as much as possible Handling and disposal of sediment to the sediment disposal space at sea, detailed refer to Section 5.4.23 and Section 5.4.24

5.5 Mitigation Measures During Construction Phase

5.5.1 The mitigation measures for construction phase are recommended based on the waste management hierarchy principles. Recommendations of good site practices, waste reduction measures as well as the waste transportation, storage and collection are described in following sub-sections.

Good Site Practices

5.5.2 Appropriate waste handling, transportation and disposal methods for all waste arisings generated during the construction phase should be implemented to ensure that construction waste do not enter the nearby sensitive receivers.

5.5.3 It is expected that adverse impacts from waste management would not arise, provided that good site practices are strictly followed. Recommendations for good site practices during construction include:

- Nomination of approved personnel, such as a site manager, to be responsible for good site practices, and making arrangements for collection of all wastes generated at the site and effective disposal to appropriate facilities;
- Training of site personnel in proper waste management and chemical waste handling procedures;
- Provision of sufficient waste disposal points and regular collection for disposal;
- Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers;

Appendix B

Replacement Pages of Updated Drainage & Sewerage Impact Assessment

SECTION 16 APPLICATION FOR PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACES WITH MINOR RELAXATION AND DOMESTIC AND NON-DOMESTIC PLOT RATIO AND BUILDING HEIGHT RESTRICTION IN "RESIDENTIAL (GROUP E)" ZONE AT NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

DRAINAGE & SEWERAGE IMPACT ASSESSMENT

Date	July 2025
Prepared by	Sally Chiu Assistant Environmental Consultant
Signed	
Approved by	Tony Cheng Senior Manager
Signed	
Project Reference	CRC_4TYSEI00
Document No.	R9291_v1.3

3. SEWERAGE IMPACT ASSESSMENT

3.1 Scope of Work

3.1.1 The aim of this SIA is to assess whether the capacity of the sewerage network serving the Application Site is sufficient to cope with the sewage flow from the proposed development.

3.2 Assessment Criteria and Methodology

3.2.1 The Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department has been used to determine the worker density for various economic activities and planned usage types.

3.2.2 Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1 (GESF) has been referred to for the purposes of estimating the quantity of the sewage generated from the Proposed Development and the existing catchment area. Sewage flow parameters and global peaking factors in this document have been adopted for this SIA.

3.2.3 According to the GESF, the overall unit flow is composed of flows due to employees and the associated activities. The following unit flow factors have been adopted in the SIA calculation in accordance with Tables T-1, T-2 and T-3 of the GESF:

- Residential housing: 0.27m^3/day (Private R2)
- Restaurant & Hotel: 1.58m^3/day (Commercial Employee and J10 – Restaurant & Hotel)
- Wholesale & Retail: 0.28m^3/day (Commercial Employee and J4 – Wholesale & Retail)
- Industrial: 1.08m^3/day (Industrial Employee and J1 – Yau Tong)
- Community, Social & Personal Services: 0.28m^3/day (Commercial Employee and J11- Community, Social & Personal Services)

3.2.4 The catchment inflow factor, PCIF of 1.1 (East Kowloon), is adopted in catchment calculations.

3.3 Existing and Future Sewerage System

3.3.1 With reference to the sewerage system shown in Geo-info Map, all the sewage generated from the proposed development will be discharged to the terminal manhole (T0) which is located at the eastern side of the proposed development. The terminal manhole TMH-01 (S0) is connected to the exciting manhole FMH4034524 (S1) outside the proposed development via a new Ø300mm polyethylene pipe. The sewer eventually discharges the collected sewage to Yau Tong Sewage Pumping Station.

3.3.2 The Yau Tong Sewage Pumping Station (YTSPS) is located at the junction of Ko Fai Road and Tung Yuen Street which is next to the Application Site. Based on the information for DSD, The YTSPS currently has a design capacity with 28,800m^3/day.

3.3.3 The existing sewers and catchment areas in the vicinity of Application Site are shown in Figure 3.1.

3.4 Wastewater Generated by the Proposed Development

3.4.1 The sewage generated by the proposed development will be mainly contributed by the residential units, club house, retail and F&B facilities. Detailed calculation of

Appendix 3.1 Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Proposed Residential Development at the Application Site

1. Proposed Residential Development			**Remarks**
1. Residential Towers (T1-T3)			
a. Total number of units	=	342	units
b. Total number of residents	=	855	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**230.9**	m^3/day
2. Club House			
a. Assumed used area	=	725	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	24	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**6.7**	m^3/day
3. Swimming Pool			
a. Assumed Area of Swimming Pool	=	250	m2
b. Average Depth of Water	=	1.5	m
c. Volume of Swimming Pool	=	375	m3
d. Turnover Rate	=	6	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
e. Surface Loading Rate of Filter	=	50	m3/m2/hr
f. Filter Areas required	=	1.3	m2
g. Backwash flow rate	=	30	$m^3/m^2/hr$
h. Design flow for Swimming Pool Backwashing	=	37.5	m^3/hr
i. Backwash Duration	=	7	min/day
j. Backwash generation rate	=	3.75	m^3/day
k. Design flow for Swimming Pool Backwashing	=	**10.4**	litre/sec
4. Retail			
a. Assumed used area	=	1306.2	m^2
b. Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
c. Total number of employees	=	46	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J4)
f. Sewage generation rate	=	**12.9**	m^3/day
5. F&B			
a. Assumed used area	=	870.8	m^2
b. Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
c. Total number of employees	=	44	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
f. Sewage generation rate	=	**69.5**	m^3/day
Total Flow at Manhole T0			
Flow Rate (Without Swimming Pool)	=	320.0	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	352.0	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	1304	people
Peaking factor	=	6	Refer to Table T-5 of GESF for population 1,000 - 5,000 including stormwater allowance
Peak Flow (Without Swimming Pool)	=	24.4	litre/sec
Peak Flow (With Swimming Pool)	=	**34.9**	litre/sec

Table 2a Hydraulic Capacity at Sewers along Tung Yuen Street, Yau Tong

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	675	41.7	0.97	0.94	9.81	0.0060	0.001	0.000001	0.51	0.36	0.18	183
S2-S3	FMH4034525	FMH4034509	675	8.0	-	-	9.81	0.0060	0.001	0.000001	0.51	0.36	0.18	183
S3-S4	FMH4034509	FMH4034510	1425	17.6	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186
S4-S5	FMH4034510	Yau Tong Sewage Puminp Station	1425	6.4	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(3) The value of k_s = 3 mm and 6 mm are used with reference to Slimed Concrete Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)

(7) According to DSD Drainage Records, the downstream invert level of manholes FMH4034525 is missing, as a conservative approach, the slope of the upstream Segment (i.e. S1-S2) is used instead.

(8) According to DSD Drainage Records, the invert level of manholes FMH4034509 and FMH4034510 are missing, as a conservative approach, the slope 0.002 is used .

The Invert Level 1 is reference the FWD4036916 downstream 1.22mPD and the Invert Level 2 is reference the FWD4036741 downstream 0.98mPD with length

Table 3a Hydraulic Capacity of Sewers (Catchment A)

1. Full Bore of Pipes FWD4036773 and FWD4125280 (Assumption)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Upstream Invert Level	Downstream Invert Level	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
FWD4036773	FMH4034555	FMH4034556	600	38.9	1.89	1.86	9.81	0.006	0.001	0.000001	0.49	0.28	0.14	138
FWD4125280	FMH4099933	FMH4034556	225	6.1	2.15	2.10	9.81	0.006	0.008	0.000001	0.81	0.04	0.03	32
													Sub-total	**170**

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

(5) The pipe information is obtained from Geoinfo Map.

2. 18 Tung Yuen Street Application No A/K15/121

Residential (Phase 1)

a. Total number of units	=	135	units
b. Total number of residents	=	338	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**91**	m^3/day

Residential (Phase 2)

a. Total number of units	=	201	units
b. Total number of residents	=	503	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**136**	m^3/day

Total Dewerage Generate rate = **227** m^3/day

3. With reference Planning Application No. A/K15/126 (https://www.tpb.gov.hk/tc/plan_application/Attachment/20200828/s16_A_K15_126_0_gist.pdf)

Residential

a. Total number of units	=	1393	units
b. Total number of residents	=	3483	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**940.3**	m^3/day

Club House

a. Assumed used area	=	950	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	31	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**8.7**	m^3/day

Outdoor Swimming Pool

a.Assumed area	=	112.1	m^2
b. Assumed depth of water	=	1.5	m
c. Volume of water	=	168.2	m^3
d. Turnover Rate	=	6.0	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
e. Surface loading rate of filter	=	50.0	$m^3/m^2/hr$
f. Filter areas required	=	0.6	m^2
g. Backwashing flow rate	=	30.0	$m^3/m^2/hr$
h. Design flow for backwashing	=	16.8	m^3/hr
i. Backwash duration	=	7.0	min/day
j. Backwash generation rate	=	1.96	m^3/day
k. Backwash generation rate	=	**4.67**	litre/sec

4. Residential (Other Proposed Residential Development ref. YTML No. 69 & YTIL No. 4RP) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

1a. Total number of units	=	929	units
1b. Total number of residents	=	2323	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
1c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
a. Sewage Generation rate	=	**627**	m^3/day

5. Commercial (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Assumed used Area	=	4,870	m^2 (Refer to Table 5)
b. Assumed floor area per employee	=	43.5	m^2 per employee (worker densities refer to Table 8 in CIFSUS- Wholesale Trade)
c. Total number of employees	=	112	employees
d. Design flow for industrial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for industrial activities	=	1500	litre/employee/day -- (refer to Table T-2 of J4 GESF)
f. Sewage generation rate	=	**177.0**	m^3/day

6. Peninsula East (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

1a. Total number of units	=	256	units
1b. Total number of residents	=	640	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
1c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
1d. Sewage Generation rate	=	**172.8**	m^3/day

7. Industrial (Redland Concrete Limited) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

2a. Assumed used Area	=	1,098.5	m^2
2b. Assumed floor area per employee	=	43.5	m^2 per employee (worker densities refer to Table 8 in CIFSUS- Manufacturing)
2c. Total number of employees	=	25	employees
2d. Design flow for industrial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
2e. Design flow for industrial activities	=	1,000.00	litre/employee/day -- (refer to Table T-3 - Yau Tong)
2f. Sewage generation rate	=	**27.0**	m^3/day

Total Flow at Manhole S1 (FMH4034524), including Proposed Development and Catchment A

Flow Rate (Without Swimming Pool & Item 1 o	=	2499.6	m^3/day
Flow Rate with inflow factor (Without Swimmi	=	2749.5	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	10183	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	297.6	litre/sec
Peak Flow (With Swimming Pool)	=	**312.7**	litre/sec

Table 3b Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment B)

1. Yau Tong industrial City Block A			
a. Assumed used area	=	38543	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	886	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**956.9**	m^3/day
2. Yau Tong industrial City Block B			
a. Assumed used area	=	32379	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	745	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**804.6**	m^3/day
3. Union Industrial Building Blook A&B			
a. Assumed used area	=	8376	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	193	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**208.4**	m^3/day
4. Gloria Weaving & Knitting Factory Limited			
a. Assumed used area	=	9181	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	211	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**227.9**	m^3/day

Table 3b Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment B)

5. Well Town Industrial Building

a. Assumed used area	=	9298	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	214	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**231.1**	m^3/day

6. Long Lift Industrial Building

a. Assumed used area	=	9595	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	221	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**238.7**	m^3/day

Total Flow of Catchment B

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	2667.6	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	2934.4	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	10868	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	**135.9**	litre/sec

Total Flow at Manhole S3 (FMH4034509), including Catchment A and Catchment B

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	5167.2	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	5683.9	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	21051	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	263.1	litre/sec
Peak Flow (With Swimming Pool)	=	**277.6**	litre/sec

Table 3c Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment C)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia. mm	Pipe Length m	Upstream Invert Level mPD	Downstream Invert Level mPD	g m/s^2	k_s m	s	v m^2/s	V m/s	Area m^2	Q m^3/s	Estimated Capacity L/s
Catchment C (Assume Full Bore of Pipes FWD4036724 and FWD4036727)														
FWD4036724	FMH4034505	FMH4034501	300	7.9	1.74	1.15	9.81	0.0006	0.075	0.000001	4.32	0.07	0.31	305
FWD4036727	FMH4034506	FMH4034501	1125	17.1	1.17	1.15	9.81	0.006	0.001	0.000001	0.91	0.99	0.91	906
Catchment D (Assume Full Bore of Pipes FWD4036732 and FWD4036733)														
FWD4036732	FMH4034511	FMH4034512	225	37.6	2.49	1.90	9.81	0.0006	0.016	0.000001	1.64	0.04	0.07	65
FWD4036733	FMH4034513	FMH4034514	225	15.8	2.59	1.73	9.81	0.0006	0.054	0.000001	3.07	0.04	0.12	122
Catchment E (Assume Full Bore of Pipe FWD4036743)														
FWD4036743	FMH4034521	FMH4034509	300	9.1	-	-	9.81	0.0030	0.001	0.000001	0.33	0.07	0.02	23
													Sub-total	**1422**

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of k_s = 3 mm and 0.6 mm are used with reference to clay sewers (based on Table 5: Recommended roughness values in Sewerage Manual)

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used: $$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information is obtained from Geoinfo Map.

Total Flow at Manhole S1 (FMH4034524), including Proposed development, Cathment A, Catchment B, Catchment C, Catchment D, and Catchment E

Peak Flow (Without Swimming Pool) = 1685.3 litre/sec

Peak Flow (With Swimming Pool) = **1700.4** litre/sec

Table 4 Hydraulic Capacity at Sewers After Upgrading

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	825	41.7	0.97	0.94	9.81	0.0015	0.001	0.000001	0.71	0.53	0.38	379
S2-S3	FMH4034525	FMH4034509	825	8.0	-	-	9.81	0.0015	0.001	0.000001	0.71	0.53	0.38	379
S3-S4	FMH4034509	FMH4034510	1425	17.6	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186
S4-S5	FMH4034510	Yau Tong Sewage Puminp Station	1425	6.4	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186

Remarks:
(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity
(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.
(3) The value of k_s = 3 mm and 6 mm are used with reference to Slimed Concrete Sewers, poor example in Table 5 of Sewerage Manual Part 1.
(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)
(5) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)
(7) According to DSD Drainage Records, the downstream invert level of manholes FMH4034525 is missing, as a conservative approach, the slope of the upstream Segment (i.e. S1-S2) is used instead.
(8) According to DSD Drainage Records, the invert level of manholes FMH4034509 and FMH4034510 are missing, as a conservative approach, the slope 0.002 is used .
The Invert Level 1 is reference the FWD4036916 downstream 1.22mPD and the Invert Level 2 is reference the FWD4036741 downstream 0.98mPD with length

Table 4a Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	34.9	41.4%	OK	34.9	41.4%	OK	--
S1-S2	675	41.7	0.0007	183	34.9	19.1%	OK	312.7	171.4%	Spill	A
S2-S3	675	8.0	0.0007	183	34.9	19.1%	OK	312.7	171.4%	Spill	A
S3-S4	1425	17.6	0.0016	2186	34.9	1.6%	OK	1700.4	77.8%	OK	A+B+C+D+E
S4-S5	1425	6.4	0.0016	2186	34.9	1.6%	OK	1700.4	77.8%	OK	A+B+C+D+E

Table 4b Comparision of the Hydraulic Capacity of Upgrading Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	34.9	41.4%	OK	34.9	41.4%	OK	--
S1-S2	825	41.7	0.0007	379	34.9	9.2%	OK	312.7	82.5%	OK	A
S2-S3	825	8.0	0.0007	379	34.9	9.2%	OK	312.7	82.5%	OK	A
S3-S4	1425	17.6	0.0016	2186	34.9	1.6%	OK	1700.4	77.8%	OK	A+B+C+D+E
S4-S5	1425	6.4	0.0016	2186	34.9	1.6%	OK	1700.4	77.8%	OK	A+B+C+D+E

Table 5 Future Flows to Yau Tong Seage Pumping Station

Existing Designed Capacity	28800	m^3/day (DSD)
Estimated Flow from the Proposed Development - (With Catchment Inflow Factor)	352.0	m^3/day
Average Daily Flow at YTSPS (From DSD's Data of Mar 2025))	17443.0	m^3/day
Contribution	62%	(of designed capacity)

Appendix C

Replacement Pages of Updated Air Quality Impact Assessment

Remarks:

a) *In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available.*

b) *The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.*

c) *The guidelines are generally applicable to major industrial areas but NOT individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments.*

d) *Amenity areas are permitted in any situation.*

ProPECC PN2/96 - Control of Air Pollution in Car Parks

2.2.10 This practice notes include air quality guidelines required for the protection of public health and factors that should be considered in the design and operation of car parks in order to achieve the required air quality. The limits for air pollutants as recommended by the practice notes are summarised in **Table 2.3**.

Table 2.3 Limits of Air Pollutant Concentrations Inside Car Parks

Air Pollutant	Average Time	Maximum Concentration (µg/m3) [i]	Parts Per Million (ppm)
Carbon Monoxide (CO)	5 minutes	115,000	100
Nitrogen Dioxide (NO_2)	5 minutes	1,800	1

Notes:

[i] All limits are expressed as at reference conditions of 298K and 101.325kPa.

2.3 Existing Air Quality in Kwun Tong District

2.3.1 The nearest air quality monitoring station (AQMS) to the Proposed Development is the Kwun Tong AQMS. The five most recent years of air quality monitoring data, 2019 to 2023, from this station are summarized in **Table 2.4**. According to the AQMS monitoring data presented in **Table 2.4**, exceedance in annual NO_2 concentrations is recorded.

Table 2.4 Air Quality Monitoring Data at Kwun Tong AQMS

Pollutant	Averaging Time	AQO	Pollutant Concentration (µg/m3)				
			2019	2020	2021	2022	2023
Respirable Suspended Particulates (RSP)	10th Highest 24-hour	75 (9)	73	67	72	49	57
	Annual	30	**38**	32	31	24	26
Fine Suspended Particulates (FSP)	19th Highest 24-hour	37.5 (18)	**40**	32	32	31	28
	Annual	15	**21**	**16**	**17**	14	**15**
Nitrogen Dioxide (NO2)	19th Highest 1-hour	200 (18)	184	153	164	145	147
	10th Highest 24-hour	120 (9)	96	81	97	83	75
	Annual	40	**45**	**43**	**49**	**45**	**41**
Sulphur Dioxide (SO2)	4th Highest 10-Min	500 (3)	41	24	24	19	29
	4th Highest 24-hour	40 (3)	11	8	7	11	10

Pollutant	Averaging Time	AQO	Data Summary	PATH v3.0 Grid in Year 2030			
				46,31	47,31	47,30	46,30
	8-Hour	10000 (0)	1st	486	480	482	484
			Exceedance	0	0	0	0
	24-Hour	4000 (0)	1st	458	447	448	457
			Exceedance	0	0	0	0
(a) Numbers in brackets is the number of exceedances allowed per year (b) Bolded values exceed the relevant AQO (c) Data extracted from EPD's Smart Air Modelling Platform (SAMP v2.1)							

2.4 Identification of Representative Air Sensitive Receivers (ASRs) during Construction Phase

2.4.1 There are a number of industrial buildings, residential buildings, churches, community centres, sports centres and playgrounds located within 500m of the Proposed Development. Location of representative ASRs during construction phase are shown in **Figure 2.2**. Their details are listed below:

Table 2.6 Details of Representative Air Sensitive Receivers during Construction Phase

Representative ASR ID	Description	Land Use	Assessment Height (m)	Horizontal Distance from the Application Site (m)
A01	Planned Transitional Housing	Residential	1.5 - 33.0	18
A02	Peninsula East	Residential	1.5 - 150	34
A03	Kwun Tong Wholesale Fish Market	G/IC	1.5 - 18.0	138
A04	Planned Residential Development (Application No. A/K15/122) (The Coast Line I)	Residential	1.5 - 100	37
A05	Planned Comprehensive Residential Development (Application No. A/K15/126)	Residential	1.5 - 100	203
A06	Planned Residential Development (Application No. A/K15/121)	Residential	1.5 - 75.5	222
A07	Montego Bay	Residential	1.5 - 100	351
A08	Yau Tong Industrial City Block B	Industrial	1.5 - 54.0	121
A09	Wah Lee Industrial Building	Industrial	1.5 - 53.0	177
A10	Maya by Nouvelle	Residential	1.5 - 112	224

ASR ID	NO_2			RSP		FSP		SO_2	
	19th Highest Hourly ($\mu g/m^3$)	10th Highest Daily ($\mu g/m^3$)	Annual Average ($\mu g/m^3$)	10th Highest Daily ($\mu g/m^3$)	Annual Average ($\mu g/m^3$)	19th Highest Daily ($\mu g/m^3$)	Annual Average ($\mu g/m^3$)	4th Highest 10-min ($\mu g/m^3$)	4th Highest Daily ($\mu g/m^3$)
D07	89.2-104.4	34.5-47.6	14.1-21	49.4-68.1	18.6-28.5	28.5-32.9	11.1-14.2	22.6-22.9	6.8-6.9
D08	89.4-145.2	34.4-58.1	14.1-25.6	49.4-58.1	18.7-24.6	28.5-30.3	11.1-13	22.6-23	6.8-6.9
D09	89.4-111.8	34.4-48.3	14.1-21.2	49.4-56.7	18.7-23.4	28.5-29.9	11.1-12.7	22.7-22.9	6.8-6.9
D10	89.4-100.1	34.5-42.8	14.1-19	49.4-54	18.7-22.2	28.5-29.6	11.1-12.3	22.7-22.8	6.8-6.9
D11	89-96.5	34.5-38.8	14.1-17.9	49.4-52.2	18.7-21.2	28.5-29	11.1-12	22.7-22.8	6.8-6.9
D12	88.1-94.5	34.6-37.1	14.1-18.3	49.4-51.1	18.7-20.8	28.5-28.8	11.1-11.8	22.7-22.8	6.8-6.9
D13	87.8-93.2	34.6-37.2	14-19	49.4-50.9	18.7-20.3	28.5-28.9	11.1-11.7	22.7-22.8	6.8-6.9
D14	86.6-91.1	34.7-37.8	14-20.4	49.4-50.3	18.7-20.1	28.5-28.8	11.1-11.6	22.7-22.8	6.8-6.9
AQO ($\mu g/m^3$)	200	120	40	75	30	37.5	15	500	40

Note:

1. *Bolded values exceed the relevant AQO.*

SO_2

2.10.2 The predicted results of the 4th highest 10-minute average and daily average SO_2 concentration at ASR levels are summarized in **Appendix 2.13**. The results indicate that SO_2 concentrations at the Proposed Development comply with the relevant AQOs.

NO_2

2.10.3 The predicted results of the 19th highest 1-hour average and annual average NO_2 concentration at all selected ASR levels are summarized in **Appendix 2.13**. The results indicate that NO_2 concentrations at all locations of the Proposed Development comply with the relevant AQOs.

RSP

2.10.4 The predicted results of the 10th highest 24-hours and annual average RSP concentrations at all ASR levels are summarized in **Appendix 2.13**. The results indicate that RSP concentrations at all locations of the Proposed Development comply with the relevant prevailing AQOs except ASR D06 of 10th highest daily average and annual average at 4/F (27.5mAG|31.9mPD) and annual average at 5/F (30.6mAG|35.0mPD) at the south portion of the proposed Development. The predicted RSP concentration at these levels exceed the prevailing AQOs which is enacted in April 2025.

FSP

2.10.5 The predicted results of the 36th highest 24-hours and annual average FSP concentration for all selected ASRs at all levels are summarized in **Appendix 2.13**. The results indicate that FSP concentration at all locations of the Proposed Development comply with the relevant AQOs except ASR D06 of annual average at 4/F (27.5mAG|31.9mPD) and 5/F (30.6mAG|35.0mPD) at the south portion of the proposed Development. The predicted RSP concentration at these levels exceed the prevailing AQOs which is enacted in April 2025.

2.10.6 The contour plots of SO_2, NO_2, RSP and FSP at their worst hit level are shown in **Appendix 2.14**. The contour plots show that there is no exceedance within the Application Site at their worst hit level of SO_2 and NO_2.

2.10.7 For the RSP and FSP, there are some portions of the Proposed Development at 4/F (27.5mAG|31.9mPD) and 5/F (30.6mAG|35.0mPD) of the residential tower fall within the exceedance zone. However, there is no air sensitive uses, openable windows and fresh air intakes located within the exceedance zone. From the assessment results, the rest of the residential towers would comply with the relevant AQOs. Therefore, the occupants at the residential tower would not be subject to adverse air quality impact.

2.10.8 The predicted air quality concentration at non-domestic portion including podium comply with the prevailing AQOs. the fresh air intake for the non-domestic use of the Proposed Development is recommended to be located at or above 1.5mAG except the exceedance zone, thus, it is anticipated that the Proposed Development will not be subject to any adverse air quality impact.

2.11 Odour Impact Assessment

Introduction

2.11.1 For the most recent site visit conducted on 15 March 2025 (between noon to 2pm) to verify the potential odour sources, the temperature and relative humidity 22.7°C and 91% respectively. **Figure 2.7** shows the inspection route. The odour source of the area is same as that assessed in the approved planning application of the 126 Approval Scheme, i.e. three identified odour sources are Yau Tong Sewage Pumping Station, Kwun Tong Wholesale Fish Market and Sam Ka Tsuen Typhoon Shelter as shown in **Figure 2.7**. Also, there is no change in their operation. Therefore, the odour impact assessment used in the previous assessment for A/K15/126 is adopted in this assessment.

Identified Odour Sources

a. Yau Tong Sewage Pumping Station

2.11.2 Yau Tong Sewage Pumping Station (YTSPS) is located at the junction of Ko Fai Road and Tung Yuen Street which is next to the Application Site. The pumping station has three sewage pumps that operate in a 2 duty and 1 standby mode with each pump having a design capacity of 0.5m^3/s. Therefore, the ultimate design capacity for YTSPS is 1.0m^3/s according to the approved EIA Study for Yau Tong Bay Development – Engineering Feasibility Study for the Comprehensive Development at Yau Tong Bay (AEIAR-054/2002).

2.11.3 Upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. In addition, according to the reply from EPD's regional office (see **Appendix 2.18**), there is no odour complaint in the concerned area such as Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market.

2.11.4 Based on the latest information from Drainage Services Department (DSD), enhancement work would be carried out at YTSPS and the tentative completion of the enhancement project is 2032. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical sewage pumping station subject to funding and detailed design. Correspondence with DSD is provided in **Appendix 2.21**. Furthermore, a separate odour impact assessment for YTSPS with proposed enhancement work would be prepared for relevant departments (EPD & DSD)' approval and the occupation date of the Proposed Development would not be earlier than the completion date of YTSPS enhancement works. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.

b. Kwun Tong Wholesale Fish Market

2.11.5 Kwun Tong Wholesale Fish Market, which is located at the junction of Shung Wo Path and Tung Yuen Street, is at about 100m from the Application Site. The peak operating hour of the market would be from 7:00am to 12:00 noon. The market activities include the delivery by fishing vessels and immediate collection, after transaction, by lorry of boxed fresh marine fish. The live fish are delivered in containers which are transferred to shore, alive, and are placed in aquariums inside the market or transported directly to waiting lorries which are equipped with aquariums inside. Since fish market office building and Tung Yuen Street Cooked Food Market are situated at the northern and southern sides of the fish market respectively and the fish market is covered by a roof, odour can only be emitted at the sides facing the sea and Tung Yuen Street.

2.11.6 Upon the visits, it is observed that some fish stores were not in operation and floor was dry at some area. In addition, polyfoam boxes were collected at a designated area inside the fish market and disposed of by dump trucks regularly. However, in this odour assessment, to be conservative, apart from carpark, indoor storage area and administrative building, all other area are regarded as different types of odour sources (see **Figure 2.8**). Impact from these area sources is modelled by AERMOD. Emission parameters for the Kwun Tong Wholesale Fish Market are referenced to the approved planning application A/K15/126 and are presented in **Appendix 2.15**.

c. Sam Ka Tsuen Typhoon Shelter

2.11.7 Sam Ka Tsuen Typhoon Shelter is located to the southeast of the Application Site. The proposed residential buildings are more than 400m away from the Typhoon Shelter. In the south-eastern side of the typhoon shelter, many seafood restaurants and shops exist to serve the public and tourists visiting the area.

2.11.8 The area is predominantly impacted by sewage outfalls of the seafood restaurant, shops and low-rise village houses in the vicinity. In order to resolve the odour problem arising from the sewage outfalls, in-situ bioremediation works for facilitating decomposition of organic pollutants in sediments were carried out in the typhoon shelter in 2004 [Ref-4]. Several studies [Ref-5,6,7&8] documented its successful application to treat odorous sediments at Sam Ka Tsuen Typhoon Shelter where over 95% of

[Ref-4] LCQ3: Tackling odour problem of waterfront tourist attractions (2012), http://www.info.gov.hk/gia/general/201202/01/P201202010276.htm[Ref-4] LCQ3: Tackling odour problem of waterfront tourist attractions (2012), http://www.info.gov.hk/gia/general/201202/01/P201202010276.htm

[Ref-5] United States Patent US 8,647,566 B2 (2014), Deodorant for treating sediment in-situ and the associated facilities and method (https://www.google.com/patents/US8647566?utm_source=gb-gplus-sharePatent)

[Ref-6] Estes T.J. and McGrath C.J. (2014) Economical Treatment of Dredged Material to Facilitate

[Ref-7] Agreement No. CE 35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and Construction - Annex A Report on KTAC and KTTS studies

[Ref-8] Kai Tak Development Environmental Improvement to Kai Tak Approach Channel CB(1)1375/08-09(01) https://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0331cb1-1375-1-e.pdf

odorous acid volatile sulphides were removed. Referring to the meeting minute of the Legislative Council on 1 February 2012 [Ref-4], no complaint regarding odour of Sam Ka Tsuen Typhoon Shelter was recorded in Year 2009 to 2011 (i.e. 5 to 7 years after the bioremediation works).

2.11.9 Moreover, Drainage Services Department (DSD) is carrying out a study "Lei Yue Mun Village Sewerage – Investigation, Design and Construction (4398DS)" to improve the water quality at Sam Ka Tsuen Typhoon Shelter and the hygiene conditions of the unsewered areas at Lei Yue Mun by providing sewerage system which was completed in Year 2023[Ref-9]. In light of this, it is expected that Sam Ka Tsuen Typhoon Shelter therefore will no longer be impacted by sewage outfalls of the unsewered areas during heavy rainfall.

2.11.10 Odour patrol on 28 February 2024 and 14 March 2025 were conducted at the boundary of Sam Ka Tsuen Typhoon Shelter. A slightly detectable odour was noticed at the Sam Ka Tsuen Typhoon Shelter. However, no odour was noticeable at around 20m away from the Sam Ka Tsuen Typhoon Shelter. Since the boundary Application Site is around 180m away from the Sam Ka Tsuen Typhoon Shelter, it is anticipated that the associated odour impact is not anticipated.

Odour Impact Appraisal and Assessment Result

2.11.11 Nevertheless, a quantitative odour assessment was conducted in an environmental study supporting a S16 town planning application of a neighbouring planned residential site under Application No. A/K15/126 (Feb 2022). The report also identified that Yau Tong Sewage Pumping Station, Kwun Tong Fish Market and Sam Ka Tsuen Typhoon Shelter as existing odour sources in the vicinity of their Application Site. Similar to the findings in this EAS, odour impact for Yau Tong Sewage Pumping Station and Sam Ka Tsuen Typhoon Shelter was not anticipated at the planned residential site. Therefore, a quantitative odour impact assessment was carried out under the environmental study of Application No. A/K15/126 for the Kwun Tong Wholesale Fish Market only, which is considered relevant and applicable for this EAS. The range of the assessment results of odour is summarized below.

Table 2.11 Range of Assessment Results of Odour

ASR ID	Odour
	Highest 5-s average (OU)
D01	0.016-0.305
D02	0.015-0.345
D03	0.014-0.385
D04	0.014-0.432
D05	0.017-0.438
D06	0.017-0.421
D07	0.017-0.329
D08	0.016-0.27
D09	0.015-0.242
D10	0.013-0.214
D11	0.012-0.212

Ref-9 PWP No, 4398DS Sewerage to Lei Yue Mun Village, https://www.dsd.gov.hk/TC/Our_Projects/All_Projects/4398DS.html

3. CONCLUSION

3.1.1 Adequate dust suppression mitigation measures will be implemented during construction phase of the Project so that adverse air quality impact is not anticipated

3.1.2 Based on the air quality impact and odour assessment results, the Proposed Development will not be subject to any unacceptable air quality or odour impact provided that the air pollutant concentrations and odour at the fresh air intake locations for the Proposed Development comply with the AQOs and odour criteria.

3.1.3 There are some portions of the Proposed Development at 4/F (27.5mAG|31.9mPD) and 5/F (30.6mAG|35.0mPD) of the residential tower fall within the exceedance zone. However, air sensitive uses, openable windows and fresh air intakes will not be located within the exceedance zone. From the assessment results, the rest of the residential towers would comply with the relevant AQOs. Therefore, the occupants at the residential tower would not be subject to adverse air quality impact. **Appendix 2.20** indicates the exceedance zone and its concerned fresh air intake level.

3.1.4 The predicted air quality concentration at non-domestic portion including podium comply with the prevailing AQOs. The fresh air intake for the non-domestic use of the Proposed Development is recommended to be located at or above 1.5mAG except the exceedance zone, thus, it is anticipated that the Proposed Development will not be subject to any adverse air quality impact.

3.1.5 Upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street. In addition, according to the reply from EPD's regional office, there is no odour complaint in the concerned area such as Yau Tong Sewage Pumping Station, concrete batching plant & Wholesale Fish Market.

3.1.6 Based on the latest information from Drainage Services Department (DSD), enhancement work would be carried out at YTSPS and the tentative completion of the enhancement project is 2032. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical sewage pumping station subject to funding and detailed design. Furthermore, a separate odour impact assessment for YTSPS with proposed enhancement work would be prepared for relevant departments (EPD & DSD)' approval and the occupation date of the Proposed Development would not be earlier than the completion date of YTSPS enhancement works. With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.

3.1.7 Based on above conclusion, it confirms the feasibility and acceptability of the Proposed Redevelopment from an environmental perspective.

Figures

Legend

- 500m Assessment Area
- Application Site
- A01 Representative Air Sensitive Receiver

Representative ASR ID	Description
A01	Planned Transitional Housing
A02	Peninsula East
A03	Kwun Tong Wholesale Fish Market
A04	Planned Residential Development (Application No. A/K15/122) (The Coast Line I)
A05	Planned Comprehensive Residential Development (Application No. A/K15/126)
A06	Planned Residential Development (Application No. A/K15/121)
A07	Montego Bay
A08	Yau Tong Industrial City Block B
A09	Wah Lee Industrial Building
A10	Maya by Nouvelle
A11	Planned Residential Development (Application No. A/K15/129)
A12	Mai Tong Industrial Building
A13	The Spectacle
A14	Canaryside at Shung Shun Street
A15	Ocean One at Shung Shun Street
A16	Ko Fai Industrial Building
A17	Sam Ka Tsuen Recreation Ground
A18	Yau Tong Centre Tower 7 at Ka Wing Street
A19	全記五金貿易有限公司
A20	Planned Residential Development (Application No. A/K15/122) (The Coast Line II)
A21	Union Industrial Building
A22	Yau Tong Industrial Building Block 2
A23	Office at Redland CBP
A24	Kwun Tong Wholesale Fish Market

Figure: 2.2

Title: Representative Air Sensitive Receivers during Construction Phase

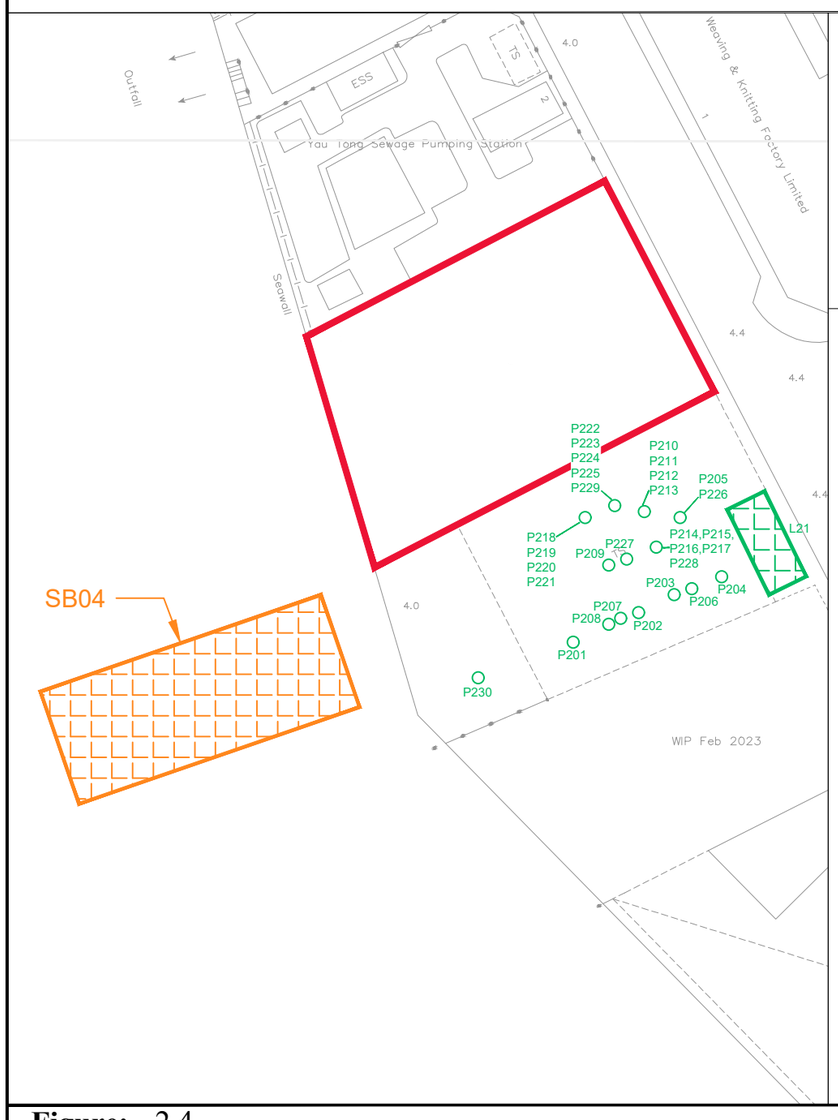
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

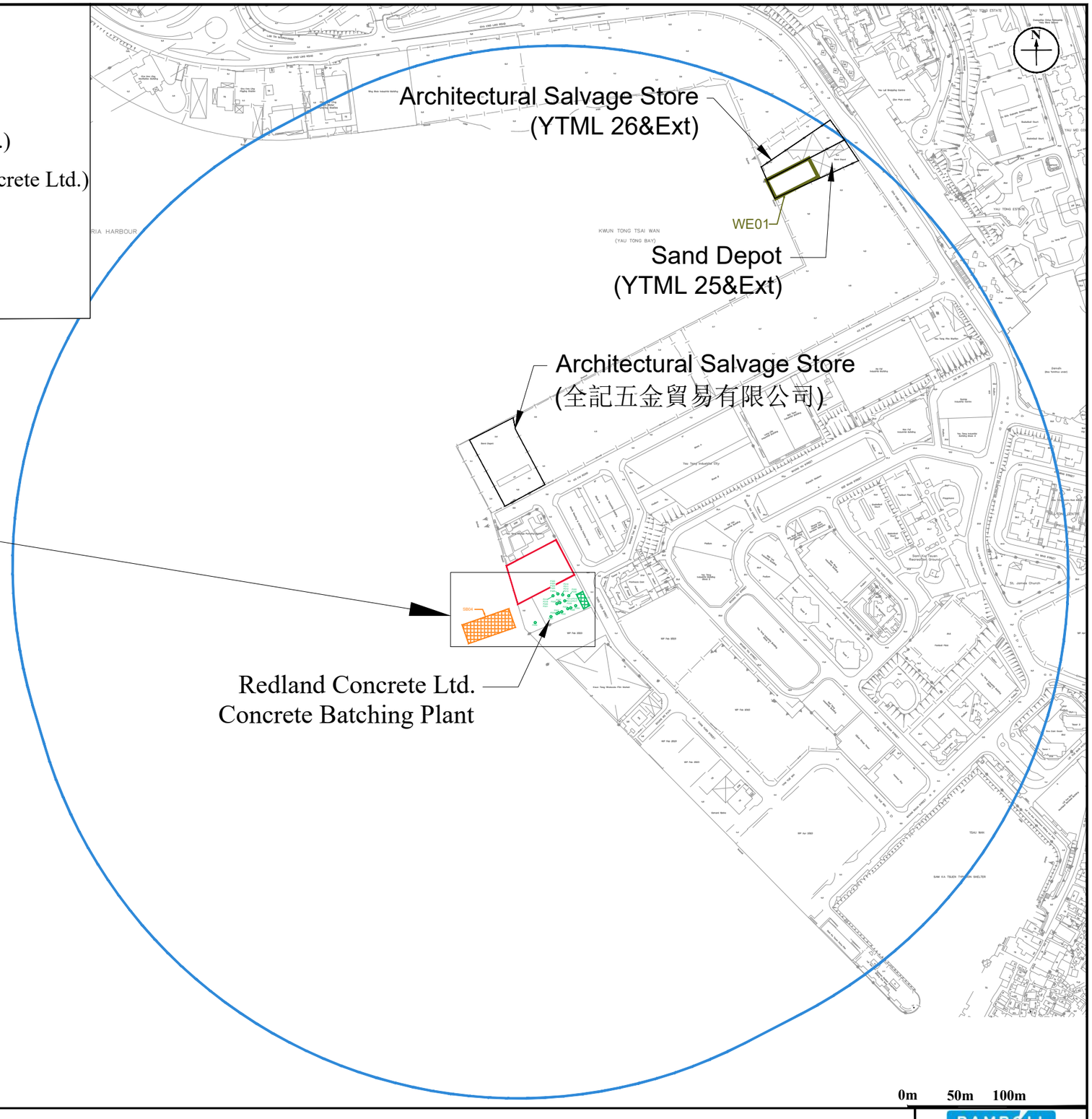
RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.1
Date:	Jul 2025

Legend

- 500m Assessment Area
- Application Site
- P201 — Point Source of Concrete Batching Plant (Redland Concrete Ltd.)
- L21 — Haul Road Emissions of Concrete Batching Plant (Redland Concrete Ltd.)
- SB04 — Wind Erosion of Sand Barge
- WE01 — Wind Erosion of Sand Depot (YTML 25&Ext)





0m 50m 100m

Figure: 2.4	RAMBOLL
Title: Location of Identified Industrial Emission Sources within 500m Assessment Area	Drawn by: WT Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Jul 2025

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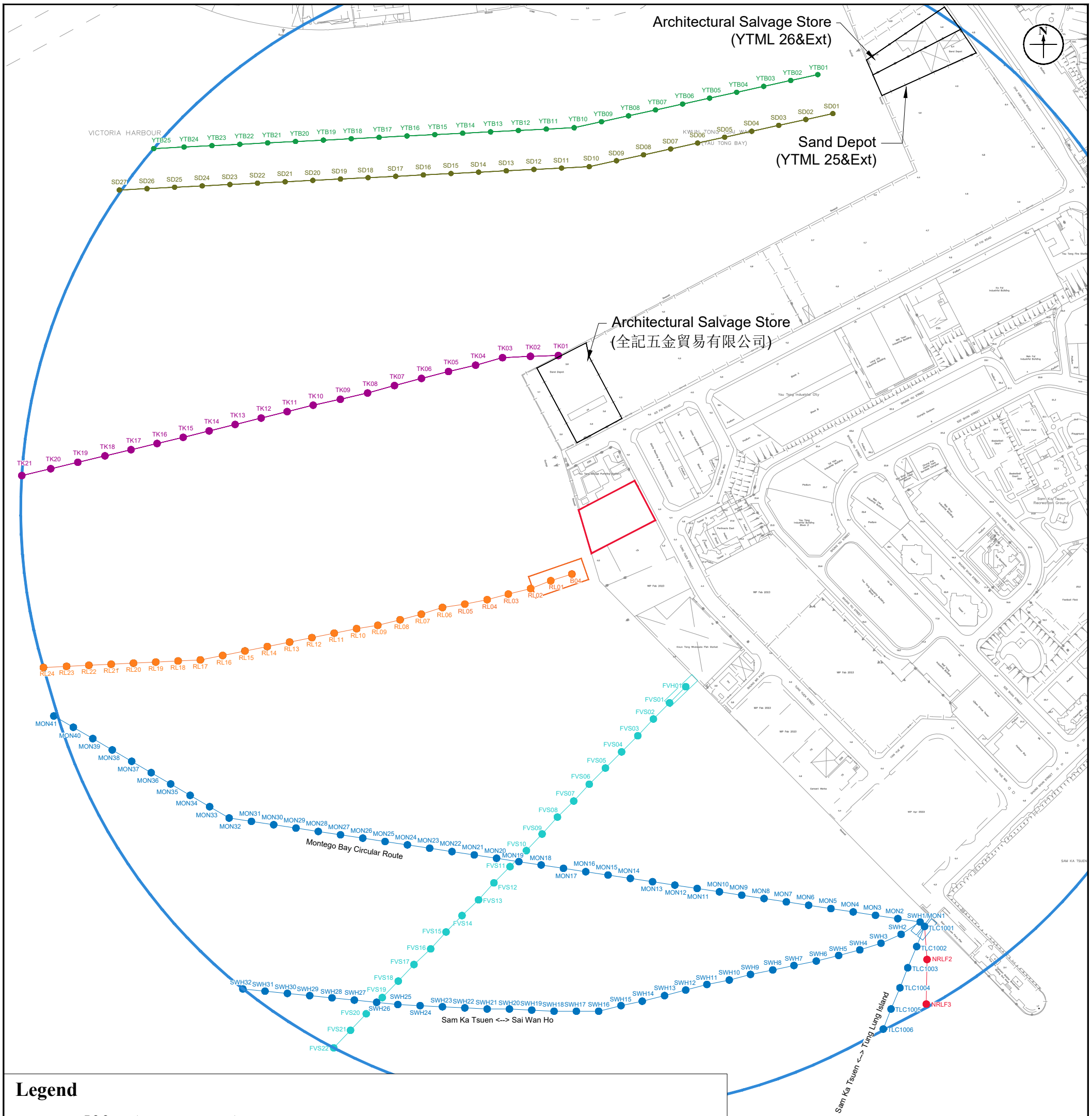


Legend

- 500m Assessment Area
- Application Site
- Marine Emission Sources - Barge
- Marine Emission Sources - Ferry
- Marine Emission Sources - Planned Local Vessel
- Marine Emission Sources - Fishing Vessel
- Marine Emission Sources - Sand Depot (YTML 25&Ext)
- Marine Emission Sources - Architectural Salvage Store (YTML 26&Ext)
- Marine Emission Sources - Architectural Salvage Store (全記五金貿易有限公司)

Figure: 2.5

Title: Location of Identified Marine Vessels Emission Sources within 500m Assessment Area

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by: WT

Checked by: TC

Rev.: 1.1

Date: Jul 2025

Appendix 2.2 Calculation of Concrete Batching Plant Emissions

Calculations of Time-In-Mode (TIM) for Barge to/ from the Concrete Batching Plant (CBP)

Premise	Vessel Type	Length of Sailing Route (m) [1]	Design Speed (m/s)	Speed Under Various Mode (m/s)		Time-In-Mode (min)	
				Hotelling	Maneuvering [2]	Hotelling [3]	Maneuvering [4]
Redland Concrete Ltd.	Barge	483.5	NA	0	2.315	60	3.48

Notes:
[1] Length of sailing route within 500m assessment area.
[2] No information is available from the operator. The travelling speed of barge is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018). (i.e. about 4.5 knots, 2.315m/s) and adopted in this assessment. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.

[3] Time-In-Mode (TIM) for hotelling - As advised by the operator, there would be one barge at one time serving each CBP and the barges would stay for around one to two days then depart. Given that the long duration of stay and infrequent sailing schedule of the barges, it is assumed that there would be one barge for each CBP hotelling continuously during the operation hours as a conservative assessment.
[4] TIM for maneuvering is estimated based on the recorded averaged speed of the barges and the length of sailing route within 500m assessment area.

Emisson Factor for Barge of Concrete Batching Plant (CBP)
Marine Emission
Emission Rate = Engine Power x Loading Factor x Emission Factor x Time-in -mode

Premise	Vessel Type	Engine Type	Average Engine Power (kW) [1]	Loading Factor [4]		Time-In-Mode (min) [5]		Emission Factor (g/kWh)			
				Hotelling	Maneuvering	Hotelling	Maneuvering	SO_2 [2]	NOx [2]	RSP [2]	FSP [2]
Redland Concrete Ltd.	Barge	Main Engine	727	0.00	0.30	60	3.48	0.21	10.00	0.30	0.29
		Auxiliary Engine	116	0.43	0.43	60	3.48	0.21	10.00	0.40	0.39

Note:
[1] Engine Power for Main Engine and Auxiliary Engine - No information from operator is available. Referenced to Table 4-5 and 4-6 of the Study on Marine Vessels Emissions Inventory, February 2012, Main Engine Power and Auxiliary Engine of Barge at GRT Class >=1000 for conservative purpose.
[2] Emission Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Table 4-16 of the Study on Marine Vessels Emissions Inventory, February 2012, engine type of ME(Cat.1) for main engine and AE for Auxiliary Engine.
[3] The emission factor of SO_2 is corrected with the fuel sulphur content according to Section 4.2.31 of EPD's "Study on Marine Vessels Emission Inventory" using the following equation: SO_2 Emission Factor (Auxiliary Engine) = BSFC x 2 x 0.9755 x Fuel Sulphur Fraction
where
BSFC of the vessel is referenced to Section 4.2.27 of EPD's "Study on Marine Vessels Emission Inventory", i.e. 213 g/kWh.
Fuel Sulphur Fraction refers to the fuel sulphur content limit of the MLD i.e. 0.05% with effective of the Air Pollution Control (Marine Light Diesel) Regulation on 1st April, 2014.
Therefore, SO_2 Emission Factor of Auxiliary Engine = 213 x 2 x 0.9755 x (0.05/100) = 0.21 g/kWh
[4] Loading Factor for Main Engine and Auxiliary Engine - No information from operator is available. Reference to EPD's Tables 4-7 and 4-10 of the Study on Marine Vessels Emissions Inventory, February 2012, vessel type of All except tug and All RTVs respectively for conservative purpose.
[5] Time-In-Mode (TIM) Estimation - Refer to Calculations of TIM for Barge to / from the concrete batching plant.

Detailed Emission Rate

Premise	Vessel Type	Engine Type	Emission Factor (kg/hour)							
			Hotelling				Maneuvering			
			SO_2	NOx	RSP	FSP	SO_2	NOx	RSP	FSP
Redland Concrete Ltd.	Barge	Main Engine	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.629E-03	1.265E-01	3.796E-03	3.669E-03
		Auxiliary Engine	1.04E-02	4.99E-01	2.00E-02	1.95E-02	6.013E-04	2.894E-02	1.158E-03	1.129E-03

Note:
[1] It is assumed that there would be one barge hotelling during the operation hours.
[2] *Emission = Engine Power (kW) x Loading Factor x Time-in-mode (hr) x Emission Factor (g/kWh)*
e.g. NOx emission factor of auxiliary engine under maneuvering at Redland Concrete Ltd. (kg/hour)
= Engine Power (kW) x Loading Factor x Emission Factor (g/kWh) x Time-in-mode (hr) / 1000
= (116 x 0.43 x 10.0 x 2.61 / 60 / 1000)
= 0.02168 kg/hour

Barge Schedule

Hour		Number of Activities per hour	
		Monday to Sunday & Public Holidays	
Start	End	Hotelling	Arrival/ Departure
0	1	0	0
1	2	0	0
2	3	0	0
3	4	0	0
4	5	0	0
5	6	0	0
6	7	0	0
7	8	1	1
8	9	1	1
9	10	1	1
10	11	1	1
11	12	1	1
12	13	1	1
13	14	1	1
14	15	1	1
15	16	1	1
16	17	1	1
17	18	1	1
18	19	1	1
19	20	1	1
20	21	0	0
21	22	0	0
22	23	0	0
23	24	0	0

Note:
[1] Based on the site visits, the barge will berth at the CBP for several days, it is assumed that there would be one arrival/ departure per hour of barge at the loading/ unloading point during operation hours for the worst-case scenario.

Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)

		Emission Factor	Unit	Reference
TSP	=	0.85	Mg/hectare/yr	Table 11.9.4 of AP-42 S11.9

Therefore,

RSP	=	0.40	Mg/hectare/yr	Multiplied by a conversion factor of 0.47 for TSP to RSP according to Table 2 of AP-42 S13.2.4
	=	1.27E-06	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.
FSP	=	0.06	Mg/hectare/yr	Multiplied by a conversion factor of 0.07 for TSP to FSP according to Table 2 of AP-42 S13.2.4
	=	1.89E-07	g/sq.m/s	24 hour emission. No watering and covering are assumed in emission rate calculation as a conservative approach.

Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)

$$E = k\,(sL)^{0.91} \times (W)^{1.02}$$

where

E= Emission factor in grams per vehicle kilomter travelled (g/veh-km)

k= Particle size multiplier, k = 0.62 g/veh-km for RSP and 0.15 g/veh-km for FSP as defined according to Table 2 of AP42 S13.2.1-1

sL= Road surface silt loading (g/m^2), as per AP-42 Table 13.2.1-3, mean silt loading for concrete batching plant is 12 g/m^2

W= Average weight (ton) of vehicles travelling on road, 22 tons is assumed as full load condition (Reference is made to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121))

RSP Emission Factor = 0.139 g/veh-m

FSP Emission Factor = 0.034 g/veh-m

Description	Source ID	Distance (m)	Road Width (m)	Road Surface Area (m^2)	Peak Hourly Flow of Mixer Trucks [1]	Dust Removal Efficiency (%) [2]	Emission Rate [3][4]	
							RSP ($g/s/m^2$)	FSP ($g/s/m^2$)
Redland Concrete Ltd.	L21	7	16	110	17	91.70%	3.43E-06	8.31E-07

Note:

1. Peak hourly mixer trucks count of the concrete batching plant based on site observations.

2. Calculation of Dust Removal Efficiency for Redland Concrete Ltd.

$$= 100 - \frac{0.8pdt}{i}$$

(ref.: Eq. 3-2 in Section 3.3.3 of USEPA Control of Open Fugitive Duat Sources - Final Report)

where

C = Average control efficiency, in percent

p = Potenial average hourly daytime evaporation rate, 0.23676 mm/h (p = 0.0049 x 48.3189 inch is equivalent to total evaporation of 1227.3mm obtained from Hong Kong Observatory)

d = Average hourly daytime traffic rate per hour, 22 veh/hr based on site observation

t = Time between applications in hour, once in each working hour as observed during site visit

i = Application intensity, 0.5 L/m^2 for haul road as minimum application intensity

Therefore,

C = 100-(0.8)(0.2368)(22)(1)/0.5 = 91.7%

3. Emission Rate(g/s) = Emission Factor x (1- Dust Removal Efficiently) x No. of Trucks per hour x Travelling Distance/Road Surface Area

4. According to Table 2 of AP42 S13.2.1-1, Particle size multiplier (k) of TSP, RSP and FSP for paved road is defined as 3.23 g/veh-km, 0.62 g/veh-km and 0.15 g/veh-km, respectively. The conversion ratio of TSP to RSP and FSP for paved road has thus referenced to the particle size multiplier.

Calculations of Emission Sources within Concrete Batching Plant (CBP)

Description	Fugitive Emission (Y/N)	Source ID	Source ID from SPL	Emissions/ Parameters extracted from SP License [1]							Concentration	Emission Rate adjusted to Emission Concentration Limit (10 mg/m^3) [2][3]		Exit Velocity (m/s)	Operation Hours [4]
				Exhaust Gas Flowrate (m^3/h)	Exit Temp (K)	Emission Height (mAG)	Stack Width (m)	Stack Length (m)	Stack Diameter (m)	Max Emission Rate (kg/hr)	RSP (mg/m3)	RSP (g/s)	FSP (g/s)		
Redland Concrete Ltd. [1][2]	N	P201	EP2	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	0700 to 1900 (12 hours)
	N	P202	EP3	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P203	EP4	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P204	EP5	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P205	EP6	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P206	EP7	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P207	EP8	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P208	EP9	1750	298.15	10	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P209	EP10	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P210	EP18	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P211	EP19	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P212	EP20	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P213	EP21	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P214	EP22	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P215	EP23	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P216	EP24	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P217	EP25	1750	298.15	12	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P218	EP26	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P219	EP27	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P220	EP28	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P221	EP29	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P222	EP30	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P223	EP31	1750	298.15	26	-	-	0.15	0.0880	26	0.00486	0.00143	27.5	
	N	P224	EP32	200	298.15	15	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P225	EP33	3500	298.15	12	0.4	0.4	0.45	0.1750	26	0.00972	0.00286	6.1	
	N	P226	EP35	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P227	EP36	200	298.15	8	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P228	EP38	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P229	EP39	200	298.15	12	-	-	0.20	0.0100	26	0.00056	0.00016	1.8	
	N	P230	EP46	10200	298.15	3	0.5	0.5	0.56	0.1700	9	0.02408	0.00708	11.3	

Note:

1. No information is provided by the operators, reference has been made to the Specified Processes (SP) License L-3-117 (6) for Redland Concrete Ltd..
2. According to Appendix B.2, General Particle Size Distributions, page B.2-13, AP-42, 1/95 version, USEPA, RSP and FSP are 51% and 15% of TSP for general concrete batching activity.
3. According to Annex 2 of A Guidance Note on the Best Practicable Means for Specified Process - Cement Works (Concrete Batching Plant) BPM 3/2 (2025) issued in April 2025, the concentration limit of Particulate Matter (PM) would be limited to 10mg/m^3 for license renewal by 1 January 2018 for all plants.
4. Operation hours of Redland Concrete Ltd. were made reference to approved EIA EIA-258/2018 - Lei Yue Mun Waterfront Enhancement Project.

Appendix 2.8 Input Parameters of Industrial and Marine Sources in AERMOD

Input Parameters of Industrial Emission Sources in AERMOD

Concrete Batching Plant - Point Source

Description [1]	ID	X	Y	Z	RSP	FSP	Emission Height	Exit Temp	Exit Velocity	Stack Diameter	Operation Hours
					g/s	g/s	mAG	K	m/s	m	
Redland Concrete Ltd.	P201	842116	817205	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	0700-1900
	P202	842127	817210	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P203	842133	817213	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P204	842141	817216	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P205	842134	817226	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P206	842136	817214	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P207	842124	817209	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P208	842122	817208	4.5	4.86E-03	1.43E-03	10	298.15	27.5	0.15	
	P209	842122	817218	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P210	842128	817227	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P211	842128	817227	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P212	842128	817227	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P213	842128	817227	4.5	4.86E-03	1.43E-03	12	298.15	27.5	0.15	
	P214	842130	817221	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P215	842130	817221	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P216	842130	817221	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P217	842130	817221	4.5	4.86E-03	1.43E-03	12	298.15	27.5	0.15	
	P218	842118	817226	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P219	842118	817226	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P220	842118	817226	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P221	842118	817226	4.5	9.72E-03	2.86E-03	12	298.15	6.1	0.45	
	P222	842123	817228	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P223	842123	817228	4.5	4.86E-03	1.43E-03	26	298.15	27.5	0.15	
	P224	842123	817228	4.5	5.56E-04	1.63E-04	15	298.15	1.8	0.20	
	P225	842123	817228	4.5	9.72E-03	2.86E-03	12	298.15	6.1	0.45	
	P226	842134	817226	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P227	842125	817219	4.5	5.56E-04	1.63E-04	8	298.15	1.8	0.20	
	P228	842130	817221	4.5	5.56E-04	1.63E-04	12	298.15	1.8	0.20	
	P229	842123	817228	4.5	5.56E-04	1.63E-04	12	298.15	1.8	0.20	
	P230	842100	817199	4.5	2.41E-02	7.08E-03	3	298.15	11.3	0.56	

Note:
1. Please refer to "Calculations of Emission Sources within Concrete Batching Plant (CBP)" for details.

Concrete Batching Plant - Area Source

Description [1]	ID	X	Y	Z	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
					g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Redland Concrete Ltd.	L21 [2]	842149	817213	4.5	4.44E-06	1.08E-06	0.5	7	16	-26	0	0700-1900

Note:
1. Please refer to "Calculations of Emission Sources within Concrete Batching Plant (CBP)" for details.
2. Please refer to "Calculations of Emission Factor for Paved Road within Concrete Batching Plant (CBP)" for details.

Wind Erosion of Sand Barge - Area Source

Description [1] [2]	ID	X	Y	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
				g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Redland Concrete Ltd.	SB04	842026.2	817196.7	1.27E-06	1.89E-07	1.5	20	50	71	0	Full day

Notes:
1. All parameters (except emission rates) of Wind Erosion of Sand Barge of concrete batching plants are referenced to the approved S16 application for Proposed Residential Development in "Comprehensive Development Area (4)" Zone and "Road" at No. 18 Tung Yuen Street, Cha Kwo Ling Yau Tong, Kowloon (A/K15/121) (extracted in Appendix 2.22). Details calculation of source emission rates can be refer to "Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)".
2. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
3. Details of RSP and FSP emission rates were shown in "Calculations of Emission Factor for Wind Erosion within Concrete Batching Plant (CBP)".

Marine Emission - Barges

Description	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [1]	Release Height [1]	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling (Redland Concrete Ltd.)	B04	POINT	842065	817199	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	0700-1900
Barge - Maneuvering (Redland Concrete Ltd.)	RL01	POINT	842046	817193	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL02	POINT	842028	817186	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL03	POINT	842008	817181	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL04	POINT	841989	817176	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL05	POINT	841969	817172	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL06	POINT	841949	817169	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL07	POINT	841930	817163	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL08	POINT	841911	817158	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL09	POINT	841891	817153	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL10	POINT	841872	817150	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL11	POINT	841852	817146	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL12	POINT	841832	817142	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL13	POINT	841812	817138	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL14	POINT	841792	817134	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL15	POINT	841772	817130	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL16	POINT	841752	817126	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL17	POINT	841732	817122	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL18	POINT	841712	817121	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL19	POINT	841692	817120	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL20	POINT	841672	817119	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL21	POINT	841652	817118	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL22	POINT	841632	817117	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL23	POINT	841612	817116	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	
	RL24	POINT	841591	817115	1.3	3.74E-05	1.80E-03	5.73E-05	5.55E-05	555	25	0.8	8	

Note:
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum
2. No information from the operator is available. Barge information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to another similar type of vessel presented in Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) due to the similar nature and operating mode.

Marine Emission - Sand Depot (YTML 25 &Ext)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	SD01	POINT	842298.8	817611.9	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.3** for the vessel frequency
Barge - Maneuvering	SD02	POINT	842274.6	817606.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD03	POINT	842250.4	817601.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD04	POINT	842226.1	817596.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD05	POINT	842201.9	817590.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD06	POINT	842177.7	817585.5	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD07	POINT	842153.4	817580.2	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD08	POINT	842129.2	817574.9	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD09	POINT	842105.0	817569.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD10	POINT	842080.5	817564.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD11	POINT	842055.7	817563.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD12	POINT	842031.0	817561.8	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD13	POINT	842006.2	817560.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD14	POINT	841981.4	817559.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD15	POINT	841956.6	817558.1	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD16	POINT	841931.9	817556.9	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD17	POINT	841907.1	817555.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD18	POINT	841882.3	817554.4	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD19	POINT	841857.6	817553.2	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD20	POINT	841832.8	817552.0	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD21	POINT	841808.0	817550.7	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD22	POINT	841783.3	817549.5	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD23	POINT	841758.5	817548.3	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD24	POINT	841733.7	817547.1	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD25	POINT	841709.0	817545.8	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD26	POINT	841684.2	817544.6	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	
	SD27	POINT	841659.4	817543.4	1.3	4.82E-05	2.32E-03	7.39E-05	7.16E-05	555	25	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Wind Erosion at Yau Tong Bay Sand Depot - Area Source

Description [1] [2]	ID	X	Y	RSP	FSP	Release Height	X length	Y length	Source Angle	Plume Height	Operation Hours
				g/s-m^2	g/s-m^2	mAG	m	m	degree clockwise from N.	m	
Wind Erosion at Yau Tong Bay Sand Depot	WE01	842334.3	817646.9	1.27E-06	1.94E-07	0.5	21	48	63	0	Full day

Note:

1. Please refer to "Calculation of Emission factor for Wind Erosion at Sand Dunes (Sand Depot (YTML 25 &Ext))" for details.

Marine Emission - Architectural Salvage Store (YTML 26 &Ext)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	YTB01	POINT	842285.3	817646.8	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.3** for the vessel frequency
Barge - Maneuvering	YTB02	POINT	842261.1	817641.5	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB03	POINT	842236.9	817636.3	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB04	POINT	842212.6	817631.0	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB05	POINT	842188.4	817625.7	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB06	POINT	842164.2	817620.4	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB07	POINT	842140.0	817615.1	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB08	POINT	842115.7	817609.9	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB09	POINT	842091.5	817604.6	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB10	POINT	842067.0	817599.2	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB11	POINT	842042.0	817598.0	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB12	POINT	842017.1	817596.8	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB13	POINT	841992.1	817595.5	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB14	POINT	841967.1	817594.3	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB15	POINT	841942.2	817593.0	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB16	POINT	841917.2	817591.8	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB17	POINT	841892.2	817590.6	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB18	POINT	841867.3	817589.3	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB19	POINT	841842.3	817588.1	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB20	POINT	841817.3	817586.8	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB21	POINT	841792.3	817585.6	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB22	POINT	841767.4	817584.4	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB23	POINT	841742.4	817583.1	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB24	POINT	841717.4	817581.9	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	
	YTB25	POINT	841690.2	817580.5	1.3	5.61E-05	2.70E-03	8.60E-05	8.33E-05	555	25	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Architectural Salvage Store (全記五金貿易有限公司)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Barge - Hotelling	TK01	POINT	842052.8	817394.9	1.3	2.88E-03	1.39E-01	5.54E-03	5.40E-03	555	25	0.8	8	Please refer to **Appendix 2.3** for the vessel frequency
Barge - Maneuvering	TK02	POINT	842027.8	817394.2	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK03	POINT	842002.8	817393.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK04	POINT	841978.7	817386.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK05	POINT	841954.4	817380.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK06	POINT	841930.2	817374.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK07	POINT	841906.0	817368.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK08	POINT	841881.9	817361.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK09	POINT	841857.5	817355.7	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK10	POINT	841833.1	817350.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK11	POINT	841809.8	817344.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK12	POINT	841786.5	817338.9	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK13	POINT	841763.2	817333.1	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK14	POINT	841739.9	817327.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK15	POINT	841716.6	817321.6	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK16	POINT	841693.3	817316.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK17	POINT	841669.9	817310.5	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK18	POINT	841646.6	817305.0	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK19	POINT	841622.2	817299.2	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK20	POINT	841597.9	817293.4	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	
	TK21	POINT	841572.0	817287.3	1.3	5.15E-05	2.48E-03	7.89E-05	7.65E-05	555	25	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Input Parameters of Marine Emission Sources in AERMOD

Marine Emission - Passenger Ferry (Sam Ka Tsuen <-> Tung Lung Island)

Description [1] [2]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	TLC1001	POINT	842381	816883	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	TLC1002	POINT	842374	816865	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1003	POINT	842366	816846	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1004	POINT	842359	816828	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1005	POINT	842351	816809	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	
	TLC1006	POINT	842311	816493	1.3	2.10E-05	1.01E-03	3.22E-05	3.12E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Passenger Ferry (Sam Ka Tsuen <-> Sai Wan Ho)

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	SWH01	POINT	842377	816887	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	SWH02	POINT	842360	816876	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH03	POINT	842342	816868	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH04	POINT	842323	816862	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH05	POINT	842304	816857	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH06	POINT	842284	816852	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH07	POINT	842264	816848	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH08	POINT	842245	816844	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH09	POINT	842225	816840	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH10	POINT	842206	816835	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH11	POINT	842186	816831	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH12	POINT	842167	816826	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH13	POINT	842148	816821	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH14	POINT	842128	816816	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH15	POINT	842109	816812	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH16	POINT	842089	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH17	POINT	842069	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH18	POINT	842049	816807	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH19	POINT	842029	816808	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH20	POINT	842009	816809	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH21	POINT	841989	816809	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH22	POINT	841969	816810	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH23	POINT	841949	816811	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH24	POINT	841929	816812	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH25	POINT	841909	816813	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH26	POINT	841890	816815	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH27	POINT	841870	816817	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH28	POINT	841850	816819	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH29	POINT	841830	816821	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH30	POINT	841810	816823	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH31	POINT	841790	816825	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	
	SWH32	POINT	841750	816829	1.3	2.26E-05	1.09E-03	3.48E-05	3.37E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Passenger Ferry (Montego Bay Circular Route (Sam Ka Tsuen <– Tsim Sha Tsui No.4 Pier – Central No.10 Pier->Sam Ka Tsuen))

Description [1]	ID	Source Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Passenger Ferry - Hotelling	MON01	POINT	842377	816887	1.3	2.38E-04	1.14E-02	4.58E-04	4.46E-04	555	8	0.8	8	Please refer to **Appendix 2.4** for the coral sea ferry frequency
Passenger Ferry - Maneuvering	MON02	POINT	842357	816890	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON03	POINT	842337	816893	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON04	POINT	842317	816896	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON05	POINT	842297	816899	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON06	POINT	842277	816902	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON07	POINT	842257	816905	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON08	POINT	842237	816908	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON09	POINT	842217	816911	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON10	POINT	842197	816914	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON11	POINT	842177	816917	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON12	POINT	842157	816920	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON13	POINT	842137	816923	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON14	POINT	842117	816926	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON15	POINT	842097	816929	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON16	POINT	842077	816932	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON17	POINT	842057	816935	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON18	POINT	842037	816938	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON19	POINT	842017	816941	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON20	POINT	841997	816944	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON21	POINT	841978	816947	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON22	POINT	841958	816950	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON23	POINT	841938	816953	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON24	POINT	841918	816956	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON25	POINT	841898	816959	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON26	POINT	841878	816962	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON27	POINT	841858	816965	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON28	POINT	841838	816968	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON29	POINT	841818	816971	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON30	POINT	841798	816974	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON31	POINT	841778	816977	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON32	POINT	841758	816980	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON33	POINT	841740	816990	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON34	POINT	841723	817001	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON35	POINT	841705	817011	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON36	POINT	841688	817021	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON37	POINT	841671	817031	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON38	POINT	841653	817041	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON39	POINT	841636	817051	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON40	POINT	841618	817062	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	
	MON41	POINT	841601	817072	1.3	2.14E-05	1.03E-03	3.28E-05	3.18E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. No information from the operator is available. Ferry information including release height, exit temperature, exit velocity and internal diameter of its chimney is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018).

Marine Emission - Fishing Vessels

Description [1] [2]	ID	Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Fishing Vessels	FVH01	POINT	842167	817098	1.3	2.85E-03	1.37E-01	5.49E-03	5.36E-03	555	8	0.3	6	Please refer to **Appendix 2.5** for the fishing vessel frequency
	FVS01	POINT	842153	817084	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS02	POINT	842138	817069	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS03	POINT	842124	817054	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS04	POINT	842110	817040	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS05	POINT	842095	817025	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS06	POINT	842081	817011	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS07	POINT	842067	816995	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS08	POINT	842052	816981	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS09	POINT	842038	816966	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS10	POINT	842024	816951	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS11	POINT	842010	816937	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS12	POINT	841995	816922	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS13	POINT	841981	816907	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS14	POINT	841966	816893	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS15	POINT	841952	816878	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS16	POINT	841938	816863	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS17	POINT	841923	816849	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS18	POINT	841909	816834	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS19	POINT	841895	816819	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS20	POINT	841881	816805	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS21	POINT	841867	816790	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	
	FVS22	POINT	841852	816774	1.3	6.93E-05	3.33E-03	1.04E-04	1.01E-04	555	8	0.3	6	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.

2. No information from the operator is available. Fishing vessels information including exit temperature, exit velocity and internal diameter of its chimney is referenced to another similar type of vessel presented in Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018) due to the similar nature.

Marine Emission - Planned Local Vessels

Description [1] [2]	ID	Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Route of SKT Ferry to/from LYM New Landing Facility	NRLF2	POINT	842383	816853	1.3	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	Please refer to **Appendix 2.6** for the planned local vessel frequency
	NRLF3	POINT	842383	816813	1.3	1.05E-05	6.91E-04	1.61E-05	1.48E-05	555	8	0.8	8	

Notes:

1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.
2. All parameters including emission rates of planned local vessels are referenced to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).

Input Parameters of Major Point Sources in AERMOD

Major Point Sources within 4km Assessment Area - Cruise Vessels at Kai Tak Cruise Terminal

Description	ID	Type	X	Y	Base Elevation [1]	SO_2	NOx	RSP	FSP	Exit Temperature	Exit Velocity	Internal diameter	Release Height	Operation Hours
					mPD	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
Hotelling of Spectrum of the Seas	H1	Point	839744	818698	1.3	5.36	30.56	0.74	0.66	537	24.6	1.9	63.2 [2]	Full day
Hotelling of Costa Serena	H2	Point	840021	818427	1.3	5.93	34.31	0.83	0.74	537	24.6	1.9	62 [3]	

Notes:

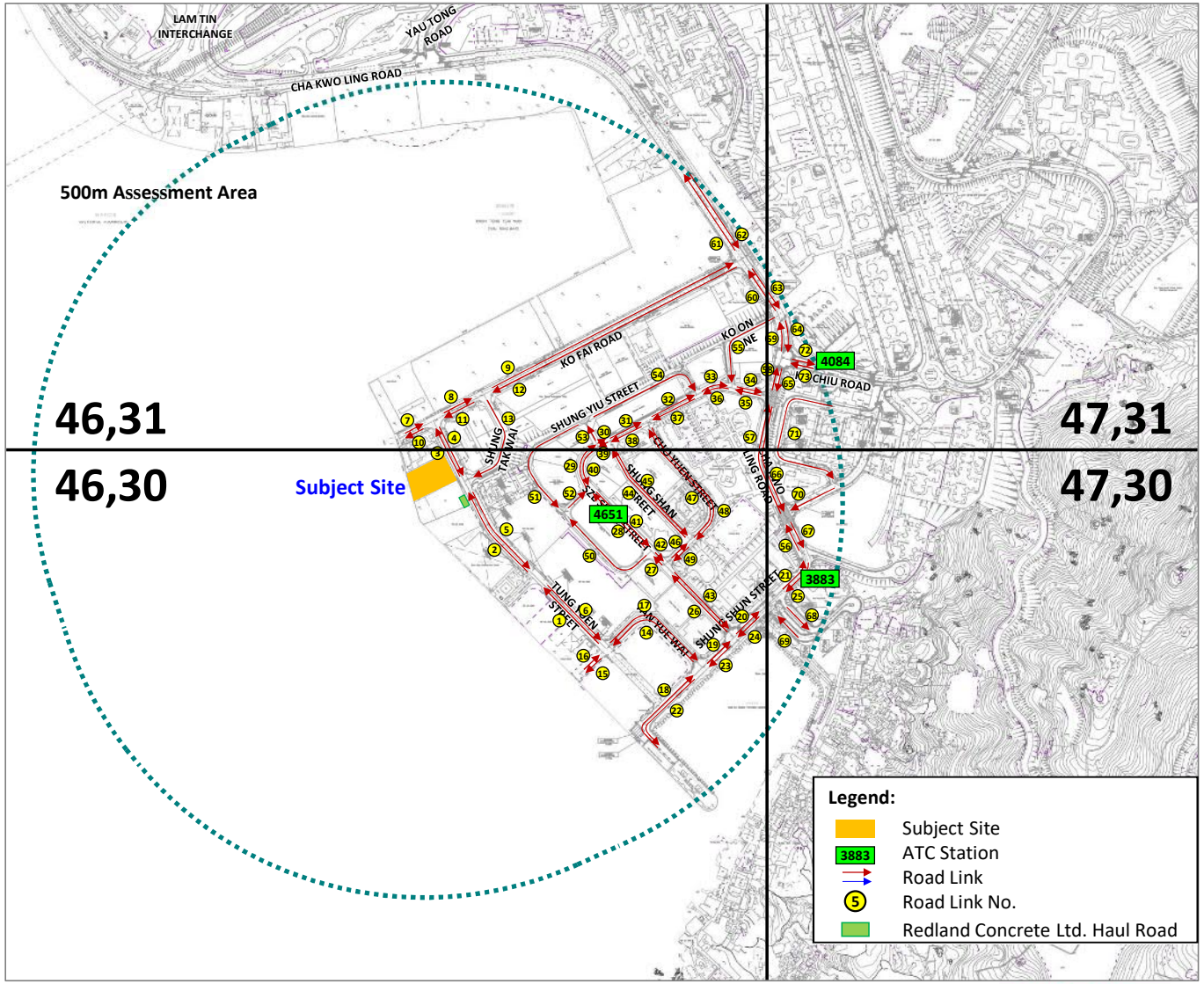
1. Base elevation of vessesl was assumed to be mean sea level, which is 1.3 m above the Hong Kong Principle Datum.

2. The emission height of the chimney of Spectrum of the Seas is estimated based on the website (https://zh.wikipedia.org/wiki/%E6%B5%B7%E6%B4%8B%E5%85%89%E8%AD%9C%E8%99%9F#%E5%A4%96%E9%83%A8%E9%93%BE%E6%8E%A5). The estimated height is about 63.2m (above water surface).

3. The emission height of the chimney of Costa Serena is estimated based on the observation. The estimated height is about 60m (above water surface) which is close to the height of the Post-Panamax (62m above water surface) as stated in the Approved EIA Report for Kai Tak Development. Therefore, the height of 62m above water surface has been adopted for the assessment.

Appendix 2.11 Year 2047 Traffic Forecasts for Air Quality Impact Assessment & Summary of Emission Factors Generated by SAMP v2.1 (Please refer to Modelling Zip File)

Road Links and ATC Stations



Road Name	Road ID	Road Type	Speed Limit (km/hr)	Average Speed (km/hr)	Start Emission Estimated by Broad Brush Approach (Y/N)	Hour	Total Vehicles (Veh/hr)	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium Goods Vehicles<=15t	07 - Medium Goods Vehicles15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles>24t	18 - Non-franchised Bus >24t	Total
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9	
Tung Yuen Street	1	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	30	Y	0600-0700	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	0700-0800	120	29.2%	4.2%	0.0%	8.3%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	1	1	50	29	Y	0800-0900	125	32.0%	4.0%	0.0%	8.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	0900-1000	120	29.2%	4.2%	0.0%	8.3%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	1	1	50	29	Y	1000-1100	125	32.0%	4.0%	0.0%	8.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	1	1	50	29	Y	1100-1200	130	34.6%	3.8%	0.0%	7.7%	3.8%	7.7%	11.5%	3.8%	0.0%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	1	1	50	28	Y	1200-1300	150	30.0%	3.3%	3.3%	6.7%	3.3%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	3.3%	100.0%
Tung Yuen Street	1	1	50	29	Y	1300-1400	140	28.6%	3.6%	3.6%	7.1%	3.6%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	3.6%	3.6%	3.6%	100.0%
Tung Yuen Street	1	1	50	29	Y	1400-1500	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1500-1600	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1600-1700	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1700-1800	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1800-1900	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	1	1	50	29	Y	1900-2000	120	25.0%	4.2%	4.2%	4.2%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	1	1	50	29	Y	2000-2100	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	1	1	50	29	Y	2100-2200	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	1	1	50	30	Y	2200-2300	85	23.5%	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	5.9%	100.0%
Tung Yuen Street	1	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0000-0100	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0100-0200	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0200-0300	15	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0400-0500	15	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0500-0600	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	0600-0700	70	35.7%	0.0%	0.0%	14.3%	7.1%	7.1%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	100.0%
Tung Yuen Street	2	1	50	27	Y	0700-0800	215	25.6%	2.3%	2.3%	11.6%	7.0%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.7%	4.7%	4.7%	100.0%
Tung Yuen Street	2	1	50	26	Y	0800-0900	230	26.1%	2.2%	2.2%	13.0%	6.5%	6.5%	13.0%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	0.0%	4.3%	4.3%	4.3%	100.0%
Tung Yuen Street	2	1	50	27	Y	0900-1000	215	25.6%	2.3%	2.3%	11.6%	7.0%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.7%	4.7%	4.7%	100.0%
Tung Yuen Street	2	1	50	27	Y	1000-1100	205	26.8%	2.4%	2.4%	12.2%	4.9%	7.3%	12.2%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	0.0%	4.9%	2.4%	4.9%	100.0%
Tung Yuen Street	2	1	50	27	Y	1100-1200	220	29.5%	2.3%	2.3%	11.4%	4.5%	6.8%	13.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.5%	2.3%	4.5%	100.0%
Tung Yuen Street	2	1	50	27	Y	1200-1300	215	30.2%	2.3%	2.3%	11.6%	4.7%	7.0%	11.6%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	4.7%	2.3%	4.7%	100.0%
Tung Yuen Street	2	1	50	28	Y	1300-1400	175	34.3%	2.9%	0.0%	11.4%	5.7%	8.6%	14.3%	2.9%	0.0%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	2.9%	2.9%	2.9%	100.0%
Tung Yuen Street	2	1	50	28	Y	1400-1500	160	34.4%	3.1%	0.0%	12.5%	6.3%	6.3%	12.5%	3.1%	0.0%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	3.1%	3.1%	3.1%	100.0%
Tung Yuen Street	2	1	50	28	Y	1500-1600	150	36.7%	3.3%	0.0%	13.3%	3.3%	6.7%	13.3%	3.3%	0.0%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	3.3%	100.0%
Tung Yuen Street	2	1	50	28	Y	1600-1700	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	100.0%
Tung Yuen Street	2	1	50	28	Y	1700-1800	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	100.0%
Tung Yuen Street	2	1	50	28	Y	1800-1900	145	37.9%	3.4%	0.0%	10.3%	3.4%	6.9%	13.8%	3.4%	0.0%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	3.4%	100.0%
Tung Yuen Street	2	1	50	29	Y	1900-2000	125	32.0%	4.0%	0.0%	12.0%	4.0%	8.0%	12.0%	4.0%	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	2	1	50	29	Y	2000-2100	110	31.8%	4.5%	0.0%	9.1%	4.5%	4.5%	13.6%	4.5%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	2	1	50	29	Y	2100-2200	110	31.8%	4.5%	0.0%	9.1%	4.5%	4.5%	13.6%	4.5%	0.0%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	2	1	50	30	Y	2200-2300	100	50.0%	5.0%	0.0%	10.0%	5.0%	5.0%	10.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	0.0%	5.0%	5.0%	5.0%	100.0%
Tung Yuen Street	2	1	50	30	Y	2300-0000	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0000-0100	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0100-0200	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0200-0300	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0300-0400	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0400-0500	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	30	Y	0500-0600	30	50.0%	0.0%	0.0%	16.7%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	3	1	50	29	Y	0600-0700	120	37.5%	0.0%	0.0%	12.5%	4.2%	8.3%	12.5%	4.2%	0.0%	4.2%	0.0%	0.0%	4.2%	0.0%	0.0%	4.2%	4.2%	4.2%	100.0%
Tung Yuen Street	3	1	50	24	Y	0700-0800	305	31.1%	1.6%	1.6%	13.1%	4.9%	6.6%	11.5%	3.3%	1.6%	3.3%	1.6%	1.6%	3.3%	1.6%	3.3%	4.9%	3.3%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	0800-0900	325	32.3%	1.5%	1.5%	13.8%	4.6%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	4.6%	3.1%	1.5%	100.0%
Tung Yuen Street	3	1	50	24	Y	0900-1000	310	32.3%	1.6%	1.6%	12.9%	4.8%	6.5%	11.3%	3.2%	1.6%	3.2%	1.6%	1.6%	3.2%	1.6%	3.2%	4.8%	3.2%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	1000-1100	315	33.3%	1.6%	1.6%	12.7%	4.8%	6.3%	11.1%	3.2%	1.6%	3.2%	1.6%	1.6%	3.2%	1.6%	3.2%	4.8%	3.2%	1.6%	100.0%
Tung Yuen Street	3	1	50	24	Y	1100-1200	335	35.8%	1.5%	1.5%	11.9%	4.5%	6.0%	11.9%	3.0%	1.5%	3.0%	1.5%	1.5%	3.0%	1.5%	3.0%	4.5%	3.0%	1.5%	100.0%
Tung Yuen Street	3	1	50	23	Y	1200-1300	345	36.2%	2.9%	1.4%	11.6%	4.3%	5.8%	11.6%	2.9%	1.4%	2.9%	1.4%	1.4%	2.9%	1.4%	2.9%	4.3%	2.9%	1.4%	100.0%
Tung Yuen Street	3	1	50	25	Y	1300-1400	295	40.7%	3.4%	0.0%	11.9%	5.1%	6.8%	11.9%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	1.7%	0.0%	3.4%	5.1%	3.4%	100.0%
Tung Yuen Street	3	1	50	25	Y	1400-1500	265	43.4%	3.8%	0.0%	11.3%	3.8%	5.7%	11.3%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	3	1	50	25	Y	1500-1600	270	44.4%	3.7%	0.0%	11.1%	3.7%	5.6%	11.1%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	3	1	50	25	Y	1600-1700	275	45.5%	3.6%	0.0%	10.9%	3.6%	5.5%	10.9%	1.8%	0.0%	1.8%	1.8%	1.8%	1.8%	1.8%	0.0%	3.6%	3.6%	3.6%	100.0%
Tung Yuen Street	3	1	50	25	Y	1700-1800	270	46.3%	3.7%	0.0%	9.3%	3.7%	5.6%	11.1%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	3	1	50	25	Y	1800-1900	265	45.3%	3.8%	0.0%	9.4%	3.8%	5.7%	11.3%	1.9%	0.0%	1.9%	1.9%	1.9%	1.9%	1.9%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	3	1	50	27	Y	1900-2000	205	43.9%	2.4%	0.0%	9.8%	4.9%	4.9%	12.2%	2.4%	0.0%	2.4%	2.4%	2.4%	2.4%	2.4%	0.0%	2.4%	4.9%	2.4%	100.0%
Tung Yuen Street	3	1	50	28	Y	2000-2100	180	44.4%	2.8%	0.0%	11.1%	2.8%	5.6%	11.1%	2.8%	0.0%	2.8%	2.8%	2.8%	2.8%	2.8%	0.0%	2.8%	2.8%	2.8%	100.0%
Tung Yuen Street	3	1	50	28	Y	2100-2200	180	44.4%	2.8%	0.0%	11.1%	2.8%	5.6%	11.1%	2.8%	0.0%	2.8%	2.8%	2.8%	2.8%	2.8%	0.0%	2.8%	2.8%	2.8%	100.0%
Tung Yuen Street	3	1	50	28	Y	2200-2300	155	41.9%	3.2%	0.0%	9.7%	3.2%	6.5%	9.7%	3.2%	0.0%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	3.2%	3.2%	3.2%	100.0%
Tung Yuen Street	3	1	50	30	Y	2300-0000	80	43.8%	0.0%	0.0%	12.5%	6.3%	6.3%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	100.0%
Tung Yuen Street	4	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	30	Y	0600-0700	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	4.0%	100.0%
Tung Yuen Street	4	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	0900-1000	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	1100-1200	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1200-1300	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1300-1400	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1400-1500	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	3.8%	3.8%	100.0%
Tung Yuen Street	4	1	50	29	Y	1500-1600	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1600-1700	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1700-1800	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1800-1900	135	29.6%	3.7%	3.7%	7.4%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	0.0%	3.7%	3.7%	3.7%	100.0%
Tung Yuen Street	4	1	50	29	Y	1900-2000	115	26.1%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	4.3%	4.3%	4.3%	100.0%
Tung Yuen Street	4	1	50	29	Y	2000-2100	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	4	1	50	29	Y	2100-2200	110	22.7%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	4.5%	100.0%
Tung Yuen Street	4	1	50	29	Y	2200-2300	105	19.0%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	0.0%	4.8%	4.8%	4.8%	100.0%
Tung Yuen Street	4	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Tung Yuen Street	5	1	50	30	Y	0200-0300

Ko Fai Road	8	1	50	30	Y	0300-0400	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	0400-0500	25	40.0%	0.0%	0.0%	20.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	0500-0600	35	42.9%	0.0%	0.0%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	29	Y	0600-0700	135	33.3%	0.0%	0.0%	14.8%	7.4%	7.4%	14.8%	3.7%	0.0%	3.7%	0.0%	0.0%	3.7%	0.0%	3.7%	3.7%	3.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	0700-0800	325	30.8%	1.5%	1.5%	13.8%	6.2%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	3.1%	4.6%	1.5%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	23	Y	0800-0900	350	31.4%	1.4%	1.4%	14.3%	5.7%	7.1%	12.9%	2.9%	1.4%	2.9%	1.4%	1.4%	2.9%	1.4%	2.9%	2.9%	4.3%	1.4%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	0900-1000	325	30.8%	1.5%	1.5%	13.8%	6.2%	6.2%	12.3%	3.1%	1.5%	3.1%	1.5%	1.5%	3.1%	1.5%	3.1%	3.1%	4.6%	1.5%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1000-1100	340	32.4%	1.5%	1.5%	13.2%	5.9%	7.4%	11.8%	2.9%	1.5%	2.9%	1.5%	1.5%	2.9%	1.5%	2.9%	2.9%	4.4%	1.5%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	23	Y	1100-1200	365	34.2%	1.4%	1.4%	13.7%	5.5%	6.8%	12.3%	2.7%	1.4%	2.7%	1.4%	1.4%	2.7%	1.4%	2.7%	2.7%	4.1%	1.4%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	23	Y	1200-1300	365	34.2%	2.7%	1.4%	12.3%	5.5%	6.8%	12.3%	2.7%	1.4%	2.7%	1.4%	1.4%	2.7%	1.4%	2.7%	2.7%	4.1%	1.4%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1300-1400	340	36.8%	2.9%	0.0%	13.2%	5.9%	7.4%	13.2%	2.9%	0.0%	2.9%	1.5%	1.5%	2.9%	0.0%	2.9%	1.5%	4.4%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1400-1500	305	37.7%	3.3%	0.0%	13.1%	4.9%	6.6%	13.1%	3.3%	0.0%	3.3%	1.6%	1.6%	3.3%	0.0%	3.3%	1.6%	3.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1500-1600	310	38.7%	3.2%	0.0%	12.9%	4.8%	6.5%	12.9%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1600-1700	315	39.7%	3.2%	0.0%	12.7%	4.8%	6.3%	12.7%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1700-1800	310	40.3%	3.2%	0.0%	11.3%	4.8%	6.5%	12.9%	3.2%	0.0%	3.2%	1.6%	1.6%	3.2%	0.0%	3.2%	1.6%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	24	Y	1800-1900	305	39.3%	3.3%	0.0%	11.5%	4.9%	6.6%	13.1%	3.3%	0.0%	3.3%	1.6%	1.6%	3.3%	0.0%	3.3%	1.6%	3.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	1900-2000	220	40.9%	2.3%	0.0%	11.4%	4.5%	6.8%	13.6%	2.3%	0.0%	2.3%	2.3%	2.3%	2.3%	0.0%	2.3%	2.3%	4.5%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	2000-2100	200	40.0%	2.5%	0.0%	12.5%	5.0%	7.5%	12.5%	2.5%	0.0%	2.5%	2.5%	2.5%	2.5%	0.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	27	Y	2100-2200	200	40.0%	2.5%	0.0%	12.5%	5.0%	7.5%	12.5%	2.5%	0.0%	2.5%	2.5%	2.5%	2.5%	0.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	28	Y	2200-2300	170	38.2%	2.9%	0.0%	11.8%	5.9%	5.9%	11.8%	2.9%	0.0%	2.9%	2.9%	2.9%	2.9%	0.0%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	8	1	50	30	Y	2300-0000	90	38.9%	0.0%	0.0%	11.1%	5.6%	5.6%	11.1%	5.6%	0.0%	5.6%	0.0%	0.0%	5.6%	0.0%	5.6%	0.0%	5.6%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0000-0100	60	50.0%	0.0%	0.0%	16.7%	8.3%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0100-0200	55	45.5%	0.0%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0200-0300	40	50.0%	0.0%	0.0%	25.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0300-0400	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0400-0500	45	44.4%	0.0%	0.0%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	30	Y	0500-0600	55	45.5%	0.0%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	27	Y	0600-0700	185	40.5%	2.7%	0.0%	16.2%	5.4%	5.4%	10.8%	2.7%	0.0%	2.7%	2.7%	0.0%	2.7%	0.0%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	0700-0800	440	36.4%	2.3%	1.1%	15.9%	5.7%	4.5%	10.2%	2.3%	1.1%	2.3%	2.3%	1.1%	2.3%	1.1%	3.4%	3.4%	3.4%	1.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	20	Y	0800-0900	480	36.5%	2.1%	1.0%	16.7%	6.3%	5.2%	10.4%	2.1%	1.0%	2.1%	2.1%	1.0%	2.1%	1.0%	3.1%	3.1%	3.1%	1.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	0900-1000	445	37.1%	2.2%	1.1%	15.7%	5.6%	4.5%	10.1%	2.2%	1.1%	2.2%	2.2%	1.1%	2.2%	1.1%	3.4%	3.4%	3.4%	1.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	20	Y	1000-1100	470	38.3%	2.1%	1.1%	14.9%	6.4%	5.3%	9.6%	2.1%	1.1%	2.1%	2.1%	1.1%	2.1%	1.1%	3.2%	3.2%	3.2%	1.1%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	19	Y	1100-1200	515	39.8%	1.9%	1.0%	15.5%	5.8%	4.9%	9.7%	1.9%	1.0%	1.9%	1.9%	1.0%	1.9%	1.0%	2.9%	3.9%	2.9%	1.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	19	Y	1200-1300	520	41.3%	1.9%	1.0%	14.4%	5.8%	4.8%	9.6%	1.9%	1.0%	1.9%	1.9%	1.0%	1.9%	1.0%	2.9%	3.8%	2.9%	1.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	20	Y	1300-1400	470	44.7%	2.1%	0.0%	14.9%	6.4%	5.3%	10.6%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	3.2%	4.3%	3.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1400-1500	430	46.5%	2.3%	0.0%	15.1%	5.8%	4.7%	10.5%	1.2%	0.0%	1.2%	1.2%	1.2%	1.2%	0.0%	2.3%	4.7%	2.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1500-1600	445	47.2%	2.2%	0.0%	14.6%	5.6%	4.5%	10.1%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.6%	2.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1600-1700	455	48.4%	2.2%	0.0%	14.3%	5.5%	4.4%	9.9%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.5%	2.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1700-1800	450	48.9%	2.2%	0.0%	13.3%	5.6%	4.4%	10.0%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.2%	5.6%	2.2%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	21	Y	1800-1900	440	47.7%	2.3%	0.0%	13.6%	5.7%	4.5%	10.2%	1.1%	0.0%	1.1%	1.1%	1.1%	1.1%	0.0%	2.3%	5.7%	2.3%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	23	Y	1900-2000	345	46.4%	1.4%	0.0%	13.0%	5.8%	4.3%	10.1%	1.4%	0.0%	1.4%	1.4%	1.4%	1.4%	0.0%	2.9%	5.8%	2.9%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	25	Y	2000-2100	295	47.5%	1.7%	0.0%	13.6%	5.1%	5.1%	10.2%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	0.0%	1.7%	5.1%	1.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	25	Y	2100-2200	300	46.7%	1.7%	0.0%	15.0%	5.0%	5.0%	10.0%	1.7%	0.0%	1.7%	1.7%	1.7%	1.7%	0.0%	1.7%	5.0%	1.7%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	26	Y	2200-2300	245	44.9%	2.0%	0.0%	14.3%	6.1%	4.1%	10.2%	2.0%	0.0%	2.0%	2.0%	2.0%	2.0%	0.0%	2.0%	4.1%	2.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	9	1	50	29	Y	2300-0000	130	46.2%	3.8%	0.0%	15.4%	7.7%	3.8%	11.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	3.8%	3.8%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0600-0700	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	10	1	50	30	Y	0700-0800	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	0800-0900	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	0900-1000	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1000-1100	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1100-1200	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1200-1300	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1300-1400	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1400-1500	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1500-1600	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1600-1700	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1700-1800	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1800-1900	85	5.9%	0.0%	5.9%	5.9%	5.9%	5.9%	11.8%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	1900-2000	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2200-2300	75	0.0%	0.0%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	0.0%	0.0%	100.0%
Ko Fai Road	10	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko Fai Road	11	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	0600-0700	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	0900-1000	125	24.0%	4.0%	4.0%	8.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	7.7%	3.8%	3.8%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1100-1200	145	27.6%	3.4%	3.4%	10.3%	3.4%	3.4%	10.3%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1200-1300	155	25.8%	3.2%	3.2%	9.7%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1300-1400	150	23.3%	3.3%	3.3%	10.0%	6.7%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1400-1500	150	23.3%	3.3%	3.3%	10.0%	6.7%	6.7%	10.0%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1500-1600	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1600-1700	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1700-1800	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	28	Y	1800-1900	155	22.6%	3.2%	3.2%	12.9%	6.5%	6.5%	9.7%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	1900-2000	125	20.0%	4.0%	4.0%	12.0%	4.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	2000-2100	120	20.8%	4.2%	4.2%	8.3%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	2100-2200	120	20.8%	4.2%	4.2%	8.3%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	29	Y	2200-2300	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	100.0%
Ko Fai Road	11	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0000-0100	55	45.5%	9.1%	0.0%	18.2%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko Fai Road	12	1	50	30	Y	0100-0200	50	50.0%	0.0%	0.0%	20.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0

Yan Yue Wai	15	1	50	30	Y	1400-1500	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1500-1600	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1600-1700	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1700-1800	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1800-1900	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	1900-2000	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2200-2300	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Yan Yue Wai	15	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	16	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	16	1	50	30	Y	0700-0800	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	0800-0900	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	0900-1000	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1000-1100	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1100-1200	70	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	0.0%	7.1%	7.1%	100.0%
Yan Yue Wai	16	1	50	30	Y	1200-1300	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Yan Yue Wai	16	1	50	30	Y	1300-1400	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1400-1500	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1500-1600	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1600-1700	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1700-1800	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1800-1900	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	1900-2000	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2000-2100	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2100-2200	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Yan Yue Wai	16	1	50	30	Y	2200-2300	65	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Yan Yue Wai	16	1	50	30	Y	2300-0000	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Yan Yue Wai	17	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Yue Wai	17	1	50	28	Y	0700-0800	175	34.3%	5.7%	2.9%	11.4%	5.7%	2.9%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Yan Yue Wai	17	1	50	28	Y	0800-0900	180	36.1%	5.6%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	100.0%
Yan Yue Wai	17	1	50	28	Y	0900-1000	175	34.3%	5.7%	2.9%	11.4%	5.7%	2.9%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Yan Yue Wai	17	1	50	28	Y	1000-1100	180	36.1%	5.6%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	100.0%
Yan Yue Wai	17	1	50	27	Y	1100-1200	195	38.5%	5.1%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	100.0%
Yan Yue Wai	17	1	50	27	Y	1200-1300	195	38.5%	5.1%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	100.0%
Yan Yue Wai	17	1	50	29	Y	1300-1400	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1400-1500	135	51.9%	3.7%	0.0%	18.5%	7.4%	3.7%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.7%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1500-1600	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1600-1700	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1700-1800	140	53.6%	3.6%	0.0%	17.9%	7.1%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	3.6%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1800-1900	135	51.9%	3.7%	0.0%	18.5%	7.4%	3.7%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.7%	0.0%	100.0%
Yan Yue Wai	17	1	50	29	Y	1900-2000	105	52.4%	4.8%	0.0%	19.0%	4.8%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	4.8%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2000-2100	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	5.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2100-2200	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	5.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2200-2300	80	50.0%	6.3%	0.0%	12.5%	6.3%	6.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	6.3%	0.0%	100.0%
Yan Yue Wai	17	1	50	30	Y	2300-0000	35	57.1%	0.0%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shung Shun Street	18	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0700-0800	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0800-0900	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	0900-1000	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1000-1100	55	27.3%	9.1%	9.1%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1100-1200	60	33.3%	8.3%	8.3%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1200-1300	70	28.6%	14.3%	7.1%	14.3%	7.1%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1300-1400	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1400-1500	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1500-1600	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1600-1700	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1700-1800	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1800-1900	55	36.4%	18.2%	9.1%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	1900-2000	40	37.5%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2000-2100	35	28.6%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2100-2200	40	37.5%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2200-2300	35	28.6%	14.3%	14.3%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Shung Shun Street	18	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0000-0100	20	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0300-0400	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0500-0600	20	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	19	1	50	30	Y	0600-0700	65	53.8%	7.7%	0.0%	0.0%	15.4%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	100.0%
Shung Shun Street	19	1	50	28	Y	0700-0800	175	40.0%	5.7%	2.9%	14.3%	5.7%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	5.7%	5.7%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	0800-0900	185	43.2%	5.4%	2.7%	13.5%	5.4%	2.7%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	100.0%
Shung Shun Street	19	1	50	28	Y	0900-1000	180	41.7%	5.6%	2.8%	13.9%	5.6%	2.8%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1000-1100	185	43.2%	5.4%	2.7%	13.5%	5.4%	2.7%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1100-1200	205	43.9%	7.3%	2.4%	14.6%	4.9%	2.4%	2.4%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	4.9%	4.9%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1200-1300	205	43.9%	7.3%	2.4%	14.6%	4.9%	2.4%	2.4%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	4.9%	4.9%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1300-1400	200	42.5%	7.5%	2.5%	15.0%	5.0%	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1400-1500	190	42.1%	7.9%	2.6%	13.2%	5.3%	2.6%	2.6%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	5.3%	0.0%	100.0%
Shung Shun Street	19	1	50	27	Y	1500-1600	200	42.5%	7.5%	2.5%	15.0%	5.0%	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.

Shung Shun Street	23	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	0700-0800	145	34.5%	6.9%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	0800-0900	150	36.7%	6.7%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	0900-1000	145	34.5%	6.9%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1000-1100	150	36.7%	6.7%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1100-1200	160	37.5%	6.3%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	3.1%	6.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1200-1300	160	37.5%	6.3%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	3.1%	6.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1300-1400	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1400-1500	150	36.7%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	6.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1500-1600	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1600-1700	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1700-1800	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	28	Y	1800-1900	155	38.7%	6.5%	3.2%	16.1%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	6.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	29	Y	1900-2000	120	37.5%	4.2%	4.2%	16.7%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	0.0%	0.0%	4.2%	4.2%	4.2%	4.2%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	29	Y	2000-2100	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	29	Y	2100-2200	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	2200-2300	95	31.6%	5.3%	5.3%	10.5%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	23	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0600-0700	65	46.2%	7.7%	0.0%	15.4%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0700-0800	180	36.1%	8.3%	2.8%	13.9%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0800-0900	185	37.8%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	0900-1000	180	36.1%	8.3%	2.8%	13.9%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	5.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1000-1100	185	37.8%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	5.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1100-1200	200	40.0%	7.5%	2.5%	15.0%	5.0%	2.5%	5.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1200-1300	200	40.0%	7.5%	2.5%	15.0%	5.0%	2.5%	5.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	5.0%	5.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1300-1400	190	42.1%	7.9%	2.6%	15.8%	5.3%	2.6%	5.3%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1400-1500	175	42.9%	5.7%	2.9%	14.3%	5.7%	2.9%	5.7%	0.0%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	5.7%	2.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1500-1600	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1600-1700	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1700-1800	185	43.2%	5.4%	2.7%	16.2%	5.4%	2.7%	5.4%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	2.7%	5.4%	2.7%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1800-1900	180	41.7%	5.6%	2.8%	16.7%	5.6%	2.8%	5.6%	0.0%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	5.6%	2.8%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	1900-2000	140	42.9%	7.1%	3.6%	14.3%	3.6%	3.6%	3.6%	0.0%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2000-2100	125	40.0%	4.0%	4.0%	16.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2100-2200	125	40.0%	4.0%	4.0%	16.0%	4.0%	4.0%	4.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2200-2300	110	36.4%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	24	1	50	30	Y	2300-0000	50	40.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0000-0100	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0100-0200	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0200-0300	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0400-0500	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0500-0600	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	0600-0700	95	42.1%	10.5%	0.0%	15.8%	5.3%	0.0%	5.3%	5.3%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	0700-0800	235	38.3%	10.6%	2.1%	12.8%	6.4%	2.1%	4.3%	4.3%	2.1%	4.3%	0.0%	0.0%	0.0%	0.0%	2.1%	2.1%	4.3%	4.3%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	0800-0900	255	39.2%	9.8%	2.0%	13.7%	5.9%	2.0%	3.9%	5.9%	2.0%	3.9%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	3.9%	3.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	0900-1000	245	38.8%	10.2%	2.0%	14.3%	6.1%	2.0%	4.1%	4.1%	2.0%	4.1%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	4.1%	4.1%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1000-1100	255	39.2%	11.8%	2.0%	13.7%	5.9%	2.0%	3.9%	3.9%	2.0%	3.9%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	3.9%	3.9%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1100-1200	285	40.4%	12.3%	1.8%	14.0%	5.3%	1.8%	3.5%	3.5%	1.8%	3.5%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1200-1300	290	39.7%	13.8%	1.7%	13.8%	5.2%	1.7%	3.4%	3.4%	1.7%	3.4%	0.0%	0.0%	0.0%	0.0%	1.7%	1.7%	5.2%	3.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1300-1400	280	41.1%	14.3%	1.8%	14.3%	5.4%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.4%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1400-1500	265	39.6%	15.1%	1.9%	13.2%	5.7%	1.9%	3.8%	1.9%	1.9%	1.9%	0.0%	0.0%	0.0%	0.0%	1.9%	1.9%	5.7%	3.8%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1500-1600	280	39.3%	16.1%	1.8%	14.3%	5.4%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.4%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1600-1700	285	40.4%	17.5%	1.8%	14.0%	5.3%	1.8%	3.5%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	28	Y	1700-1800	285	40.4%	17.5%	1.8%	14.0%	5.3%	1.8%	3.5%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.3%	3.5%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1800-1900	275	40.0%	16.4%	1.8%	14.5%	5.5%	1.8%	3.6%	0.0%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	5.5%	3.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	29	Y	1900-2000	210	40.5%	16.7%	2.4%	14.3%	4.8%	2.4%	2.4%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	4.8%	2.4%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2000-2100	190	39.5%	15.8%	2.6%	13.2%	5.3%	2.6%	2.6%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2100-2200	190	39.5%	15.8%	2.6%	13.2%	5.3%	2.6%	2.6%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	5.3%	2.6%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2200-2300	155	38.7%	12.9%	3.2%	12.9%	6.5%	3.2%	3.2%	0.0%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	100.0%
Shung Shun Street	25	1	50	30	Y	2300-0000	70	42.9%	14.3%	0.0%	14.3%	7.1%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	30	Y	0600-0700	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	26	1	50	29	Y	0700-0800	125	24.0%	4.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	26	1	50	29	Y	0800-0900	130	26.9%	3.8%	3.8%	11.5%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	26	1	50	29	Y	0900-1000	125	24.0%	4.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	26	1	50	29	Y	1000-1100	130	26.9%	3.8%	3.8%	11.5%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	26	1	50	29	Y	1100-1200	135	29.6%	3.7%	3.7%	11.1%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1200-1300	140	28.6%	3.6%	3.6%	10.7%	3.6%	3.6%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	26	1	50	29	Y	1300-1400	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1400-1500	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1500-1600	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1600-1700	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1700-1800	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1800-1900	135	25.9%	3.7%	3.7%	11.1%	3.7%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	26	1	50	29	Y	1900-2000	115	21.7%	4.3%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	26	1	50	29	Y	2000-2100	115	21.7%	4.3%

Sze Shan Street	30	1	50	27	Y	1200-1300	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1300-1400	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	28	Y	1400-1500	180	30.6%	8.3%	2.8%	11.1%	5.6%	2.8%	5.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	5.6%	2.8%	2.8%	100.0%
Sze Shan Street	30	1	50	27	Y	1500-1600	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1600-1700	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1700-1800	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	27	Y	1800-1900	185	32.4%	8.1%	2.7%	10.8%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	30	1	50	28	Y	1900-2000	145	31.0%	6.9%	3.4%	10.3%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	30	1	50	29	Y	2000-2100	135	29.6%	7.4%	3.7%	7.4%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	100.0%
Sze Shan Street	30	1	50	29	Y	2100-2200	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	30	1	50	29	Y	2200-2300	120	25.0%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	30	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0000-0100	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	30	Y	0600-0700	50	50.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	31	1	50	28	Y	0700-0800	170	29.4%	5.9%	2.9%	11.8%	5.9%	2.9%	8.8%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	0800-0900	175	31.4%	5.7%	2.9%	11.4%	5.7%	2.9%	8.6%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	0900-1000	170	29.4%	5.9%	2.9%	11.8%	5.9%	2.9%	8.8%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	28	Y	1000-1100	175	31.4%	5.7%	2.9%	11.4%	5.7%	2.9%	8.6%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	100.0%
Sze Shan Street	31	1	50	27	Y	1100-1200	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	7.9%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1200-1300	195	30.8%	7.7%	2.6%	12.8%	5.1%	2.6%	7.7%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.1%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1300-1400	195	30.8%	7.7%	2.6%	12.8%	5.1%	2.6%	7.7%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.1%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1400-1500	185	29.7%	8.1%	2.7%	13.5%	5.4%	2.7%	5.4%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	5.4%	2.7%	2.7%	100.0%
Sze Shan Street	31	1	50	27	Y	1500-1600	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1600-1700	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1700-1800	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	27	Y	1800-1900	190	31.6%	7.9%	2.6%	13.2%	5.3%	2.6%	5.3%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	5.3%	2.6%	2.6%	100.0%
Sze Shan Street	31	1	50	28	Y	1900-2000	155	29.0%	6.5%	3.2%	12.9%	3.2%	3.2%	6.5%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	100.0%
Sze Shan Street	31	1	50	29	Y	2000-2100	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	31	1	50	29	Y	2100-2200	140	28.6%	7.1%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	31	1	50	29	Y	2200-2300	120	25.0%	4.2%	4.2%	8.3%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	31	1	50	30	Y	2300-0000	35	42.9%	14.3%	0.0%	14.3%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0000-0100	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0100-0200	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0200-0300	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0300-0400	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0500-0600	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	30	Y	0600-0700	65	46.2%	7.7%	0.0%	23.1%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	100.0%
Sze Shan Street	32	1	50	27	Y	0700-0800	205	31.7%	7.3%	2.4%	14.6%	7.3%	2.4%	4.9%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.9%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	27	Y	0800-0900	215	32.6%	7.0%	2.3%	16.3%	7.0%	2.3%	4.7%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	4.7%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	0900-1000	205	31.7%	7.3%	2.4%	14.6%	7.3%	2.4%	4.9%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.9%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	27	Y	1000-1100	210	31.0%	7.1%	2.4%	16.7%	7.1%	2.4%	4.8%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	4.8%	2.4%	2.4%	100.0%
Sze Shan Street	32	1	50	26	Y	1100-1200	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	26	Y	1200-1300	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	26	Y	1300-1400	230	32.6%	8.7%	2.2%	15.2%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	6.5%	2.2%	2.2%	100.0%
Sze Shan Street	32	1	50	27	Y	1400-1500	215	30.2%	9.3%	2.3%	14.0%	7.0%	2.3%	4.7%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	7.0%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1500-1600	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1600-1700	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1700-1800	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	27	Y	1800-1900	220	31.8%	9.1%	2.3%	13.6%	6.8%	2.3%	4.5%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%	6.8%	2.3%	2.3%	100.0%
Sze Shan Street	32	1	50	28	Y	1900-2000	175	28.6%	8.6%	2.9%	14.3%	5.7%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	5.7%	2.9%	2.9%	100.0%
Sze Shan Street	32	1	50	28	Y	2000-2100	160	28.1%	6.3%	3.1%	12.5%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	3.1%	100.0%
Sze Shan Street	32	1	50	28	Y	2100-2200	165	27.3%	9.1%	3.0%	12.1%	6.1%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	6.1%	3.0%	3.0%	100.0%
Sze Shan Street	32	1	50	29	Y	2200-2300	140	25.0%	7.1%	3.6%	10.7%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	32	1	50	30	Y	2300-0000	50	40.0%	10.0%	0.0%	20.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0000-0100	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0300-0400	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0500-0600	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	0600-0700	80	50.0%	6.3%	0.0%	18.8%	6.3%	6.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0700-0800	195	41.0%	7.7%	2.6%	15.4%	7.7%	2.6%	5.1%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	2.6%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0800-0900	210	42.9%	7.1%	2.4%	16.7%	7.1%	4.8%	7.1%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	0900-1000	205	41.5%	7.3%	2.4%	17.1%	7.3%	4.9%	7.3%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1000-1100	210	42.9%	7.1%	2.4%	16.7%	7.1%	4.8%	7.1%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	26	Y	1100-1200	235	44.7%	6.4%	2.1%	17.0%	6.4%	4.3%	6.4%	0.0%	2.1%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	2.1%	0.0%	100.0%
Sze Shan Street	33	1	50	26	Y	1200-1300	235	44.7%	6.4%	2.1%	17.0%	6.4%	4.3%	6.4%	0.0%	2.1%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	2.1%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1300-1400	220	47.7%	6.8%	2.3%	18.2%	6.8%	2.3%	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.8%	2.3%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1400-1500	195	48.7%	5.1%	2.6%	17.9%	7.7%	2.6%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	2.6%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1500-1600	205	48.8%	4.9%	2.4%	19.5%	7.3%	2.4%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1600-1700	210	50.0%	4.8%	2.4%	19.0%	7.1%	2.4%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1700-1800	210	50.0%	4.8%	2.4%	19.0%	7.1%	2.4%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	27	Y	1800-1900	205	48.8%	4.9%	2.4%	19.5%	7.3%	2.4%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	2.4%	0.0%	100.0%
Sze Shan Street	33	1	50	28	Y	1900-2000	160	46.9%	6.3%	3.1%	18.8%	6.3%	3.1%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	3.1%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2000-2100	135	48.1%	3.7%	3.7%	18.5%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	3.7%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2100-2200	135	48.1%	3.7%	3.7%	18.5%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	3.7%	0.0%	100.0%
Sze Shan Street	33	1	50	29	Y	2200-2300	115	47.8%	4.3%	4.3%	17.4%	8.7%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	100.0%
Sze Shan Street	33	1	50	30	Y	2300-0000	60	50.0%	8.3%	0.0%	16.7%	8.3%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0000-0100	25	60.0%	0.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0100-0200	20	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0200-0300	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0300-0400	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0400-0500	15	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0500-0600	25	60.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	34	1	50	30	Y	0600-0700	85	41.2%	5.9%	0.0%	17.6%	5.9%	5.9%	11.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	5.9%	0.0%	100.0%
Sze Shan Street	34	1	50	27	Y	0700-0800	210	38.1%	7.1%	2.4%	16.7%	7.1%	4.8%	9.5%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	0800-0900	225	40.0%	6.7%	2.2%	17.8%	6.7%	4.4%	8.9%	0.0%	2.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	4.4%	0.0%	100.0%
Sze Shan Street	34	1	50	27	Y	0900-1000	215	39.5%	7.0%	2.3%	16.3%	7.0%	4.7%	9.3%	0.0%	2.3%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	4.7%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1000-1100	225	40.0%	6.7%	2.2%	17.8%	6.7%	4.4%	8.9%	0.0%	2.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	4.4%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1100-1200	250	40.0%	6.0%	2.0%	18.0%	8.0%	4.0%	8.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	4.0%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1200-1300	250	40.0%	6.0%	2.0%	18.0%	8.0%	4.0%	8.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	4.0%	0.0%	100.0%
Sze Shan Street	34	1	50	26	Y	1300-1400	230	41.3%	6.5%	2.2%	19.6%	8.7%	4.3%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	2.2%	0.0%	100.0%
Sze Shan Street	34	1	50

Sze Shan Street	37	1	50	30	Y	2300-0000	35	28.6%	14.3%	0.0%	28.6%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0100-0200	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	38	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	30	Y	0600-0700	30	33.3%	16.7%	0.0%	33.3%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	38	1	50	29	Y	0700-0800	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	0800-0900	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	0900-1000	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	1000-1100	130	19.2%	3.8%	3.8%	15.4%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	28	Y	1100-1200	145	20.7%	6.9%	3.4%	17.2%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	38	1	50	28	Y	1200-1300	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	100.0%
Sze Shan Street	38	1	50	28	Y	1300-1400	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	100.0%
Sze Shan Street	38	1	50	28	Y	1400-1500	150	20.0%	6.7%	3.3%	16.7%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	6.7%	100.0%
Sze Shan Street	38	1	50	28	Y	1500-1600	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1600-1700	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1700-1800	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	28	Y	1800-1900	160	21.9%	9.4%	3.1%	15.6%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	6.3%	3.1%	100.0%
Sze Shan Street	38	1	50	29	Y	1900-2000	130	19.2%	7.7%	3.8%	15.4%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	38	1	50	29	Y	2000-2100	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	38	1	50	29	Y	2100-2200	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	38	1	50	29	Y	2200-2300	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	38	1	50	30	Y	2300-0000	25	40.0%	20.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	39	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	30	Y	0600-0700	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	39	1	50	29	Y	0700-0800	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	0800-0900	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	0900-1000	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	1000-1100	120	20.8%	4.2%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	39	1	50	29	Y	1100-1200	130	19.2%	7.7%	3.8%	15.4%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	100.0%
Sze Shan Street	39	1	50	29	Y	1200-1300	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	29	Y	1300-1400	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	29	Y	1400-1500	140	21.4%	7.1%	3.6%	14.3%	7.1%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	100.0%
Sze Shan Street	39	1	50	28	Y	1500-1600	145	20.7%	10.3%	3.4%	13.8%	6.9%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	100.0%
Sze Shan Street	39	1	50	28	Y	1600-1700	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	28	Y	1700-1800	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	28	Y	1800-1900	150	23.3%	10.0%	3.3%	13.3%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	100.0%
Sze Shan Street	39	1	50	29	Y	1900-2000	125	20.0%	8.0%	4.0%	12.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	100.0%
Sze Shan Street	39	1	50	29	Y	2000-2100	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	39	1	50	29	Y	2100-2200	120	16.7%	8.3%	4.2%	12.5%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%	100.0%
Sze Shan Street	39	1	50	29	Y	2200-2300	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	39	1	50	30	Y	2300-0000	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	40	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0700-0800	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0800-0900	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	0900-1000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	1000-1100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	29	Y	1100-1200	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1200-1300	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1300-1400	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1400-1500	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Sze Shan Street	40	1	50	29	Y	1500-1600	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1600-1700	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1700-1800	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1800-1900	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	40	1	50	29	Y	1900-2000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	40	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	40	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Sze Shan Street	40	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	41	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0700-0800	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0800-0900	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	0900-1000	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	1000-1100	100	15.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	29	Y	1100-1200	105	14.3%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Sze Shan Street	41	1	50	29	Y	1200-1300	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1300-1400	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1400-1500	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1500-1600	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1600-1700	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1700-1800	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	29	Y	1800-1900	115	13.0%	8.7%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Sze Shan Street	41	1	50	30	Y	1900-2000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Sze Shan Street	41	1	50	30	Y	2200-2300	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	100.0%
Sze Shan Street	41	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Sze Shan Street	42	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sze Shan Street	42	1

Shung Shan Street	45	1	50	30	Y	1000-1100	80	18.8%	6.3%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	1100-1200	80	18.8%	6.3%	0.0%	0.0%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	1200-1300	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Shung Shan Street	45	1	50	30	Y	1300-1400	90	16.7%	0.0%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Shung Shan Street	45	1	50	30	Y	1400-1500	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1500-1600	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1600-1700	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1700-1800	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1800-1900	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	1900-2000	85	11.8%	0.0%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Shung Shan Street	45	1	50	30	Y	2000-2100	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	2100-2200	80	6.3%	0.0%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%	0.0%	6.3%	6.3%	100.0%
Shung Shan Street	45	1	50	30	Y	2200-2300	65	7.7%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Shung Shan Street	45	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	46	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0700-0800	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0800-0900	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	0900-1000	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1000-1100	40	25.0%	12.5%	0.0%	12.5%	12.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1100-1200	45	33.3%	11.1%	0.0%	11.1%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1200-1300	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	1300-1400	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1400-1500	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1500-1600	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1600-1700	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1700-1800	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1800-1900	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	46	1	50	30	Y	1900-2000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2000-2100	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2100-2200	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	46	1	50	30	Y	2200-2300	30	16.7%	16.7%	0.0%	16.7%	16.7%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	46	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	47	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0700-0800	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0800-0900	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	0900-1000	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1000-1100	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1100-1200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1200-1300	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	47	1	50	30	Y	1300-1400	95	15.8%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	47	1	50	30	Y	1400-1500	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1500-1600	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1600-1700	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1700-1800	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1800-1900	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	1900-2000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	47	1	50	30	Y	2000-2100	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2100-2200	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2200-2300	85	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	0.0%	5.9%	5.9%	100.0%
Cho Yuen Street	47	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	48	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	0600-0700	15	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	48	1	50	29	Y	0700-0800	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	0800-0900	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	0900-1000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1000-1100	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1100-1200	115	17.4%	4.3%	4.3%	13.0%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Cho Yuen Street	48	1	50	29	Y	1200-1300	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1300-1400	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1400-1500	110	13.6%	4.5%	4.5%	13.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Cho Yuen Street	48	1	50	29	Y	1500-1600	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1600-1700	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1700-1800	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	29	Y	1800-1900	105	9.5%	4.8%	4.8%	14.3%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Cho Yuen Street	48	1	50	30	Y	1900-2000	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2000-2100	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2100-2200	100	10.0%	5.0%	5.0%	10.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Cho Yuen Street	48	1	50	30	Y	2200-2300	90	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	100.0%
Cho Yuen Street	48	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	49	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cho Yuen Street	49	1	50	30	Y	0600-0700	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cho Yuen Street	49	1	50	30	Y	0700-0800	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	0800-0900	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	0900-1000	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1000-1100	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1100-1200	90	11.1%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	100.0%
Cho Yuen Street	49	1	50	30	Y	1200-1300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	100.0%
Cho Yuen Street	49	1	50	30	Y	1300-1400	65	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Cho Yuen Street	49	1	50	30	Y	1400-1500	65	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	7.7%	7.7%	0.0%	7.7%	7.7%	100.0%
Cho Yuen Street	49	1	50	30	Y	1500-1600	65	7.7%	7.7%	0.

Shunq Yiu Street	52	1	50	30	Y	2100-2200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	52	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	52	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0500-0600	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	53	1	50	30	Y	0600-0700	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0700-0800	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0800-0900	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	0900-1000	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1000-1100	105	14.3%	4.8%	4.8%	9.5%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1100-1200	110	18.2%	4.5%	4.5%	9.1%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1200-1300	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1300-1400	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1400-1500	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1500-1600	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1600-1700	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1700-1800	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1800-1900	115	17.4%	8.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	1900-2000	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2000-2100	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2100-2200	100	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2200-2300	95	10.5%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	100.0%
Shunq Yiu Street	53	1	50	30	Y	2300-0000	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0000-0100	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0100-0200	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0200-0300	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0400-0500	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shunq Yiu Street	54	1	50	30	Y	0500-0600	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0600-0700	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0700-0800	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0800-0900	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	0900-1000	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1000-1100	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1100-1200	100	20.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	100.0%
Shunq Yiu Street	54	1	50	29	Y	1200-1300	105	19.0%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	4.8%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1300-1400	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1400-1500	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1500-1600	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1600-1700	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1700-1800	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1800-1900	35	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	1900-2000	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2000-2100	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2100-2200	30	33.3%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2200-2300	25	40.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	100.0%
Shunq Yiu Street	54	1	50	30	Y	2300-0000	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0000-0100	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0100-0200	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0200-0300	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ko On Lane	55	1	50	30	Y	0400-0500	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0600-0700	25	40.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	0700-0800	95	26.3%	5.3%	5.3%	21.1%	10.5%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	100.0%
Ko On Lane	55	1	50	30	Y	0800-0900	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	0900-1000	95	26.3%	5.3%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	100.0%
Ko On Lane	55	1	50	30	Y	1000-1100	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	1100-1200	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	1200-1300	100	30.0%	5.0%	5.0%	20.0%	10.0%	5.0%	5.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%
Ko On Lane	55	1	50	30	Y	1300-1400	75	40.0%	0.0%	6.7%	26.7%	13.3%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1400-1500	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1500-1600	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1600-1700	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1700-1800	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1800-1900	65	38.5%	0.0%	7.7%	23.1%	15.4%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	1900-2000	50	40.0%	0.0%	10.0%	20.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2000-2100	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2100-2200	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2200-2300	45	33.3%	0.0%	11.1%	22.2%	11.1%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ko On Lane	55	1	50	30	Y	2300-0000	20	50.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0000-0100	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0100-0200	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0200-0300	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0400-0500	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	30	Y	0500-0600	35	57.1%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	29	Y	0600-0700	125	48.0%	12.0%	0.0%	12.0%	4.0%	4.0%	4.0%	8.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	100.0%
Cha Kwo Ling Road	56	1	50	25	Y	0700-0800	300	41.7%	10.0%	1.7%	10.0%	5.0%	3.3%	5.0%	6.7%	1.7%	3.3%	0.0%	0.0%	1.7%	1.7%	1.7%	5.0%	1.7%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	0800-0900	325	43.1%	10.8%	1.5%	10.8%	4.6%	3.1%	4.6%	6.2%	1.5%	3.1%	0.0%	0.0%	1.5%	1.5%	1.5%	4.6%	1.5%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	0900-1000	315	41.3%	11.1%	1.6%	11.1%	4.8%	3.2%	4.8%	6.3%	1.6%	3.2%	0.0%	0.0%	1.6%	1.6%	1.6%	4.8%	1.6%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	1000-1100	325	44.1%	10.8%	1.5%	10.8%	4.6%	3.1%	4.6%	6.2%	1.5%	3.1%	0.0%	0.0%	1.5%	1.5%	1.5%	4.6%	1.5%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1100-1200	350	44.3%	11.4%	1.4%	11.4%	4.3%	2.9%	4.3%	5.7%	1.4%	2.9%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1200-1300	365	43.8%	12.3%	1.4%	12.3%	4.1%	2.7%	4.1%	5.5%	1.4%	2.7%	0.0%	0.0%	1.4%	1.4%	1.4%	4.1%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1300-1400	345	44.9%	11.6%	1.4%	11.6%	4.3%	2.9%	4.3%	5.8%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	24	Y	1400-1500	335	43.3%	11.9%	1.5%	11.9%	4.5%	3.0%	4.5%	6.0%	1.5%	1.5%	0.0%	0.0%	1.5%	1.5%	1.5%	4.5%	1.5%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1500-1600	350	42.9%	12.9%	1.4%	12.9%	4.3%	2.9%	4.3%	5.7%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1600-1700	360	44.4%	12.5%	1.4%	12.5%	4.2%	2.8%	4.2%	5.6%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.2%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1700-1800	355	43.7%	12.7%	1.4%	12.7%	4.2%	2.8%	4.2%	5.6%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.2%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	23	Y	1800-1900	350	42.9%	12.9%	1.4%	12.9%	4.3%	2.9%	4.3%	5.7%	1.4%	1.4%	0.0%	0.0%	1.4%	1.4%	1.4%	4.3%	1.4%	0.0%	100.0%		
Cha Kwo Ling Road	56	1	50	25	Y	1900-2000	270	42.6%	13.0%	1.9%	13.0%	3

Cha Kwo Ling Road	60	1	50	37	Y	0800-0900	465	44.1%	6.5%	1.1%	15.1%	5.4%	4.3%	7.5%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.3%	2.2%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	0900-1000	440	43.2%	6.8%	1.1%	14.8%	5.7%	4.5%	6.8%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.5%	2.3%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	1000-1100	460	43.5%	6.5%	1.1%	15.2%	5.4%	4.3%	7.6%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	4.3%	2.2%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1100-1200	515	42.7%	7.8%	1.0%	16.5%	5.8%	3.9%	6.8%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.9%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1200-1300	525	42.9%	7.6%	1.0%	16.2%	5.7%	3.8%	6.7%	1.9%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.8%	1.9%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1300-1400	510	42.2%	7.8%	1.0%	16.7%	5.9%	3.9%	6.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1400-1500	475	41.1%	8.4%	1.1%	16.8%	6.3%	3.2%	6.3%	2.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	5.3%	1.1%	1.1%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1500-1600	495	41.4%	8.1%	1.0%	17.2%	7.1%	3.0%	6.1%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.1%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1600-1700	510	41.2%	8.8%	1.0%	17.6%	6.9%	2.9%	5.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	4.9%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1700-1800	505	40.6%	8.9%	1.0%	17.8%	6.9%	3.0%	5.9%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.0%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	36	Y	1800-1900	495	40.4%	9.1%	1.0%	17.2%	7.1%	3.0%	6.1%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.1%	1.0%	1.0%	100.0%
Cha Kwo Ling Road	60	1	50	37	Y	1900-2000	385	40.3%	7.8%	1.3%	16.9%	6.5%	2.6%	6.5%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	5.2%	1.3%	1.3%	100.0%
Cha Kwo Ling Road	60	1	50	38	Y	2000-2100	340	39.7%	8.8%	1.5%	16.2%	5.9%	2.9%	5.9%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	60	1	50	38	Y	2100-2200	340	39.7%	8.8%	1.5%	16.2%	5.9%	2.9%	5.9%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	60	1	50	39	Y	2200-2300	280	39.3%	7.1%	1.8%	16.1%	5.4%	3.6%	5.4%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	3.6%	1.8%	1.8%	100.0%
Cha Kwo Ling Road	60	1	50	40	Y	2300-0000	125	48.0%	8.0%	0.0%	20.0%	8.0%	4.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0000-0100	130	50.0%	3.8%	0.0%	15.4%	7.7%	3.8%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0100-0200	125	48.0%	4.0%	0.0%	16.0%	8.0%	4.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	8.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0200-0300	90	50.0%	5.6%	0.0%	16.7%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0300-0400	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0400-0500	95	47.4%	5.3%	0.0%	15.8%	5.3%	5.3%	10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	40	Y	0500-0600	130	50.0%	3.8%	0.0%	15.4%	7.7%	3.8%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	38	Y	0600-0700	375	46.7%	4.0%	0.0%	16.0%	6.7%	4.0%	8.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	1.3%	4.0%	8.0%	0.0%	100.0%
Cha Kwo Ling Road	61	1	50	32	Y	0700-0800	850	44.1%	4.1%	0.6%	15.9%	5.9%	3.5%	7.6%	0.6%	0.6%	1.2%	0.6%	0.6%	0.6%	0.6%	1.2%	4.1%	7.6%	0.6%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	0800-0900	940	44.1%	4.3%	0.5%	16.0%	5.9%	3.7%	7.4%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.3%	8.0%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	32	Y	0900-1000	870	44.3%	4.6%	0.6%	15.5%	5.7%	3.4%	7.5%	0.6%	0.6%	1.1%	0.6%	0.6%	0.6%	0.6%	1.1%	4.6%	7.5%	0.6%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1000-1100	920	45.1%	4.3%	0.5%	15.8%	6.0%	3.8%	7.1%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.3%	7.1%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1100-1200	1030	45.6%	4.9%	0.5%	15.5%	5.8%	3.9%	7.3%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	4.4%	6.8%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1200-1300	1050	45.7%	4.8%	0.5%	15.7%	5.7%	3.8%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	4.8%	6.7%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1300-1400	1005	46.3%	5.0%	0.5%	15.4%	5.5%	3.5%	7.5%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.0%	6.5%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1400-1500	940	46.3%	5.3%	0.5%	15.4%	5.9%	3.7%	6.9%	0.5%	0.5%	1.1%	0.5%	0.5%	0.5%	0.5%	1.1%	4.8%	5.9%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1500-1600	980	46.9%	5.1%	0.5%	15.3%	5.6%	3.6%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.1%	5.6%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1600-1700	1010	47.5%	5.4%	0.5%	15.3%	5.4%	3.5%	6.9%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.0%	5.4%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	30	Y	1700-1800	990	47.5%	5.6%	0.5%	15.2%	5.6%	3.5%	7.1%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.1%	5.1%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	31	Y	1800-1900	970	46.9%	5.7%	0.5%	14.9%	5.7%	3.6%	7.2%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%	0.5%	1.0%	5.2%	5.2%	0.5%	100.0%
Cha Kwo Ling Road	61	1	50	33	Y	1900-2000	735	46.9%	5.4%	0.7%	15.0%	5.4%	3.4%	6.8%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	4.8%	5.4%	0.7%	100.0%
Cha Kwo Ling Road	61	1	50	34	Y	2000-2100	655	46.8%	5.3%	0.8%	15.3%	5.3%	3.8%	6.9%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	4.6%	5.3%	0.8%	100.0%
Cha Kwo Ling Road	61	1	50	34	Y	2100-2200	660	46.2%	5.3%	0.8%	15.2%	5.3%	3.8%	6.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	4.5%	5.3%	0.8%	100.0%
Cha Kwo Ling Road	61	1	50	36	Y	2200-2300	535	44.9%	4.7%	0.9%	15.0%	5.6%	3.7%	6.5%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	4.7%	5.6%	0.9%	100.0%
Cha Kwo Ling Road	61	1	50	39	Y	2300-0000	270	48.1%	5.6%	0.0%	16.7%	5.6%	3.7%	7.4%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0000-0100	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0100-0200	90	50.0%	5.6%	0.0%	16.7%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	5.6%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0200-0300	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0300-0400	65	46.2%	7.7%	0.0%	15.4%	7.7%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	7.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0400-0500	75	46.7%	6.7%	0.0%	13.3%	6.7%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	6.7%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	0500-0600	95	52.6%	5.3%	0.0%	15.8%	5.3%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	39	Y	0600-0700	295	47.5%	6.8%	0.0%	13.6%	5.1%	3.4%	6.8%	1.7%	0.0%	1.7%	0.0%	0.0%	1.7%	0.0%	0.0%	5.1%	6.8%	0.0%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	0700-0800	675	45.9%	6.7%	0.7%	14.1%	5.2%	3.7%	5.2%	1.5%	0.7%	1.5%	0.7%	0.7%	1.5%	0.0%	0.7%	4.4%	5.9%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	0800-0900	745	46.3%	6.7%	0.7%	14.1%	5.4%	3.4%	5.4%	1.3%	0.7%	1.3%	0.7%	0.7%	1.3%	0.0%	0.7%	4.7%	6.0%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	0900-1000	685	46.0%	6.6%	0.7%	13.9%	5.1%	3.6%	5.8%	1.5%	0.7%	1.5%	0.7%	0.7%	1.5%	0.0%	0.7%	4.4%	5.8%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1000-1100	715	46.2%	6.3%	0.7%	14.0%	4.9%	3.5%	6.3%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.9%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1100-1200	790	46.8%	6.3%	0.6%	13.9%	5.1%	3.8%	6.3%	1.3%	0.6%	1.3%	0.6%	0.6%	1.3%	0.0%	0.6%	4.4%	5.7%	0.6%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1200-1300	790	46.8%	6.3%	0.6%	13.3%	5.1%	3.8%	7.0%	1.3%	0.6%	1.3%	0.6%	0.6%	1.3%	0.0%	0.6%	4.4%	5.7%	0.6%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1300-1400	755	46.4%	6.0%	0.7%	13.2%	5.3%	4.0%	7.3%	1.3%	0.7%	1.3%	0.7%	0.7%	1.3%	0.0%	0.7%	4.6%	6.0%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1400-1500	690	47.1%	5.8%	0.7%	13.0%	5.1%	3.6%	7.2%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.3%	5.8%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1500-1600	715	46.9%	5.6%	0.7%	13.3%	4.9%	4.2%	7.7%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.2%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	33	Y	1600-1700	730	47.3%	5.5%	0.7%	13.0%	4.8%	4.1%	8.2%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.1%	5.5%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1700-1800	715	46.9%	5.6%	0.7%	12.6%	4.9%	4.2%	8.4%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.2%	5.6%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	34	Y	1800-1900	700	46.4%	5.7%	0.7%	12.9%	5.0%	4.3%	7.9%	1.4%	0.7%	1.4%	0.7%	0.7%	1.4%	0.0%	0.7%	4.3%	5.7%	0.7%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	1900-2000	540	46.3%	5.6%	0.9%	13.0%	4.6%	3.7%	8.3%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.0%	0.9%	4.6%	5.6%	0.9%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	2000-2100	475	46.3%	5.3%	1.1%	12.6%	5.3%	4.2%	7.4%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	0.0%	1.1%	4.2%	5.3%	1.1%	100.0%
Cha Kwo Ling Road	62	1	50	36	Y	2100-2200	485	46.4%	6.2%	1.0%	12.4%	5.2%	4.1%	7.2%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	1.0%	4.1%	5.2%	1.0%	100.0%
Cha Kwo Ling Road	62	1	50	37	Y	2200-2300	400	45.0%	6.3%	1.3%	12.5%	5.0%	3.8%	7.5%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	0.0%	1.3%	3.8%	5.0%	1.3%	100.0%
Cha Kwo Ling Road	62	1	50	40	Y	2300-0000	200	47.5%	7.5%	0.0%	12.5%	5.0%	5.0%	7.5%	2.5%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0000-0100	40	50.0%	12.5%	0.0%	12.5%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0100-0200	35	57.1%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0200-0300	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0400-0500	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0500-0600	35	57.1%	14.3%	0.0%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	0600-0700	130	42.3%	11.5%	0.0%	15.4%	7.7%	3.8%	3.8%	3.8%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	3.8%	0.0%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0700-0800	330	37.9%	10.6%	1.5%	13.6%	6.1%	3.0%	4.5%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	3.0%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0800-0900	355	39.4%	11.3%	1.4%	14.1%	5.6%	2.8%	4.2%	2.8%	1.4%	2.8%	1.4%	1.4%	1.4%	0.0%	1.4%	4.2%	2.8%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	0900-1000	335	38.8%	10.4%	1.5%	13.4%	6.0%	3.0%	4.5%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	3.0%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1000-1100	340	39.7%	10.3%	1.5%	13.2%	5.9%	2.9%	4.4%	2.9%	1.5%	2.9%	1.5%	1.5%	1.5%	0.0%	1.5%	4.4%	2.9%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1100-1200	370	40.5%	10.8%	1.4%	13.5%	5.4%	2.7%	5.4%	2.7%	1.4%	2.7%	1.4%	1.4%	1.4%	0.0%	1.4%	4.1%	2.7%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1200-1300	370	40.5%	10.8%	1.4%	13.5%	5.4%	2.7%	5.4%	2.7%	1.4%	2.7%	1.4%	1.4%	1.4%	0.0%	1.4%	4.1%	2.7%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1300-1400	350	40.0%	10.0%	1.4%	14.3%	5.7%	2.9%	5.7%	2.9%	1.4%	2.9%	1.4%	1.4%	1.4%	0.0%	1.4%	4.3%	1.4%	1.4%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1400-1500	330	39.4%	9.1%	1.5%	13.6%	6.1%	3.0%	6.1%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1500-1600	335	40.3%	9.0%	1.5%	13.4%	6.0%	3.0%	6.0%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1600-1700	340	41.2%	8.8%	1.5%	13.2%	5.9%	2.9%	5.9%	2.9%	1.5%	2.9%	1.5%	1.5%	1.5%	0.0%	1.5%	4.4%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1700-1800	335	40.3%	9.0%	1.5%	13.4%	6.0%	3.0%	6.0%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	38	Y	1800-1900	330	39.4%	9.1%	1.5%	13.6%	6.1%	3.0%	6.1%	3.0%	1.5%	3.0%	1.5%	1.5%	1.5%	0.0%	1.5%	4.5%	1.5%	1.5%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	1900-2000	255	39.2%	9.8%	2.0%	13.7%	5.9%	2.0%	5.9%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.0%	2.0%	3.9%	2.0%	2.0%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	2000-2100	230	39.1%	8.7%	2.2%	13.0%	6.5%	2.2%	4.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	0.0%	2.2%	4.3%	2.2%	2.2%	100.0%
Cha Kwo Ling Road	63	1	50	39	Y	2100-2200	235	38.3%	8.5%	2.1%	12.8%	6.4%	2.1%	6.4%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	0.0%	2.1%	4.3%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	2200-2300	195	35.9%	7.7%	2.6%	12.8%	5.1%	2.6%	5.1%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	0.0%	2.6%	5.1%	2.6%	2.6%	100.0%
Cha Kwo Ling Road	63	1	50	40	Y	2300-0000	95	42.1%	10.5%	0.0%	15.8%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0000-0100	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0100-0200	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0200-0300	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0300-0400	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0400-0500	20	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0500-0600	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	40	Y	0600-0700	135	42.9%	14.3%	0.0%	14.3%	4.8%	0.0%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	0700-0800	280	37.5%	12.5%	1.8%	10.7%	5.4%	1.8%	3.6%	3.6%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	1.8%	5.4%	3.6%	1.8%	100.0%
Cha Kwo Ling Road	64	1	50	38	Y	0800-0900	300	38.3%	13.3%	1.7%	11.7%	5.0%	1.7%	3.3%	3.3%	1.7%	3.3%	1.7%	1.7%	1.7%	0.0%	1.7%	5.0%	3.3%	1.7%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	0900-1000	280	37.5%	12.5%	1.8%	10.7%	5.4%	1.8%	3.6%	3.6%	1.8%	3.6%	1.8%	1.8%	1.8%	0.0%	1.8%	5.4%	3.6%	1.8%	100.0%
Cha Kwo Ling Road	64	1	50	39	Y	1000-1100	290	37.9%	12.1%	1.7%	12.1%	5.2%	1.7%	3.4%	3.4%	1.7%	3.4%	1.7%	1.7%	1.7%	0.0%	1.7%	5.2%	3.4%	1.7%	100.0%
Cha Kwo Ling Road	64	1	50	38	Y	1100-1200	320	39.1%	12.5%	1

Cha Kwo Ling Road	67	1	50	26	Y	1900-2000	255	39.2%	11.8%	2.0%	9.8%	3.9%	2.0%	3.9%	5.9%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.9%	2.0%	2.0%	100.0%
Cha Kwo Ling Road	67	1	50	26	Y	2000-2100	240	37.5%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	4.2%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	67	1	50	26	Y	2100-2200	240	37.5%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	4.2%	2.1%	2.1%	100.0%
Cha Kwo Ling Road	67	1	50	28	Y	2200-2300	175	40.0%	11.4%	2.9%	11.4%	5.7%	2.9%	2.9%	5.7%	2.9%	2.9%	0.0%	0.0%	0.0%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	100.0%
Cha Kwo Ling Road	67	1	50	30	Y	2300-0000	85	47.1%	11.8%	0.0%	11.8%	5.9%	0.0%	5.9%	5.9%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0000-0100	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0100-0200	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0200-0300	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0400-0500	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0500-0600	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0600-0700	45	33.3%	22.2%	0.0%	11.1%	11.1%	0.0%	0.0%	11.1%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0700-0800	115	26.1%	13.0%	4.3%	13.0%	8.7%	4.3%	4.3%	8.7%	4.3%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0800-0900	120	29.2%	12.5%	4.2%	12.5%	8.3%	4.2%	4.2%	8.3%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	4.2%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	0900-1000	120	29.2%	12.5%	4.2%	12.5%	8.3%	4.2%	4.2%	8.3%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	4.2%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	1000-1100	120	29.2%	16.7%	4.2%	12.5%	8.3%	4.2%	4.2%	4.2%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	4.2%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1100-1200	140	32.1%	21.4%	3.6%	10.7%	7.1%	3.6%	3.6%	3.6%	3.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1200-1300	145	31.0%	20.7%	3.4%	10.3%	6.9%	3.4%	3.4%	3.4%	3.4%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1300-1400	140	32.1%	25.0%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1400-1500	140	32.1%	25.0%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1500-1600	140	32.1%	28.6%	3.6%	10.7%	3.6%	3.6%	3.6%	3.6%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1600-1700	150	33.3%	30.0%	3.3%	10.0%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1700-1800	150	33.3%	30.0%	3.3%	10.0%	3.3%	3.3%	3.3%	0.0%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	29	Y	1800-1900	145	34.5%	27.6%	3.4%	10.3%	3.4%	3.4%	3.4%	0.0%	3.4%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	1900-2000	115	30.4%	26.1%	4.3%	8.7%	4.3%	4.3%	4.3%	0.0%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2000-2100	105	28.6%	23.8%	4.8%	9.5%	4.8%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2100-2200	105	28.6%	23.8%	4.8%	9.5%	4.8%	4.8%	4.8%	0.0%	4.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2200-2300	90	27.8%	22.2%	5.6%	11.1%	5.6%	5.6%	5.6%	0.0%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	100.0%
Lei Yue Mun Path	68	1	50	30	Y	2300-0000	30	50.0%	33.3%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0000-0100	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0100-0200	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0200-0300	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0300-0400	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0400-0500	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0500-0600	10	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0600-0700	35	42.9%	28.6%	0.0%	14.3%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0700-0800	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0800-0900	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	0900-1000	100	30.0%	15.0%	5.0%	10.0%	5.0%	5.0%	5.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1000-1100	110	31.8%	18.2%	4.5%	9.1%	4.5%	4.5%	4.5%	9.1%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1100-1200	135	33.3%	22.2%	3.7%	11.1%	3.7%	3.7%	3.7%	7.4%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	3.7%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1200-1300	150	33.3%	20.0%	3.3%	10.0%	6.7%	3.3%	3.3%	6.7%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1300-1400	150	33.3%	23.3%	3.3%	10.0%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1400-1500	150	33.3%	23.3%	3.3%	10.0%	6.7%	3.3%	3.3%	3.3%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1500-1600	160	34.4%	25.0%	3.1%	9.4%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1600-1700	170	35.3%	26.5%	2.9%	8.8%	5.9%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1700-1800	170	35.3%	26.5%	2.9%	8.8%	5.9%	2.9%	2.9%	2.9%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1800-1900	160	34.4%	25.0%	3.1%	9.4%	6.3%	3.1%	3.1%	3.1%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	1900-2000	125	32.0%	24.0%	4.0%	8.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2000-2100	115	30.4%	21.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2100-2200	115	30.4%	21.7%	4.3%	8.7%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.3%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2200-2300	90	27.8%	22.2%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	100.0%
Lei Yue Mun Path	69	1	50	30	Y	2300-0000	30	50.0%	33.3%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0000-0100	60	41.7%	8.3%	0.0%	8.3%	8.3%	0.0%	8.3%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0100-0200	55	45.5%	9.1%	0.0%	9.1%	9.1%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0200-0300	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0300-0400	25	60.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0400-0500	40	50.0%	12.5%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	30	Y	0500-0600	60	41.7%	8.3%	0.0%	16.7%	8.3%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	8.3%	0.0%	0.0%	100.0%
Yan Wing Street	70	1	50	28	Y	0600-0700	155	45.2%	6.5%	0.0%	12.9%	6.5%	3.2%	3.2%	6.5%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	3.2%	3.2%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	0700-0800	370	41.9%	5.4%	1.4%	13.5%	5.4%	2.7%	4.1%	5.4%	1.4%	2.7%	0.0%	0.0%	0.0%	1.4%	1.4%	5.4%	4.1%	4.1%	0.0%	100.0%
Yan Wing Street	70	1	50	22	Y	0800-0900	400	42.5%	5.0%	1.3%	13.8%	5.0%	2.5%	3.8%	6.3%	1.3%	2.5%	0.0%	0.0%	0.0%	1.3%	1.3%	6.3%	3.8%	3.8%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	0900-1000	380	40.8%	5.3%	1.3%	13.2%	5.3%	2.6%	3.9%	6.6%	1.3%	2.6%	0.0%	0.0%	0.0%	1.3%	1.3%	6.6%	3.9%	3.9%	0.0%	100.0%
Yan Wing Street	70	1	50	22	Y	1000-1100	395	41.8%	7.6%	1.3%	12.7%	5.1%	2.5%	3.8%	6.3%	1.3%	2.5%	0.0%	0.0%	0.0%	1.3%	1.3%	6.3%	3.8%	2.5%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1100-1200	445	42.7%	7.9%	1.1%	13.5%	4.5%	2.2%	4.5%	5.6%	1.1%	2.2%	0.0%	0.0%	0.0%	1.1%	1.1%	5.6%	4.5%	2.2%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1200-1300	460	41.3%	8.7%	1.1%	12.0%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	4.3%	2.2%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1300-1400	455	40.7%	8.8%	1.1%	12.1%	4.4%	2.2%	4.4%	5.5%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.5%	4.4%	2.2%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1400-1500	440	38.6%	10.2%	1.1%	11.4%	4.5%	2.3%	4.5%	6.7%	1.1%	2.3%	1.1%	1.1%	1.1%	1.1%	5.7%	4.5%	2.3%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1500-1600	455	39.6%	11.0%	1.1%	11.0%	4.4%	2.2%	4.4%	5.5%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.5%	5.5%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	20	Y	1600-1700	465	39.8%	11.8%	1.1%	10.8%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	5.4%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1700-1800	460	39.1%	12.0%	1.1%	10.9%	4.3%	2.2%	4.3%	5.4%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.4%	5.4%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	21	Y	1800-1900	450	38.9%	11.1%	1.1%	11.1%	4.4%	2.2%	4.4%	5.6%	1.1%	2.2%	1.1%	1.1%	1.1%	1.1%	5.6%	5.6%	1.1%	1.1%	0.0%	100.0%
Yan Wing Street	70	1	50	23	Y	1900-2000	355	38.0%	11.3%	1.4%	11.3%	4.2%	1.4%	4.2%	5.6%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	5.6%	5.6%	1.4%	1.4%	0.0%	100.0%
Yan Wing Street	70	1	50	25	Y	2000-2100	300	38.3%	10.0%	1.7%	11.7%	5.0%	1.7%	3.3%	5.0%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	5.0%	5.0%	1.7%	1.7%	0.0%	100.0%
Yan Wing Street	70	1	50	24	Y	2100-2200	310	38.7%	9.7%	1.6%	11.3%	4.8%	1.6%	4.8%	4.8%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	4.8%	4.8%	1.6%	1.6%	0.0%	100.0%
Yan Wing Street	70	1	50	26	Y	2200-2300	240	39.6%	10.4%	2.1%	10.4%	4.2%	2.1%	4.2%	6.3%	2.1%	2.1%	0.0%	0.0%	0.0%	2.1%	2.1%	6.3%	4.2%	2.1%	0.0%	100.0%
Yan Wing Street	70	1	50	29	Y	2300-0000	110	45.5%	9.1%	0.0%	13.6%	4.5%	4.5%	4.5%	4.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0000-0100	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0100-0200	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0200-0300	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0300-0400	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ka Wing Street	71	1	50	30	Y	0400-0500	5	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0500-0600	10	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	0600-0700	30	33.3%	0.0%	0.0%	50.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0700-0800	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0800-0900	110	18.2%	4.5%	4.5%	31.8%	13.6%	4.5%	4.5%	4.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	0900-1000	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1000-1100	105	19.0%	4.8%	4.8%	28.6%	14.3%	4.8%	4.8%	4.8%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1100-1200	110	22.7%	4.5%	4.5%	27.3%	13.6%	4.5%	4.5%	4.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	29	Y	1200-1300	120	20.8%	8.3%	4.2%	25.0%	12.5%	4.2%	4.2%	4.2%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	4.2%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1300-1400	100	25.0%	10.0%	5.0%	25.0%	15.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1400-1500	95	26.3%	10.5%	5.3%	26.3%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1500-1600	100	30.0%	10.0%	5.0%	25.0%	10.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1600-1700	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1700-1800	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1800-1900	95	31.6%	10.5%	5.3%	21.1%	10.5%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1	50	30	Y	1900-2000	70	28.6%	7.1%	7.1%	21.4%	14.3%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	100.0%
Ka Wing Street	71	1

Road ID	Segment ID	X coordinate of endpoint 1	Y coordinate of endpoint 1	X coordinate of endpoint 2	Y coordinate of endpoint 2	Road height (mAG)	Physical Road width (m)	Road elevation (m)	Barrier 1 width (m)	Barrier 1 height (m)	Barrier 1 DCL (m)	Barrier 2 width (m)	Barrier 2 height (m)	Barrier 2 DCL (m)	Portal ID
1	1	842339.6395	817017.1269	842324.8792	817032.2		6.15								
1	1	842324.8792	817032.2	842256.4247	817102.1056		6.65								
1	1	842256.4247	817102.1056	842255.0634	817106.9792		6.65								
1	1	842255.0634	817106.9792	842245.1532	817116.8487		5.3								
2	2	842245.1532	817116.8487	842233.0699	817129.5574		5.25								
2	2	842233.0699	817129.5574	842227.5931	817131.8132		6.6								
2	2	842227.5931	817131.8132	842197.5755	817162.0575		6.6								
2	2	842197.5755	817162.0575	842182.547	817180.7128		6.65								
2	2	842182.547	817180.7128	842155.3505	817231.7886		6.75								
2	2	842155.3505	817231.7886	842148.0751	817245.4519		5.2								
3	3	842148.0751	817245.4519	842104.335	817328.8975		5.15								
4	4	842107.8994	817330.7423	842151.1011	817246.9265		5.15								
5	5	842151.1011	817246.9265	842158.7877	817233.4507		5.2								
5	5	842158.7877	817233.4507	842163.4835	817228.5632		6.75								
5	5	842163.4835	817228.5632	842186.4125	817184.3788		6.75								
5	5	842186.4125	817184.3788	842202.1373	817164.7896		6.65								
5	5	842202.1373	817164.7896	842235.3571	817131.8529		6.6								
5	5	842235.3571	817131.8529	842246.4743	817120.8303		5.25								
6	6	842246.4743	817120.8303	842258.0671	817109.0605		5.3								
6	6	842258.0671	817109.0605	842328.1914	817037.8654		6.65								
6	6	842328.1914	817037.8654	842329.9653	817034.6344		6.65								
6	6	842329.9653	817034.6344	842343.9811	817021.312		6.15								
7	7	842060.6644	817306.2372	842095.6789	817324.4059		6.7								
7	7	842095.6789	817324.4059	842107.7082	817330.6478		5.35								
8	8	842107.7082	817330.6478	842175.44	817365.6014		5.65								
9	9	842175.44	817365.6014	842186.4045	817371.2276		5.35								
9	9	842186.4045	817371.2276	842257.996	817407.9636		6.65								
9	9	842257.996	817407.9636	842323.7735	817441.7162		6.5								
9	9	842323.7735	817441.7162	842405.2333	817485.807		6.4								
9	9	842405.2333	817485.807	842469.4011	817535.2063		6.55								
9	9	842469.4011	817535.2063	842521.6933	817547.9497		5.15								
10	10	842063.738	817300.3109	842095.7116	817316.9017		6.7								
10	10	842095.7116	817316.9017	842097.7907	817320.3501		6.7								
10	10	842097.7907	817320.3501	842109.6964	817327.4118		5.35								
11	11	842109.6964	817327.4118	842176.7947	817363.0952		5.65								
12	12	842176.7947	817363.0952	842187.7032	817368.5882		5.35								
12	12	842187.7032	817368.5882	842193.0945	817368.3505		6.65								
12	12	842193.0945	817368.3505	842260.8627	817403.0184		6.65								
12	12	842260.8627	817403.0184	842326.4834	817437.1884		6.5								
12	12	842326.4834	817437.1884	842408.5153	817480.4191		6.4								
12	12	842408.5153	817480.4191	842496.8596	817525.5835		6.55								
12	12	842496.8596	817525.5835	842501.1547	817531.7268		6.55								
12	12	842501.1547	817531.7268	842525.7224	817544.7699		5.15								
13	13	842175.44	817365.6014	842205.5703	817309.8613		10.6								
13	13	842205.5703	817309.8613	842193.3857	817267.5318		7.4								
13	13	842193.3857	817267.5318	842148.0751	817245.4519		7.4								
14	14	842342.0505	817019.3823	842381.7228	817059.0373		7.25								
14	14	842381.7228	817059.0373	842405.5975	817057.9298		6.55								
14	14	842405.5975	817057.9298	842469.6834	816991.5486		7.25								
15	15	842342.0505	817019.3823	842302.6652	816982.5402		5.25								
16	16	842338.739	817022.3159	842299.0116	816985.2805		5.25								
17	17	842338.739	817022.3159	842380.7211	817063.8767		7.25								
17	17	842380.7211	817063.8767	842408.9139	817062.54		6.55								
17	17	842408.9139	817062.54	842473.118	816994.9055		7.25								
18	18	842433.2154	816868.9852	842386.6571	816916.8403		3.6								
18	18	842386.6571	816916.8403	842468.1825	816996.7023		6.75								
19	19	842468.1825	816996.7023	842508.9824	817038.8892		6.8								
20	20	842508.9824	817038.8892	842561.8069	817089.5727		6.75								
21	21	842561.8069	817089.5727	842602.4166	817126.2707		6.8								
21	21	842602.4166	817126.2707	842603.9694	817144.3036		7.4								
22	22	842434.9079	816870.5711	842390.8051	816915.4409		3.6								
22	22	842390.8051	816915.4409	842471.4592	816993.2818		6.75								
23	23	842471.4592	816993.2818	842514.1596	817035.0792		6.8								
24	24	842514.1596	817035.0792	842565.3451	817085.4643		6.75								
25	25	842565.3451	817085.4643	842606.8181	817126.6569		6.8								
25	25	842606.8181	817126.6569	842608.2949	817145.9811		7.4								
26	26	842417.067	817132.3963	842484.5996	817082.7455		5.4								
26	26	842484.5996	817082.7455	842512.1323	817033.0947		5.4								
27	27	842398.5138	817152.3066	842417.067	817132.3963		5.35								
28	28	842316.8446	817237.811	842357.6792	817195.0588		5.35								
28	28	842357.6792	817195.0588	842398.5138	817152.3066		5.35								
29	29	842316.8446	817237.811	842305.1698	817254.5895		5.1								
29	29	842305.1698	817254.5895	842307.5984	817275.08		5.5								
29	29	842307.5984	817275.08	842315.4635	817287.2611		5.45								
29	29	842315.4635	817287.2611	842327.3456	817294.2468		5.75								
30	30	842327.3456	817294.2468	842342.2468	817301.8586		5.4								
31	31	842342.2468	817301.8586	842391.5809	817327.0205		10.6								
32	32	842391.5809	817327.0205	842460.908	817363.2747		5.25								
33	33	842460.908	817363.2747	842484.0931	817374.6597		5.35								
33	33	842484.0931	817374.6597	842508.0557	817372.7191		5.3								
34	34	842508.0557	817372.7191	842563.498	817359.9021		5.35								
35	35	842507.7205	817369.867	842562.5464	817356.2053		5.35								
36	36	842462.277	817361.0447	842484.6947	817371.7435		5.35								
36	36	842484.6947	817371.7435	842507.7205	817369.867		5.3								
37	37	842393.4788	817323.3023	842462.277	817361.0447		10.5								
38	38	842344.1389	817298.0762	842393.4788	817323.3023		5.3								
39	39	842329.2435	817290.5287	842344.1389	817298.0762		5.4								
40	40	842329.2435	817290.5287	842317.5307	817283.8753		5.75								
40	40	842317.5307	817283.8753	842310.3864	817273.6886		5.45								
40	40	842310.3864	817273.6886	842398.0945	817254.7587		5.5								
40	40	842398.0345	817254.7587	842318.6185	817239.5752		5.1								
41	41	842318.6185	817239.5752	842359.7026	817197.0648		5.35								
41	41	842359.7026	817197.0648	842400.7867	817154.5543		5.35								
42	42	842400.7867	817154.5543	842419.6471	817135.0988		5.35								
43	43	842419.6471	817135.0988	842467.5344	817085.7102		5.4								
43	43	842467.5344	817085.7102	842515.4217	817036.3215		5.4								
44	44	842452.7089	817163.676	842411.2139	817206.9198		4.4								
44	44	842411.2139	817206.9198	842369.7189	817250.1635		4.4								
44	44	842369.7189	817250.1635	842341.4186	817301.4355		4.6								
45	45	842344.2557	817302.8832	842371.8755	817251.7748		4.6								
45	45	842371.8755	817251.7748	842413.4563	817208.8317		4.4								
45	45	842413.4563	817208.8317	842455.0372	817165.8885		4.4								
46	46	842451.1538	817166.0673	842416.283	817133.2376		5.35								
47	47	842451.1538	817166.0673	842474.1923	817189.2849		5.35								
47	47	842474.1923	817189.2849	842479.0053	817203.2917		5.4								
47	47	842479.0053	817203.2917	842476.8707	817219.0538		5.4								
47	47	842476.8707	817219.0538	842444.1732	817253.6467		5.35								
47	47	842444.1732	817253.6467	842411.4758	817288.2395		5.35								
47	47	842411.4758	817288.2395	842390.1415	817326.2863		5.35								
48	48	842453.238	817164.1684	842477.13	817187.0358		5.35								
48	48	842477.13	817187.0358	842482.0814	817202.6014		5.4								
48	48	842482.0814	817202.6014	842479.0679	817220.8735		5.4								
48	48	842479.0679	817220.8735	842446.5131	817255.5791		5.35								
48	48	842446.5131	817255.5791	842413.9582	817290.2848		5.35								
48	48	842413.9582	817290.2848	842393.5269	817328.0392		5.35								
49	49	842453.238	817164.1684	842417.9537	817131.47		5.35								
50	50	842400.7867	817154.5543	842375.1042	817130.1314		6.1								
50	50	842375.1042	817130.1314	842363.3041	817127.5787		6.1								
50	50	842363.3041	817127.5787	842353.2728	817130.1979		6.1								
50	50	842353.2728	817130.1979	842318.1416	817167.1792		6.3								
50	50	842318.1416	817167.1792	842283.0104	817204.1606		6.3								
51	51	842318.6462	817326.9621	842246.033	817292.6583		7								
51	51	842246.033	817292.6583	842236.6838	817277.6603		7.2								
51	51	842236.6838	817277.6603	842235.1143	817262.0526		6.2								
51	51	842235.1143	817262.0526	842246.8075	817242.2066		6.2								
51	51	842246.8075	817242.2066	842283.0104	817204.1606		6.2								
52	52	842283.0104	817204.1606	842318.6185	817239.5752		6.5								
53	53	842329.2435	817290.5287	842310.6462	817326.9621		8.9								
54	54	842310.6462	817326.9621	842433.9449	817390.0112		7.5								
54	54	842433.9449	817390.0112	842446.5305	817386.6935		7.5								
54	54	842446.5305	817386.6935	842462.277	817361.0447		7.2								
55	55	842573.5411	817470.7109	842594.2349	817432.3433		7.5								
55	55	842504.2349	817432.3433	842507.4222	817369.8913		6.3								
56	56	842575.0384	817202.6069	842603.9694	817144.3036		6.7								
57	57	842575.0384	817202.6069	842548.3477	817258.0018		6.7								
57	57	842548.3477	817258.0018	842543.9827	817288.3013		7.7								
57	57	842543.9827	817288.3013	842559.9551	817358.5898		6.55								
58	58	842558.9351	817358.5898	842572.8933	817412.7962		6.65								
59	59	842572.8933	817412.7962	842575.4519	817440.9477		8.2								
59	59	842575.4519	817440.9477	842569.6379	817468.6201		7.6								
60	60	842569.6379	817468.6201	842513.3692	817542.1259		6.5								
61	61	842519.3692	817542.1259	842433.2106	817672.2303		6.8								
62	62	842525.2687	817545.4726	842498.6251	817587.0714		8.25								
62	62	842498.6251	817587.0714	842458.7469	817649.9288		6.8								
63	63	842573.5411	817470.7109	842525.2687	817545.4726		6.5								
64	64	842580.0842	817411.255	842582.1448	817441.7546		7.6								
64	64	842582.1448	817441.7546	842573.5411	817470.7109		8.2								
65	65	842562.9262	817358.1295	842580.0842	817411.255		6.65								
66	66	842562.9262	817358.1295	842548.9484	817287.3098		6.55								
66	66	842548.9484	817287.3098	842553.2465	817257.8472		7.7								
66	66	842553.2465	817257.8472	842580.4758	817205.2549		6.7								
67	67	842580.4758	817205.2549	842608.2949	817145.9811		6.7								
68	68	842560.5343	817096.3299	842580.2296	817079.9152		2.7								
68	68	842580.2296	817079.9152	842614.0334	817046.2474		5.75								
68	68	842614.0334	817046.2474	842626.2793	817047.9385		4.05								
69	69	842626.2793	817047.9385	842613.8301	817035.2812		3.9								
69	69	842613.8301	817035.2812	842597.6975	817036.6869		4.2								
69	69	842597.6975	817036.6869	842554.17	817082.1417		3.7								
70	70	842648.5439	817238.4031	842611.7912	817220.505		5.1								
70	70	842611.7912	817220.505	842575.0384	817202.6069		5.1								
71	71	842638.0557	817348.9906	842587.6344	817358.2843		7.2								
71	71	842587.6344	817358.2843	842569.1149	817279.3975		10.1								
71	71	842569.1149	817279.3975	842636.3445	817261.8378		8.1								
71	71	842636.3445	817261.8378	842646.5439	817238.4031		7.5								
72	72	842618.5192	817404.5467	842573.2369	817416.5786		6.75								
73	73	842621.7338	817396.855	842571.5422	817407.5493		6.75								
74	74	842156.47	817222.39	842146.38	817217.23		12	4.4							

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Start Profile	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium Goods Vehicles<=15t	07 - Medium Goods Vehicles15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles>24t	18 - Non-franchised Bus >24t
	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
Y	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Confidential

JIANG Kevin

From: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Sent: Wednesday, April 23, 2025 5:40 PM
To: JIANG Kevin
Cc: KWOK Edmund; Wai Yan FUNG
Subject: Re: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Kevin,

I refer to your emails dated 6 Feb and 22 Apr 2025 regarding the above subject.

Please note that I have no in-principle comment on the methodology of traffic forecast solely for Air Quality and Noise Impact Assessment from a district traffic engineering viewpoint.

Regards,
Candy Lau
EK/LT, TEK, TD
Tel: 2399 2502

From: "JIANG Kevin" <kjiang@systra.com>
To: "Candy Lai Yu LAU" <laiyulau@td.gov.hk>
Cc: "KWOK Edmund" <ekwok@systra.com>
Date: 22/04/2025 02:25 PM
Subject: Resend: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

Further to our telephone conversation, please find the attached Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you very much.

Kind Regards

Kevin Jiang
Principal Traffic Engineer
Tel: +852 2864 6447 (Direct Line) • Gen: +852 2529 7037 • Fax: +852 2527 8490

SYSTRA MVA

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From: JIANG Kevin
Sent: Thursday, February 6, 2025 11:45 AM
To: Candy Lai Yu LAU <laiyulau@td.gov.hk>
Cc: KWOK Edmund <ekwok@systra.com>
Subject: Technical Note of Traffic Data for NIA and AQIA for Development at No.4 Tung Yuen Street (A/K15/132)

Dear Ms. Lau,

For the Section 16 Planning Application (A/K15/132) in No.4 Tung Yuen Street, Yau Tong, Kowloon, we are pleased to submit herewith the revised Technical Note on the traffic data forecast (for NIA and AQIA) for your kind review and endorsement.

Thank you for your kind attention.

Kind Regards

Kevin Jiang
Tel: +852 2864 6447 (Direct Line) • Gen: +852 2529 7037 • Fax: +852 2527 8490

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Appendix 2.16 Predicted Odour Impact Assessment Results

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D01_GF	842121	817283	4.4	G	1.5	5.9	0.3
D01_L1	842121	817283	4.4	L1	5.50	9.90	0.3
D01_L2	842121	817283	4.4	L2	10.00	14.40	0.2
D01_1F	842121	817283	4.4	1	18.20	22.60	0.2
D01_2F	842121	817283	4.4	2	21.30	25.70	0.1
D01_3F	842121	817283	4.4	3	24.40	28.80	0.1
D01_4F	842121	817283	4.4	4	27.50	31.90	0.1
D01_5F	842121	817283	4.4	5	30.60	35.00	0.1
D01_6F	842121	817283	4.4	6	33.70	38.10	0.1
D01_7F	842121	817283	4.4	7	36.80	41.20	0.1
D01_8F	842121	817283	4.4	8	39.90	44.30	0.1
D01_9F	842121	817283	4.4	9	43.00	47.40	0.1
D01_10F	842121	817283	4.4	10	46.10	50.50	0.0
D01_11F	842121	817283	4.4	11	49.20	53.60	0.0
D01_12F	842121	817283	4.4	12	52.30	56.70	0.0
D01_13F	842121	817283	4.4	13	55.40	59.80	0.0
D01_14F	842121	817283	4.4	14	58.50	62.90	0.0
D01_15F	842121	817283	4.4	15	61.60	66.00	0.0
D01_17F	842121	817283	4.4	17	67.80	72.20	0.0
D01_19F	842121	817283	4.4	19	74.00	78.40	0.0
D01_22F	842121	817283	4.4	22	83.40	87.80	0.0
D01_25F	842121	817283	4.4	25	92.85	97.25	0.0
D02_GF	842128	817270	4.4	G	1.5	5.9	0.3
D02_L1	842128	817270	4.4	L1	5.50	9.90	0.3
D02_L2	842128	817270	4.4	L2	10.00	14.40	0.3
D02_1F	842128	817270	4.4	1	18.20	22.60	0.2
D02_2F	842128	817270	4.4	2	21.30	25.70	0.1
D02_3F	842128	817270	4.4	3	24.40	28.80	0.1
D02_4F	842128	817270	4.4	4	27.50	31.90	0.1
D02_5F	842128	817270	4.4	5	30.60	35.00	0.1
D02_6F	842128	817270	4.4	6	33.70	38.10	0.1
D02_7F	842128	817270	4.4	7	36.80	41.20	0.1
D02_8F	842128	817270	4.4	8	39.90	44.30	0.1
D02_9F	842128	817270	4.4	9	43.00	47.40	0.1
D02_10F	842128	817270	4.4	10	46.10	50.50	0.1
D02_11F	842128	817270	4.4	11	49.20	53.60	0.1
D02_12F	842128	817270	4.4	12	52.30	56.70	0.0
D02_13F	842128	817270	4.4	13	55.40	59.80	0.0
D02_14F	842128	817270	4.4	14	58.50	62.90	0.0
D02_15F	842128	817270	4.4	15	61.60	66.00	0.0
D02_17F	842128	817270	4.4	17	67.80	72.20	0.0
D02_19F	842128	817270	4.4	19	74.00	78.40	0.0
D02_22F	842128	817270	4.4	22	83.40	87.80	0.0
D02_25F	842128	817270	4.4	25	92.85	97.25	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D03_GF	842134	817259	4.4	G	1.5	5.9	0.4
D03_L1	842134	817259	4.4	L1	5.50	9.90	0.3
D03_L2	842134	817259	4.4	L2	10.00	14.40	0.3
D03_1F	842134	817259	4.4	1	18.20	22.60	0.2
D03_2F	842134	817259	4.4	2	21.30	25.70	0.1
D03_3F	842134	817259	4.4	3	24.40	28.80	0.1
D03_4F	842134	817259	4.4	4	27.50	31.90	0.1
D03_5F	842134	817259	4.4	5	30.60	35.00	0.1
D03_6F	842134	817259	4.4	6	33.70	38.10	0.1
D03_7F	842134	817259	4.4	7	36.80	41.20	0.1
D03_8F	842134	817259	4.4	8	39.90	44.30	0.1
D03_9F	842134	817259	4.4	9	43.00	47.40	0.1
D03_10F	842134	817259	4.4	10	46.10	50.50	0.1
D03_11F	842134	817259	4.4	11	49.20	53.60	0.1
D03_12F	842134	817259	4.4	12	52.30	56.70	0.0
D03_13F	842134	817259	4.4	13	55.40	59.80	0.0
D03_14F	842134	817259	4.4	14	58.50	62.90	0.0
D03_15F	842134	817259	4.4	15	61.60	66.00	0.0
D03_17F	842134	817259	4.4	17	67.80	72.20	0.0
D03_19F	842134	817259	4.4	19	74.00	78.40	0.0
D03_22F	842134	817259	4.4	22	83.40	87.80	0.0
D03_25F	842134	817259	4.4	25	92.85	97.25	0.0
D04_GF	842140	817247	4.4	G	1.5	5.9	0.4
D04_L1	842140	817247	4.4	L1	5.50	9.90	0.4
D04_L2	842140	817247	4.4	L2	10.00	14.40	0.3
D04_1F	842140	817247	4.4	1	18.20	22.60	0.2
D04_2F	842140	817247	4.4	2	21.30	25.70	0.1
D04_3F	842140	817247	4.4	3	24.40	28.80	0.1
D04_4F	842140	817247	4.4	4	27.50	31.90	0.1
D04_5F	842140	817247	4.4	5	30.60	35.00	0.1
D04_6F	842140	817247	4.4	6	33.70	38.10	0.1
D04_7F	842140	817247	4.4	7	36.80	41.20	0.1
D04_8F	842140	817247	4.4	8	39.90	44.30	0.1
D04_9F	842140	817247	4.4	9	43.00	47.40	0.1
D04_10F	842140	817247	4.4	10	46.10	50.50	0.1
D04_11F	842140	817247	4.4	11	49.20	53.60	0.1
D04_12F	842140	817247	4.4	12	52.30	56.70	0.0
D04_13F	842140	817247	4.4	13	55.40	59.80	0.0
D04_14F	842140	817247	4.4	14	58.50	62.90	0.0
D04_15F	842140	817247	4.4	15	61.60	66.00	0.0
D04_17F	842140	817247	4.4	17	67.80	72.20	0.0
D04_19F	842140	817247	4.4	19	74.00	78.40	0.0
D04_22F	842140	817247	4.4	22	83.40	87.80	0.0
D04_25F	842140	817247	4.4	25	92.85	97.25	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D05_GF	842125	817239	4.4	G	1.5	5.9	**0.4**
D05_L1	842125	817239	4.4	L1	5.50	9.90	0.4
D05_L2	842125	817239	4.4	L2	10.00	14.40	0.3
D05_1F	842125	817239	4.4	1	18.20	22.60	0.2
D05_2F	842125	817239	4.4	2	21.30	25.70	0.1
D05_3F	842125	817239	4.4	3	24.40	28.80	0.1
D05_4F	842125	817239	4.4	4	27.50	31.90	0.1
D05_5F	842125	817239	4.4	5	30.60	35.00	0.1
D05_6F	842125	817239	4.4	6	33.70	38.10	0.1
D05_7F	842125	817239	4.4	7	36.80	41.20	0.1
D05_8F	842125	817239	4.4	8	39.90	44.30	0.1
D05_9F	842125	817239	4.4	9	43.00	47.40	0.1
D05_10F	842125	817239	4.4	10	46.10	50.50	0.0
D05_11F	842125	817239	4.4	11	49.20	53.60	0.0
D05_12F	842125	817239	4.4	12	52.30	56.70	0.0
D05_13F	842125	817239	4.4	13	55.40	59.80	0.0
D05_14F	842125	817239	4.4	14	58.50	62.90	0.0
D05_15F	842125	817239	4.4	15	61.60	66.00	0.0
D05_17F	842125	817239	4.4	17	67.80	72.20	0.0
D05_19F	842125	817239	4.4	19	74.00	78.40	0.0
D05_22F	842125	817239	4.4	22	83.40	87.80	0.0
D05_25F	842125	817239	4.4	25	92.85	97.25	0.0
D06_GF	842111	817232	4.4	G	1.5	5.9	0.4
D06_L1	842111	817232	4.4	L1	5.50	9.90	0.4
D06_L2	842111	817232	4.4	L2	10.00	14.40	0.3
D06_1F	842111	817232	4.4	1	18.20	22.60	0.1
D06_2F	842111	817232	4.4	2	21.30	25.70	0.1
D06_3F	842111	817232	4.4	3	24.40	28.80	0.1
D06_4F	842111	817232	4.4	4	27.50	31.90	0.1
D06_5F	842111	817232	4.4	5	30.60	35.00	0.1
D06_6F	842111	817232	4.4	6	33.70	38.10	0.1
D06_7F	842111	817232	4.4	7	36.80	41.20	0.0
D06_8F	842111	817232	4.4	8	39.90	44.30	0.0
D06_9F	842111	817232	4.4	9	43.00	47.40	0.0
D06_10F	842111	817232	4.4	10	46.10	50.50	0.0
D06_11F	842111	817232	4.4	11	49.20	53.60	0.0
D06_12F	842111	817232	4.4	12	52.30	56.70	0.0
D06_13F	842111	817232	4.4	13	55.40	59.80	0.0
D06_14F	842111	817232	4.4	14	58.50	62.90	0.0
D06_15F	842111	817232	4.4	15	61.60	66.00	0.0
D06_17F	842111	817232	4.4	17	67.80	72.20	0.0
D06_19F	842111	817232	4.4	19	74.00	78.40	0.0
D06_22F	842111	817232	4.4	22	83.40	87.80	0.0
D06_25F	842111	817232	4.4	25	92.85	97.25	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D07_GF	842097	817225	4.4	G	1.5	5.9	0.3
D07_L1	842097	817225	4.4	L1	5.50	9.90	0.3
D07_L2	842097	817225	4.4	L2	10.00	14.40	0.3
D07_1F	842097	817225	4.4	1	18.20	22.60	0.2
D07_2F	842097	817225	4.4	2	21.30	25.70	0.1
D07_3F	842097	817225	4.4	3	24.40	28.80	0.1
D07_4F	842097	817225	4.4	4	27.50	31.90	0.1
D07_5F	842097	817225	4.4	5	30.60	35.00	0.0
D07_6F	842097	817225	4.4	6	33.70	38.10	0.0
D07_7F	842097	817225	4.4	7	36.80	41.20	0.0
D07_8F	842097	817225	4.4	8	39.90	44.30	0.0
D07_9F	842097	817225	4.4	9	43.00	47.40	0.0
D07_10F	842097	817225	4.4	10	46.10	50.50	0.0
D07_11F	842097	817225	4.4	11	49.20	53.60	0.0
D07_12F	842097	817225	4.4	12	52.30	56.70	0.0
D07_13F	842097	817225	4.4	13	55.40	59.80	0.0
D07_14F	842097	817225	4.4	14	58.50	62.90	0.0
D07_15F	842097	817225	4.4	15	61.60	66.00	0.0
D07_17F	842097	817225	4.4	17	67.80	72.20	0.0
D07_19F	842097	817225	4.4	19	74.00	78.40	0.0
D07_22F	842097	817225	4.4	22	83.40	87.80	0.0
D07_25F	842097	817225	4.4	25	92.85	97.25	0.0
D08_GF	842083	817218	4.4	G	1.5	5.9	0.3
D08_L1	842083	817218	4.4	L1	5.50	9.90	0.3
D08_L2	842083	817218	4.4	L2	10.00	14.40	0.2
D08_1F	842083	817218	4.4	1	18.20	22.60	0.2
D08_2F	842083	817218	4.4	2	21.30	25.70	0.1
D08_3F	842083	817218	4.4	3	24.40	28.80	0.1
D08_4F	842083	817218	4.4	4	27.50	31.90	0.1
D08_5F	842083	817218	4.4	5	30.60	35.00	0.0
D08_6F	842083	817218	4.4	6	33.70	38.10	0.0
D08_7F	842083	817218	4.4	7	36.80	41.20	0.0
D08_8F	842083	817218	4.4	8	39.90	44.30	0.0
D08_9F	842083	817218	4.4	9	43.00	47.40	0.0
D08_10F	842083	817218	4.4	10	46.10	50.50	0.0
D08_11F	842083	817218	4.4	11	49.20	53.60	0.0
D08_12F	842083	817218	4.4	12	52.30	56.70	0.0
D08_13F	842083	817218	4.4	13	55.40	59.80	0.0
D08_14F	842083	817218	4.4	14	58.50	62.90	0.0
D08_15F	842083	817218	4.4	15	61.60	66.00	0.0
D08_17F	842083	817218	4.4	17	67.80	72.20	0.0
D08_19F	842083	817218	4.4	19	74.00	78.40	0.0
D08_22F	842083	817218	4.4	22	83.40	87.80	0.0
D08_25F	842083	817218	4.4	25	92.85	97.25	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D09_GF	842079	817230	4.4	G	1.5	5.9	0.2
D09_L1	842079	817230	4.4	L1	5.50	9.90	0.2
D09_L2	842079	817230	4.4	L2	10.00	14.40	0.2
D09_1F	842079	817230	4.4	1	18.20	22.60	0.2
D09_2F	842079	817230	4.4	2	21.30	25.70	0.1
D09_3F	842079	817230	4.4	3	24.40	28.80	0.1
D09_4F	842079	817230	4.4	4	27.50	31.90	0.0
D09_5F	842079	817230	4.4	5	30.60	35.00	0.0
D09_6F	842079	817230	4.4	6	33.70	38.10	0.0
D09_7F	842079	817230	4.4	7	36.80	41.20	0.0
D09_8F	842079	817230	4.4	8	39.90	44.30	0.0
D09_9F	842079	817230	4.4	9	43.00	47.40	0.0
D09_10F	842079	817230	4.4	10	46.10	50.50	0.0
D09_11F	842079	817230	4.4	11	49.20	53.60	0.0
D09_12F	842079	817230	4.4	12	52.30	56.70	0.0
D09_13F	842079	817230	4.4	13	55.40	59.80	0.0
D09_14F	842079	817230	4.4	14	58.50	62.90	0.0
D09_15F	842079	817230	4.4	15	61.60	66.00	0.0
D09_17F	842079	817230	4.4	17	67.80	72.20	0.0
D09_19F	842079	817230	4.4	19	74.00	78.40	0.0
D09_22F	842079	817230	4.4	22	83.40	87.80	0.0
D09_25F	842079	817230	4.4	25	92.85	97.25	0.0
D10_GF	842075	817244	4.4	G	1.5	5.9	0.2
D10_L1	842075	817244	4.4	L1	5.50	9.90	0.2
D10_L2	842075	817244	4.4	L2	10.00	14.40	0.2
D10_1F	842075	817244	4.4	1	18.20	22.60	0.1
D10_2F	842075	817244	4.4	2	21.30	25.70	0.1
D10_3F	842075	817244	4.4	3	24.40	28.80	0.1
D10_4F	842075	817244	4.4	4	27.50	31.90	0.1
D10_5F	842075	817244	4.4	5	30.60	35.00	0.0
D10_6F	842075	817244	4.4	6	33.70	38.10	0.0
D10_7F	842075	817244	4.4	7	36.80	41.20	0.0
D10_8F	842075	817244	4.4	8	39.90	44.30	0.0
D10_9F	842075	817244	4.4	9	43.00	47.40	0.0
D10_10F	842075	817244	4.4	10	46.10	50.50	0.0
D10_11F	842075	817244	4.4	11	49.20	53.60	0.0
D10_12F	842075	817244	4.4	12	52.30	56.70	0.0
D10_13F	842075	817244	4.4	13	55.40	59.80	0.0
D10_14F	842075	817244	4.4	14	58.50	62.90	0.0
D10_15F	842075	817244	4.4	15	61.60	66.00	0.0
D10_17F	842075	817244	4.4	17	67.80	72.20	0.0
D10_19F	842075	817244	4.4	19	74.00	78.40	0.0
D10_22F	842075	817244	4.4	22	83.40	87.80	0.0
D10_25F	842075	817244	4.4	25	92.85	97.25	0.0

ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D11_GF	842071	817257	4.4	G	1.5	5.9	0.2
D11_L1	842071	817257	4.4	L1	5.50	9.90	0.2
D11_L2	842071	817257	4.4	L2	10.00	14.40	0.2
D11_1F	842071	817257	4.4	1	18.20	22.60	0.1
D11_2F	842071	817257	4.4	2	21.30	25.70	0.1
D11_3F	842071	817257	4.4	3	24.40	28.80	0.1
D11_4F	842071	817257	4.4	4	27.50	31.90	0.1
D11_5F	842071	817257	4.4	5	30.60	35.00	0.0
D11_6F	842071	817257	4.4	6	33.70	38.10	0.0
D11_7F	842071	817257	4.4	7	36.80	41.20	0.0
D11_8F	842071	817257	4.4	8	39.90	44.30	0.0
D11_9F	842071	817257	4.4	9	43.00	47.40	0.0
D11_10F	842071	817257	4.4	10	46.10	50.50	0.0
D11_11F	842071	817257	4.4	11	49.20	53.60	0.0
D11_12F	842071	817257	4.4	12	52.30	56.70	0.0
D11_13F	842071	817257	4.4	13	55.40	59.80	0.0
D11_14F	842071	817257	4.4	14	58.50	62.90	0.0
D11_15F	842071	817257	4.4	15	61.60	66.00	0.0
D11_17F	842071	817257	4.4	17	67.80	72.20	0.0
D11_19F	842071	817257	4.4	19	74.00	78.40	0.0
D11_22F	842071	817257	4.4	22	83.40	87.80	0.0
D11_25F	842071	817257	4.4	25	92.85	97.25	0.0
D12_GF	842084	817263	4.4	G	1.5	5.9	0.3
D12_L1	842084	817263	4.4	L1	5.50	9.90	0.3
D12_L2	842084	817263	4.4	L2	10.00	14.40	0.2
D12_1F	842084	817263	4.4	1	18.20	22.60	0.1
D12_2F	842084	817263	4.4	2	21.30	25.70	0.1
D12_3F	842084	817263	4.4	3	24.40	28.80	0.1
D12_4F	842084	817263	4.4	4	27.50	31.90	0.0
D12_5F	842084	817263	4.4	5	30.60	35.00	0.0
D12_6F	842084	817263	4.4	6	33.70	38.10	0.0
D12_7F	842084	817263	4.4	7	36.80	41.20	0.0
D12_8F	842084	817263	4.4	8	39.90	44.30	0.0
D12_9F	842084	817263	4.4	9	43.00	47.40	0.0
D12_10F	842084	817263	4.4	10	46.10	50.50	0.0
D12_11F	842084	817263	4.4	11	49.20	53.60	0.0
D12_12F	842084	817263	4.4	12	52.30	56.70	0.0
D12_13F	842084	817263	4.4	13	55.40	59.80	0.0
D12_14F	842084	817263	4.4	14	58.50	62.90	0.0
D12_15F	842084	817263	4.4	15	61.60	66.00	0.0
D12_17F	842084	817263	4.4	17	67.80	72.20	0.0
D12_19F	842084	817263	4.4	19	74.00	78.40	0.0
D12_22F	842084	817263	4.4	22	83.40	87.80	0.0
D12_25F	842084	817263	4.4	25	92.85	97.25	0.0

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ASR Label	Location		Local Ground, Z (mPD)	Floor	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Odour
	x	y					Highest 5-s average (5 OUs)
	Easting	Northing					
D13_GF	842096	817270	4.4	G	1.5	5.9	0.3
D13_L1	842096	817270	4.4	L1	5.50	9.90	0.3
D13_L2	842096	817270	4.4	L2	10.00	14.40	0.2
D13_1F	842096	817270	4.4	1	18.20	22.60	0.1
D13_2F	842096	817270	4.4	2	21.30	25.70	0.1
D13_3F	842096	817270	4.4	3	24.40	28.80	0.1
D13_4F	842096	817270	4.4	4	27.50	31.90	0.0
D13_5F	842096	817270	4.4	5	30.60	35.00	0.0
D13_6F	842096	817270	4.4	6	33.70	38.10	0.0
D13_7F	842096	817270	4.4	7	36.80	41.20	0.0
D13_8F	842096	817270	4.4	8	39.90	44.30	0.0
D13_9F	842096	817270	4.4	9	43.00	47.40	0.0
D13_10F	842096	817270	4.4	10	46.10	50.50	0.0
D13_11F	842096	817270	4.4	11	49.20	53.60	0.0
D13_12F	842096	817270	4.4	12	52.30	56.70	0.0
D13_13F	842096	817270	4.4	13	55.40	59.80	0.0
D13_14F	842096	817270	4.4	14	58.50	62.90	0.0
D13_15F	842096	817270	4.4	15	61.60	66.00	0.0
D13_17F	842096	817270	4.4	17	67.80	72.20	0.0
D13_19F	842096	817270	4.4	19	74.00	78.40	0.0
D13_22F	842096	817270	4.4	22	83.40	87.80	0.0
D13_25F	842096	817270	4.4	25	92.85	97.25	0.0
D14_GF	842108	817276	4.4	G	1.5	5.9	0.3
D14_L1	842108	817276	4.4	L1	5.50	9.90	0.3
D14_L2	842108	817276	4.4	L2	10.00	14.40	0.2
D14_1F	842108	817276	4.4	1	18.20	22.60	0.1
D14_2F	842108	817276	4.4	2	21.30	25.70	0.1
D14_3F	842108	817276	4.4	3	24.40	28.80	0.1
D14_4F	842108	817276	4.4	4	27.50	31.90	0.1
D14_5F	842108	817276	4.4	5	30.60	35.00	0.1
D14_6F	842108	817276	4.4	6	33.70	38.10	0.1
D14_7F	842108	817276	4.4	7	36.80	41.20	0.1
D14_8F	842108	817276	4.4	8	39.90	44.30	0.0
D14_9F	842108	817276	4.4	9	43.00	47.40	0.0
D14_10F	842108	817276	4.4	10	46.10	50.50	0.0
D14_11F	842108	817276	4.4	11	49.20	53.60	0.0
D14_12F	842108	817276	4.4	12	52.30	56.70	0.0
D14_13F	842108	817276	4.4	13	55.40	59.80	0.0
D14_14F	842108	817276	4.4	14	58.50	62.90	0.0
D14_15F	842108	817276	4.4	15	61.60	66.00	0.0
D14_17F	842108	817276	4.4	17	67.80	72.20	0.0
D14_19F	842108	817276	4.4	19	74.00	78.40	0.0
D14_22F	842108	817276	4.4	22	83.40	87.80	0.0
D14_25F	842108	817276	4.4	25	92.85	97.25	0.0
						Max.	0.4

Note:

1. Bolded cell denotes the largest value.

Appendix 2.20 Location of Exceedance Zone



Appendix: 2.20

Title: Location of Exceedance Zone [4/F-5/F | 27.5mAG-30.6mAG | 31.9mPD-35.0mPD]

Project: Section 16 Application for Proposed Flats, Shop and Services and Eating Place with minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at Nos. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by:	TL
Checked by:	TC
Rev.:	1.1
Date:	Jul 2025

Q:\Projects\CRC_4TYSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\Contour\Contour_250417.dwg

Appendix 2.21 Correspondence with DSD regarding Proposed Enhancement Work at YTSPS

Tony Ling

From: Andy Ho Cheung LAW <andyhclaw@dsd.gov.hk>
Sent: Friday, June 13, 2025 2:34 PM
To: Tony Ling
Cc: Peter Ka Man CHAN; Jolitta LM CHAN/EPD; Kenneth Pak Cheong WONG/PLAND; Tony Cheng; Wendy Tin
Subject: Re: [Internet]RE: S.16 Application at No. 4 Tung Yuen Street, Yau Tong (A/K15/132) - Enquiry for Enhancement Work of Yau Tong Sewage Pumping Station

Dear Tony,

We spoke.

Regarding DSD's proposed project on enhancement works at YTSPS, please find the below information for your reference: -

1. The tentative completion of enhancement works at YTSPS is 2032 subject to funding availability.

2. The proposed enhancement works involves provision of deodourisation system, with target odour emission after the enhancement similar to new typical SPS subject to funding and detailed design.

You are reminded that DSD's enhancement works is to serve the Yau Tong region. The applicant shall employ any required mitigation measures due to applicant's planning application and subsequent development.

For your information, the E&M advisor/Project Engineer of the proposed works is Mr. Peter CHAN. If you have further enquiries regarding the proposed works, you may contact Mr. Peter CHAN at 2594 7211, or me. Thanks.

Regards,
Andy H.C. LAW
EME/ST2/1/3, DSD
Tel: 2195 3459



From: "Tony Ling" <TONYLING@ramboll.com>
To: "andyhclaw@dsd.gov.hk" <andyhclaw@dsd.gov.hk>
Cc: "Tony Cheng" <tcheng@ramboll.com>, "Wendy Tin" <WENDYTIN@ramboll.com>
Date: 06/06/2025 15:37
Subject: [Internet]RE: S.16 Application at No. 4 Tung Yuen Street, Yau Tong (A/K15/132) - Enquiry for Enhancement Work of Yau Tong Sewage Pumping Station
Serial No.:

==========
This email was delivered via the Internet, which may not be trustworthy as it
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Appendix 2.22 Extracts from Approved Planning Application A/K15/121 – Input Parameters of Concrete Batching Plant



Rev	Description	By	Date
C	THIRD ISSUE	SF	04/20
B	SECOND ISSUE	GL	12/19
A	FIRST ISSUE	GL	10/19

Consultant

ARUP

Contract No. and Title

Environmental Review for Proposed Residentiail Development at 18 Tung Yuen Street, Cha Kwo Ling, Yau Tong, Lei Yue Mun, Kowloon

Drawing title

LOCATION OF EMISSION SOURCES - CONCRETE BATCHING PLANTS AND CHIMNEYS DURING ULTIMATE SCENARIO

Drawing no.			Rev.
APPENDIX 3.5			C
Drawn SF	Date 04/20	Checked RC	Approved FC
Scale AS SHOWN		Status PRELIMINARY	

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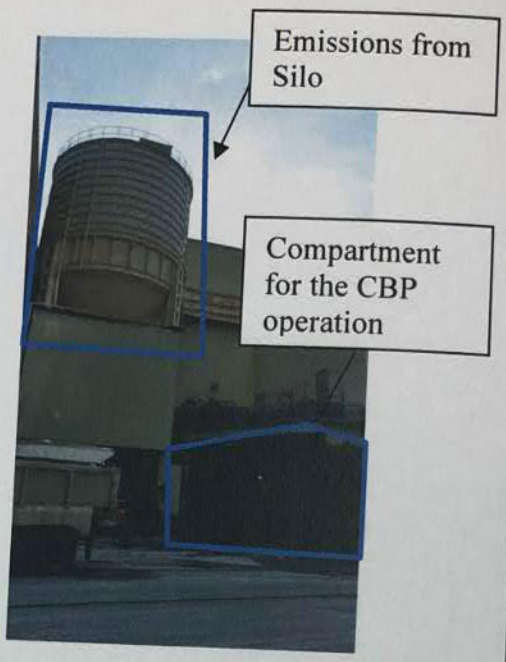
...Report\Appendix 3.5 - Location of Emission Sources - Concrete Batching Plants and Chimneys - Ultimate.dgn

Redland Concrete Limited



Source: Extracted from GeoInfo Map



Sourece: Site Photos taken on 19 Sep 2019

G:\ENV\PROJECT\264703-04\12 REPORTS DELIVERABLES\DRAFT de
NTERIM CASE & ULTIMATE CASE\APPENDIX\AIR
2_PHOTO OF REDLAND CBP DOC

Table 4: Calculation of RSP Emission factor for Paved Road within Concrete Batching Plants

$$E = k\,(sL)^{0.91} \times (W)^{1.02}$$

(ref: Section 13.2.1.3 of USEPA AP-42)

Where

E = Emission Factor in grams per vehicle kilometer traveled (g/veh-km) (Ref. AP42 S13.2.1.3)

k = Particle size multiplier, k = 0.62 g/veh-km for RSP and 0.15 g/veh-km for FSP as defined according to Table 2 of S13.2.1-1

sL = road surface silt loading (grams per square meter) (g/m^2) (i.e. 12g/m^2 as per AP-42 Table 13.2.1-3 mean silt loading for concrete batching)

W = average weight (tons) of the vehicles traveling the road (22 tons is assumed in the equation)

Therefore

RSP emission factor = $0.62 \times 12^{0.91} \times 22^{1.02}$ = 139.2252 g/veh-km

FSP emission factor = $0.15 \times 12^{0.91} \times 22^{1.02}$ = 33.6835 g/veh-km

Detailed calculation of RSP and FSP emission rate by each segment

Company	Source / Segment ID	Distance	Road Width	Road Surface Area	Peak hourly no. of mixer trucks [1]	Dust removal efficiency [2]	RSP Emission Rate [3]		FSP Emission Rate [3]	
		(m)	(m)	(m^2)	(veh/hr)	(%)	(g/s)	($g/s/m^2$)	(g/s)	($g/s/m^2$)
China Concrete Co. Ltd. [4] [5] [6]	L11	17	6	102	NA	NA	1.15E-02	3.10E-05	2.77E-03	7.49E-06
	L12	6	45	268	NA	NA	1.15E-02	3.10E-05	2.77E-03	7.49E-06
HK Concrete Co. Ltd.	L31	3	18	53	22	91.7	2.13E-04	4.01E-06	5.15E-05	9.70E-07
	L32	37	3	113	22	91.7	2.66E-03	2.35E-05	6.43E-04	5.69E-06
Redland Concrete Ltd.	L21	7	16	110	22	91.7	4.91E-04	4.44E-06	1.19E-04	1.08E-06

Notes:

[1] Peak hourly traffic count of each concrete batching plants based on site observations

[2] Refer to "Calculation of Dust Removal Efficiency by Watering for Paved Road within Concrete Batching Plants"

[3] Emission Rate (g/s) = Emission Factor x (1 - Dust Removal Efficiency) x No. of Trucks per hour x Travelling Distance

Emission Rate ($g/s/m^2$) = Emission Factor x (1 - Dust Removal Efficiency) x No. of Trucks per hour x Travelling Distance / Road Surface Area

[4] According to SP License for China Concrete (L3-194(4)), dust emission rate from paved roads is 0.215kg/hr.

[5] According to Table 13.2.1-1, particle size multiplier (k) of TSP, RSP and FSP for paved road is defined as 3.23g/veh-km, 0.62 g/veh-km and 0.15 g/veh-km respectively. The conversion ratio of TSP to RSP and FSP for paved road has thus referenced to the particle size multiplier. As such, TSP = 3.23 / 0.62; RSP = 3.23 / 0.15 FSP

[6] Emission sources at China Concrete Co. Ltd. and HK Concrete Co. Ltd. (L11-L12, L31-L32) would only be operational during interim phase.

Table 1 : Emission Inventory for Chimney (In-use only)

Company	Source ID	Type	X	Y	Release Height	Exit Temperature	Exit velocity	Internal diameter	Length of X side	Length of Y side	Angle (deg. Clockwise from N)	Emission Rate (g/s) or (g/m²-s)					Operation hours [1]
			(m)	(m)	(mAG)	(K)	(m/s)	(m)	(m)	(m)	(°)	NO_x	SO_2	CO	RSP [7]	FSP [7]	
China Concrete Co. Ltd. [1] [4] [5] [6]	P101	Point	842301	817005	31	Ambient	15.6	0.20							4.86E-03	1.43E-03	14 hours a day (0700 to 2100)
	P102	Point	842298	817002	31	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P103	Point	842300	817009	8	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P104	Point	842294	817003	8	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P105	Area	842282	817004	6				4	4	136				6.86E-03	2.02E-03	
	P106	Point	842307	817023	30	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P107	Point	842309	817025	30	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P108	Point	842314	817030	30	Ambient	15.6	0.20							4.86E-03	1.43E-03	
	P109	Point	842312	817028	30	Ambient	15.6	0.28							4.86E-03	1.43E-03	
	P110	Point	842313	817029	12	Ambient	15.6	0.28							4.86E-03	1.43E-03	
	P111	Point	842308	817024	12	Ambient	15.6	0.28							4.86E-03	1.43E-03	
	L11	Area	842311	817033	0.5				17	6	45				9.72E-03	2.86E-03	
	L12	Area	842293	816992	0.5				6	45	46				9.72E-03	2.86E-03	
HK Concrete Co. Ltd. [1] [4] [5] [6]	P301	Point	842273	817039	33	Ambient	13.8	0.20							3.08E-05	7.45E-06	
	P302	Point	842271	817036	33	Ambient	13.8	0.20							3.08E-05	7.45E-06	
	P303	Point	842276	817036	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	12 hours a day (0700 to 1900)
	P304	Point	842278	817034	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P305	Point	842276	817032	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P306	Point	842282	817029	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P307	Point	842280	817027	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P308	Point	842289	817024	28	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P309	Point	842295	817030	33	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P310	Point	842279	817042	13	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P311	Point	842282	817039	13	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P312	Point	842286	817035	13	Ambient	13.8	0.20							4.31E-03	1.27E-03	
	P313	Area	842266	817019	9				3	5	135				4.31E-03	1.27E-03	
	L31	Area	842300	817044	0.5				3	18	-43				8.78E-03	2.58E-03	
	L32	Area	842273	817018	0.5				37	3	44				4.01E-06	9.70E-07	
Redland Concrete Ltd. [1] [4] [5] [6]	P201	Point	842116	817205	26	Ambient	27.5	0.15							2.55E-05	5.69E-06	
	P202	Point	842127	817210	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	12 hours a day (0700 to 1900)
	P203	Point	842133	817213	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P204	Point	842141	817216	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P205	Point	842134	817226	8	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P206	Point	842136	817214	10	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P207	Point	842124	817209	10	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P208	Point	842122	817208	10	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P209	Point	842122	817218	8	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P210	Point	842128	817227	26	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P211	Point	842128	817227	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P212	Point	842128	817227	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P213	Point	842128	817227	12	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P214	Point	842130	817221	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P215	Point	842130	817221	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P216	Point	842130	817221	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P217	Point	842130	817221	12	Ambient	27.5	0.15							5.56E-04	1.63E-04	
	P218	Point	842118	817226	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P219	Point	842118	817226	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P220	Point	842118	817226	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P221	Point	842118	817226	12	Ambient	7.7	0.40							5.56E-04	1.63E-04	
	P222	Point	842123	817228	26	Ambient	27.5	0.15							9.72E-03	2.86E-03	
	P223	Point	842123	817228	26	Ambient	27.5	0.15							4.86E-03	1.43E-03	
	P224	Point	842123	817228	15	Ambient	1.8	0.20							4.86E-03	1.43E-03	
	P225	Point	842123	817228	12	Ambient	7.7	0.40							5.56E-04	1.63E-04	
	P226	Point	842134	817226	8	Ambient	1.8	0.20							9.72E-03	2.86E-03	
	P227	Point	842125	817219	8	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	P228	Point	842130	817221	12	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	P229	Point	842123	817228	12	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	P230	Point	842100	817199	3	Ambient	1.8	0.20							5.56E-04	1.63E-04	
	L21	Area	842149	817213	0.5		14.4	0.50							2.41E-02	7.08E-03	
Lei Yue Mun Seafood Restaurant [2] [3]	C01	Point	842049	816895	15	373	6.0	0.2	7	10	-26	1.63E-02	2.33E-04		4.44E-06	1.08E-06	
Golden Dragon Seafood Restaurant [2] [3]	C02	Point	842572	816798	8	373	6.0	0.2				1.58E-03	9.48E-06		3.21E-04	2.47E-04	24 hours a day
Lung Mun Seafood Restaurant [2] [3]	C03	Point	842622	816846	8	373	6.0	0.2				1.27E-02	1.81E-04		1.20E-04	1.20E-04	24 hours a day
Tai Hing Restaurant [2] [3]	C04	PointCap	842670	816949	6	373	6.0	0.2				3.16E-04	1.90E-06		2.50E-04	1.92E-04	24 hours a day
Wai Lung Seafood Restaurant [2] [3]	C05	Point	842579	816815	8	373	6.0	0.5				1.58E-03	9.48E-06		2.40E-05	2.40E-05	24 hours a day
							6.0	0.2							1.20E-04	1.20E-04	24 hours a day

Emission Rate From Wind Erosion of Sand Barge

Pollutant: RSP

Source ID	Source Type	Coordinates		Dimension (m)		Height	Angle / Width	Emission Rate (g/s/sq.m)	
		X1	Y1	X2	Y2			Wind Erosion	
		(m)	(m)	(m)	(m)	(m)	(deg / m)	Daytime	Non-working Hours
SB01 [4]	Area	842232.7	816960.7	20	50	1.5	46	1.2748E-06	1.2748E-06
SB02 [4]	Area	842214.2	816979.4	20	50	1.5	46	1.2748E-06	1.2748E-06
SB04	Area	842026.2	817196.7	20	50	1.5	71	1.2748E-06	1.2748E-06

Pollutant: FSP

Source ID	Source Type	Coordinates		Dimension (m)		Height	Angle / Width	Emission Rate (g/s/sq.m)	
		X1	Y1	X2	Y2			Wind Erosion	
		(m)	(m)	(m)	(m)	(m)	(deg / m)	Daytime	Non-working Hours
SB01 [4]	Area	842232.7	816960.7	20	50	1.5	46	1.9304E-07	1.9304E-07
SB02 [4]	Area	842214.2	816979.4	20	50	1.5	46	1.9304E-07	1.9304E-07
SB04	Area	842026.2	817196.7	20	50	1.5	71	1.9304E-07	1.9304E-07

Remarks:

As a conservative approach, the following assumptions have been made:

[1] The size of the sand storage area is assumed to be the same as the size of the sand barge. The size of the sand barge is measured by aerial photos.

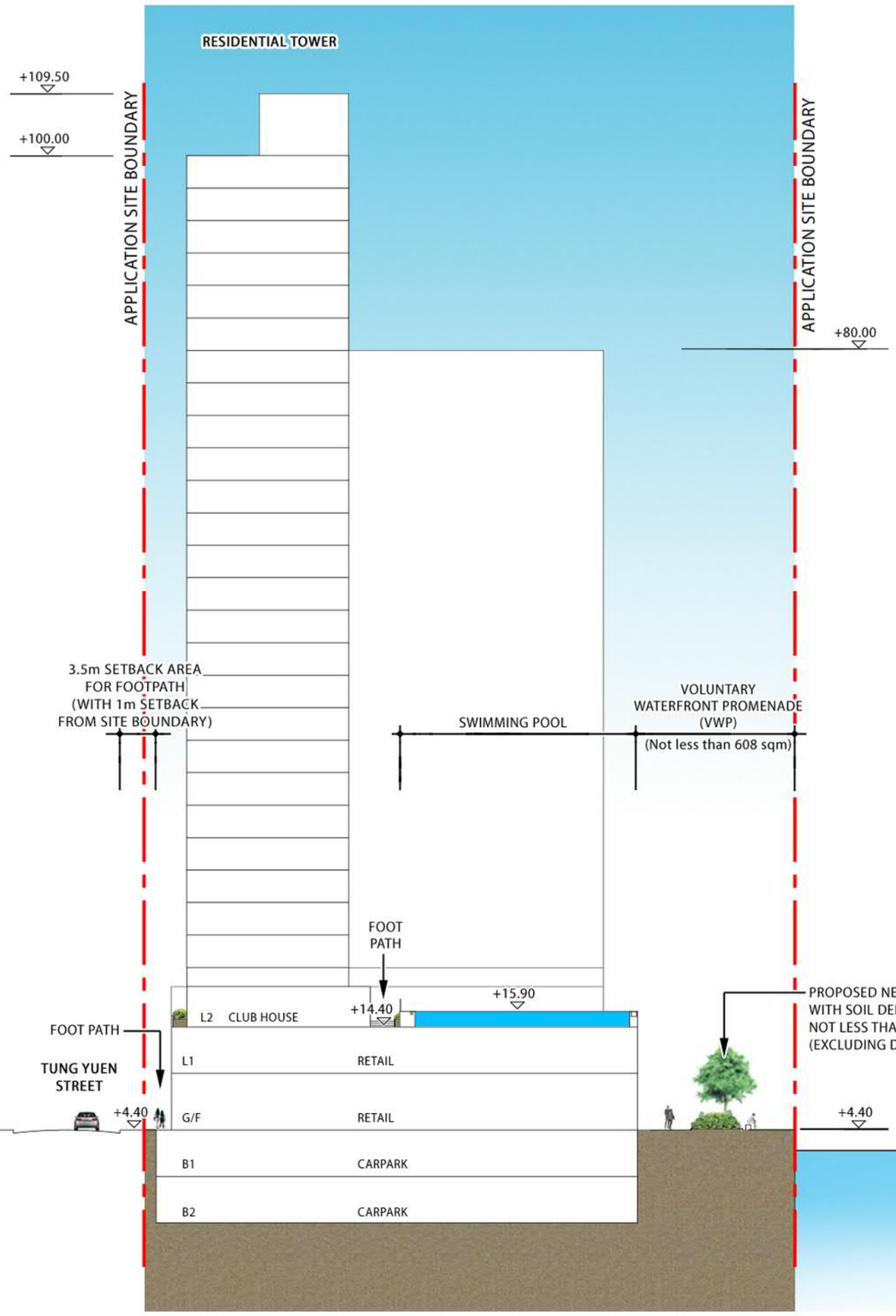
[2] All the sand storage area of the sand barges are assumed to be non-enclosed.

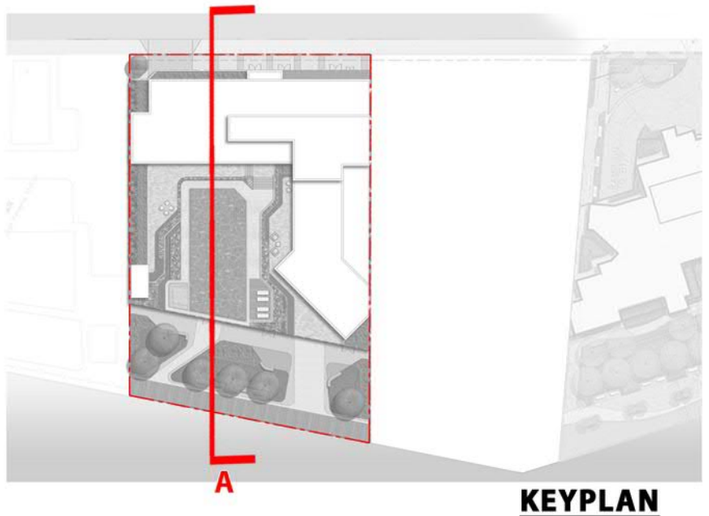
[3] Water spraying and covering of sand are observed at some sand barges. Nevertheless, no watering and covering are assumed in emission rate calculation as a conservative approach.

[4] Emission sources at China Concrete Co. Ltd. and HK Concrete Co. Ltd. (SB01, SB02) would only be operational during interim phase.

Appendix D

Replacement Pages of Updated LMP Report





KEYPLAN

LANDSCAPE SECTION A

0m 2m 5m 10m 20m

SCALE . 1:500 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section A

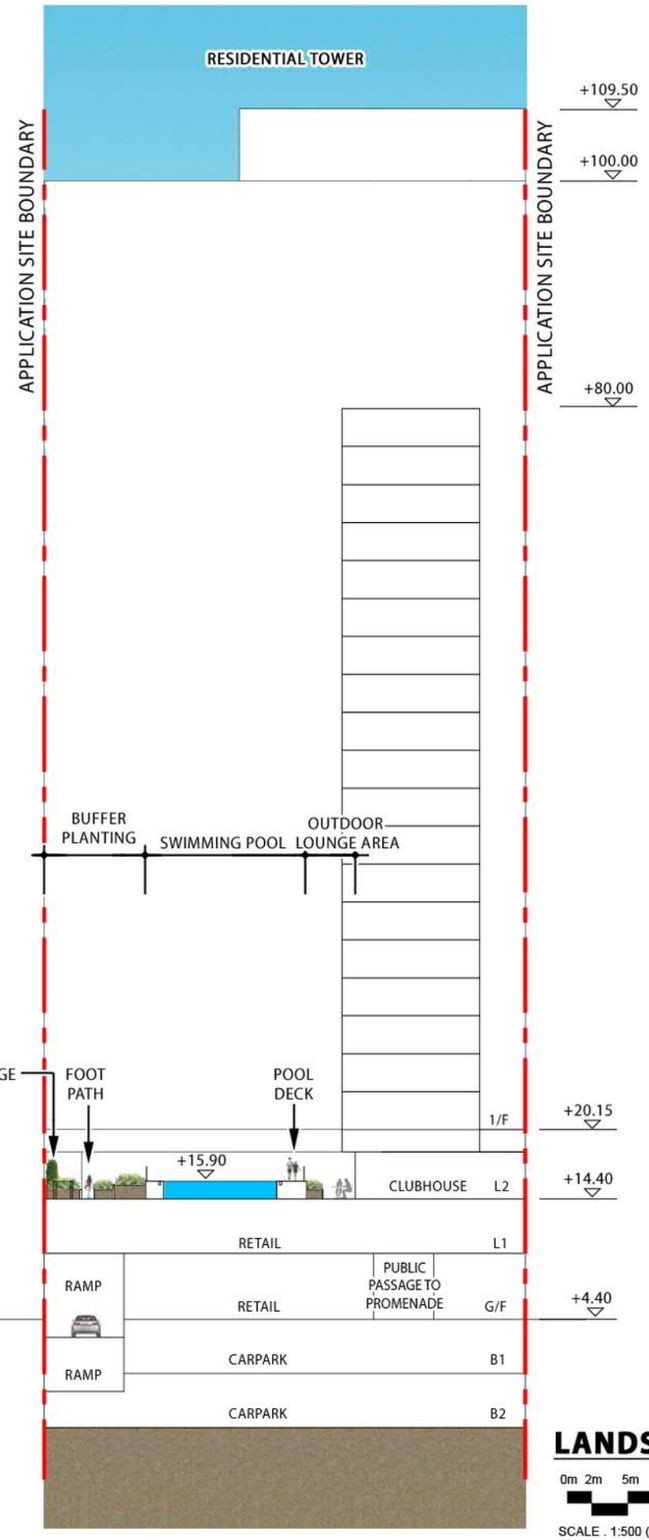
Dwg. No. : 2023204-SEC-01b

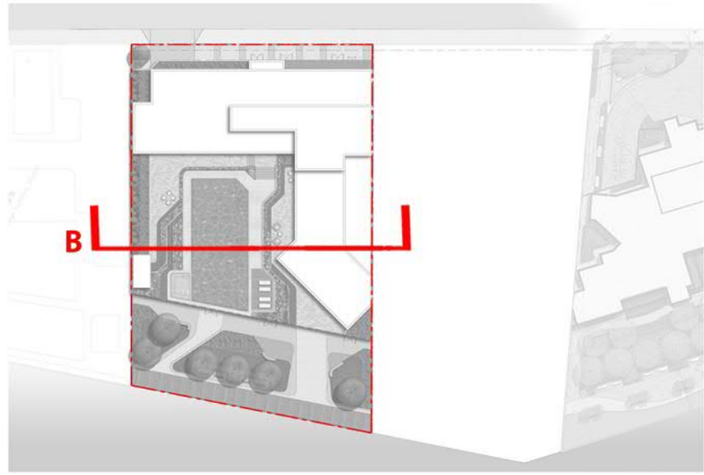
Date : JUL 2025

(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-07-18 LMP\2023204-SEC-01b





KEYPLAN

LANDSCAPE SECTION B

0m 2m 5m 10m 20m

SCALE . 1:500 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section B

Dwg. No. : 2023204-SEC-02b

Date : JUL 2025

(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-07-18 LMP\2023204-SEC-02b

Appendix E

Replacement Pages of Updated Visual Impact Assessment

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Replacement Pages of Updated Visual Impact Assessment

V4 | July 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

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of BH of the Proposed Scheme. Hence, the Proposed Scheme has caused **negligible** effect on public viewers.

5.1.20 **Effects on Visual Elements/Resources –** The Proposed Scheme is visually integrated into the existing and planned high-rise residential developments in the middle-ground and is hardly noticeable from this VP. The visual resources have been gradually amended by the on-going transformation of the YTIA and Lei Yue Mun area under the Baseline Scheme. The Proposed Scheme would bring no significant changes on the key visual elements/resources from this VP, including the view towards Victoria Harbour and Hong Kong Island in this VP. The effect on visual elements/ resources is therefore considered **negligible**.

5.1.21 In gist, the Proposed Scheme will bring **negligible** visual impact at this VP on the visual composition, visual obstruction and permeability, public viewers, and visual elements/resources.

VP4: Lighthouse at Lei Yue Mun Rest Garden (Figure 6)

5.1.22 This VP is located at the waterfront area of Lei Yue Mun Rest Garden. This medium-range VP is taken to represent the public view of the visitors enjoying in this recreational area and local villages/residents in Lei Yue Mun Village. Only a minor topmost portion of the Proposed Scheme is visible in the middle-ground of the VP.

5.1.23 **Effects on Visual Composition –** The existing view from this medium range VP primarily comprises the beach in the foreground with some high-rise residential developments in the middle-ground, with open sky view, Victoria Harbour and the Lion Rock at the background. The Proposed Scheme located behind the planned residential under construction (i.e. The Coast Line I) at the centre of the middle-ground will integrate with the planned and existing residential development at both sides of Tung Yuen Street with BH ranging from 80mPD to 147mPD in the background. Upon completion, the form and scale of the Proposed Scheme (80mPD to 100mPD) will be in harmony with the surroundings, echoing with the stepped BH profile of YTIA as observed at this VP. Therefore, impact to the visual composition caused by the Proposed Scheme is thus **negligible**.

5.1.24 **Effects on Visual Obstruction and Visual Permeability –** Only the topmost portion of the Proposed Scheme will be observed at this VP, with majority part of the building bulk screened off by planned residential development in front. While visual permeability to the open sky view will be slightly impeded by the visible portion of the Proposed Scheme which is considered minimal as compared to the Baseline Scheme, the Proposed Scheme is harmonically blended in with the surrounding existing and planned residential developments, following the graduation of stepped BH profile descending towards the Victoria Harbour from this VP. Thus, visual obstruction and visual permeability under the Proposed Scheme would be **negligible to slightly adverse**.

5.1.25 **Effects on Public Viewers –** The public viewers from this VP at the lighthouse of Lei Yue Mun Rest Garden will be able to view the Proposed Scheme in the centre of middle-ground. Besides, the public viewers are more interested to appreciate the open view of the Victoria Harbour with the cityscape as the backdrop for this VP. Provided that the development scale of the Proposed Scheme is compatible with other surrounding residential development upon completion, the effect on public viewers will be finite as it

will be viewed as part of the skyline. Therefore, the visual impact to the public viewers is **negligible**.

5.1.26 **Effects on Visual Elements/Resources –** The compatible building profile of the Proposed Scheme (maintaining a stepped BH of 80mPD to 100mPD) with the adjacent planned residential development will create visual interests by the stepped building height profile from this VP. Victoria Harbour in the foreground and open sky view with Lion Rock in the background will be retained upon completion. No additional interception to the skyline and waterfront will be resulted with the Proposed Scheme as compared with the Baseline Scheme. In this regard, the Proposed Scheme will have **negligible** effects on the visual elements/resources.

5.1.27 In view of the above, the incorporation of stepped BH profile will reduce the overall visual bulk and maintain the visual character of a transition from the hinterland to waterfront area in the YTIA. The open sky view can still be preserved under the Proposed Scheme at this VP. Thus, the Proposed Scheme with mitigation by design measures will generally bring **negligible** impacts on the visual composition, visual obstruction and permeability, public viewers and visual resources associated with this VP at the lighthouse in Lei Yue Mun Rest Garden.

VP5: Quarry Bay Park (Figure 7)

5.1.28 This VP is situated at about 1500m away from the southwest of the Application Site, which is a strategic VP identified in the Urban Design Guidelines to assess impacts on the views to Kowloon Peak and other major Kowloon ridgelines. It is a long-range VP representing recreational users and public viewers who engage in passive recreational activities such as sitting-out and resting purposes while having a view toward the Application Site with the Victoria Harbour in the foreground.

5.1.29 **Effects on Visual Composition –** The foreground of this VP is occupied by the Victoria Harbour while the middle-ground is dominated by clusters of buildings in Kowloon East. The ridgelines of Devil's Peak, Chiu Keng Wan Shan and Black Hill can be seen alongside with the open sky view in the background. The Proposed Scheme will blend in with existing and planned residential developments in the vicinity, maintained the stepped BH profile towards the Kowloon waterfront, with a very minor portion of the ridgeline of Devil's Peak being obstructed. Therefore, there will be **negligible** impact to the concerned visual composition towards the Kowloon ridgelines.

5.1.30 **Effects on Visual Obstruction and Visual Permeability –** The Proposed Scheme will only be seen in the middle-ground. Thus, the Proposed Scheme will be blending in the surrounding high-rise developments and will create a very minor degree of visual obstruction to the ridgeline and skyline which is considered minimal as compared to the Baseline Scheme. Therefore, the Proposed Scheme will have **negligible to slightly adverse** effect on visual obstruction and visual permeability.

5.1.31 **Effects on Public Viewers –** From this VP, more kinetic public viewers would walk along the waterfront promenade in Quarry Bay Park. Instead of focusing on one individual development, more attention may be paid to the overall visual profile of East Kowloon and its relationship with the ridgeline of this VP by the recreational users. Given that the Proposed Scheme will be well blend with building cluster and form part of the stepped BH profile in Yau Tong, it is unlikely to attract public viewers' attention with the minor

relaxation of BH at its inland portion. Therefore, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.32 **Effects on Visual Elements/Resource –** The Proposed Scheme will not be highly visible as it will be mixed into the clusters of building in the middle-ground of this VP. Views to the Victoria Harbour in the foreground and the open sky view in the background will remain as a significant component of the VP with the Proposed Scheme. The view to the ridgelines in Kowloon will not be affected upon completion of the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.33 Based on the above, the view of existing and planned residential developments with the Proposed Scheme along Yau Tong waterfront area and Cha Kwo Ling remains as a significant visual component in the middle-ground and the open sky view can still be preserved under the Proposed Scheme at this long-range VP. The Proposed Scheme with mitigation by design measures will be harmoniously blended in with the existing high-rise residential cluster which would not obstruct the ridgeline at the back, resulting in **negligible** effects on the visual composition, public viewers and visual resources associated with this VP.

VP6: Kai Tak Runway Park (Figure 8)

5.1.34 This VP is located approximately 2100m to the northwest from the Application Site and is selected due to its representation of a major long-range vantage point towards the Application Site along the harbour, as well as its popularity with local users for outdoor recreational activities, sitting-out and walking and overseas visitors from the Kai Tak Cruise Terminal. It is a VP to assess visual impacts of the Proposed Scheme with the considerations of the overall visual composition of Kowloon East against the backdrop of Kowloon Peak and Devil's Peak from Kai Tak. Due to its prominent location and containing both passive and active recreational space with a medium duration of view, the visual sensitivity of this VP is considered **high**.

5.1.35 **Effects on Visual Composition –** The visual composition of this VP comprises of Kai Tak Runway Park and the Victoria Harbour in the foreground, and clusters of buildings and green knolls of Cha Kwo Ling in the middle-ground. The ridgeline of Kowloon and open sky view occupies the background of this VP. While both the Baseline and the Proposed Scheme will not be standout from this VP as both of them will be well-blended with other planned and existing residential developments along Kowloon East waterfront, the stepped BH profile design under the Proposed Scheme will be coherent with the gradual descending ridgeline towards Victoria Harbour. Therefore, the effects on visual composition will be **negligible**.

5.1.36 **Effects on Visual Obstruction and Visual Permeability** – Given that the Proposed Scheme in the middle ground will be fully blended into the stepped BH profile of the Yau Tong waterfront, there will be no noticeable additional visual obstruction to the cityscape along the harbourfront. Besides, the visual permeability with the proposed minor relaxation of BH towards visual elements such as the Victoria Harbour, the Kowloon ridgelines and the open skyline would generally be remined as compared to the Proposed

Scheme. Therefore, the Proposed Scheme will cause **negligible** visual obstruction as compared to the Baseline Scheme with the adjacent planned residential developments.

5.1.37 **Effects on Public Viewers –** The public viewers visiting Kai Tak Runway Park will only be able to view the Proposed Scheme as part of the urban landscape of Kowloon East from this VP. Given that the Proposed Scheme will be well blend with building cluster and form part of the stepped BH profile in Yau Tong, it is unlikely to attract public viewers' attention with the minor relaxation of BH at its inland portion. As such, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.38 **Effects on Visual Elements/Resource –** As compared to the Baseline Scheme, the Proposed Scheme will not degrade the existing condition as it does not obstruct any views to existing visual resources and is fully integrated with the surrounding environment. Views to the Victoria Harbour in the foreground and the open sky view in the background will be preserved. Besides, the view to the ridgelines in the Kowloon East will not be affected upon completion of the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.39 Based on the above, the Proposed scheme will bring **negligible** visual impact to the recreational users in Kai Tak Runway Park.

5.1.40 Please refer to **Table 5-3** for summary of visual impacts as discussed in the above section.

Table 5-3 Visual Impact Assessment Summary

VP	Visual Sensitivity	Appraisal Components				Conclusion
		Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	
VP1: Yau Lai Estate – Footbridge next to Fung Lai House	Medium	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP2: The Rooftop Garden (the Outdoor Maze area) atop Domain Mall	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible**
VP3: Devil's Peak – Wilson Trail	High	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP4: Lighthouse at Lei Yue Mun Rest Garden	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible**
VP5: Quarry Bay Park	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible**
VP6: Kai Tak Runway Garden	High	Negligible	Negligible	Negligible	Negligible	**Negligible**

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1 August 2025

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

Your ref TPB/A/K15/132
Our ref 298523/00/MYNL/LYRC/05581

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments from various Government departments on the captioned Planning Application received on 30 July 2025.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) together with Updated Drainage & Sewerage Impact Assessment (**Appendix A**), Replacement Page of Updated LMP Report (**Appendix B**) and Replacement Pages of Updated Visual Impact Assessment (**Appendix C**) in support of the Planning Application for your consideration.

This submission only serves as technical clarifications without changing the scheme or includes any major changes in the assumptions, methodologies, findings and the proposed mitigation measures, and thus should be exempted from recounting requirement.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application.

Should you have any queries, please contact the undersigned or our Mr. Ryan CHAN at [redacted].

Yours faithfully,

Natalie Leung
Associate Town Planner

d [redacted]
e [redacted]

Encl. – 4 copies of the Responses-to-Comments Table (**Attachment A**) and **Appendices A-C**
cc – DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
– DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
– Client

RECEIVED
01 AUG 2025
Town Planning Board

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

Comments from Related Departments — Page No.

1. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 30 July 2025 2
2. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 30 July 2025 3
3. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 30 July 2025 3

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 30 July 2025** **EPD's comments on revised DSIA report** – Appendix 3.1 Table 3b – Appendix 3.1 Table 3c – Appendix 3.1 Table 4a – Appendix 3.1 Table 4b	
	Please review and revise the total flow at Manhole S3 (FMH4034509), including Proposed Development and other Catchments, where the full-bore flows from Catchment A as adopted in your calculation should also be included.	Noted and revised in **Appendix A (Updated Drainage & Sewerage Impact Assessment)**.
	– General	
	Please re-visit the assessment based on above comments	Noted and please be advised that the comments would be addressed at a later stage (i.e. in the approval condition of the subject planning application) to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	Please note that the implementation of sewerage works shall also meet the satisfaction of DSD	Noted and please be advised that the comments would be addressed at a later stage (i.e. in the approval condition of the subject planning application) to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	Given some of the invert levels in the hydraulic capacity checking are based on assumption, site surveys at the later stage to verify the invert levels and revised SIA Report should be provided accordingly	Noted and please be advised that the comments would be addressed at a later stage (i.e. in the approval condition of the subject planning application) to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	Please also note that this office only provides comments on contents related to sewerage planning. For contents related to drainage impact, please seek views from DSD	Noted and please be advised that the comments would be addressed at a later stage (i.e. in the approval condition of the subject planning application) to demonstrate that the proposed development could comply with

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
		relevant guidelines issued by government departments.
	Please provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.	Noted and please be advised that the comments would be addressed at a later stage (i.e. in the approval condition of the subject planning application) to demonstrate that the proposed development could comply with relevant guidelines issued by government departments.
	Remaining comments will be provided once available	Noted.
2.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 30 July 2025**	
	We found that the building layout illustrated in Landscape Section B is still different with A-08 Section B-B' submitted on 24 June 2025.	Noted and please refer to **Appendix B (Replacement Page of Updated LMP Report)** for updates.
3.	**Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 30 July 2025**	
	1. Having reviewed the subject FI submission, please be advised that our previous comments on the rating of the overall visual impact for VP2, VP4 and VP5 shall remain valid.	Noted and please refer to **Appendix C (Replacement Pages of Updated Visual Impact Assessment)** for updates.
	Detailed Comments/Observations	
	VIA	
	VP2	
	2. **Para. 5.1.15** – As commented previously, although the Proposed Scheme, with the proposed stepped BH profile descending from 100mPD at its inland portion to 80mPD near the waterfront area, "remains highly compatible and integrated with the surrounding high-rise residential developments", the portion with BH of 80mPD cannot be seen from this VP, and the Proposed Scheme with a maximum BH of 100mPD will further obstruct a minor portion	Please refer to **para 5.1.15** of **Appendix C** for updates.

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
	of the sky view compared with the Baseline Scheme with a BH of 80mPD as shown on the photomontage. In this regard, it would be more tenable to grade the overall visual impact for VP2 from "Negligible" to **"Negligible to Slightly Adverse"**.	
	VP4	
	3. **Paras. 5.1.24 and 5.1.27** – As commented previously, although "the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster", the topmost part of the proposed development would be noticeable from this VP and a minor portion of the open sky view would be further obstructed as shown on the photomontage. In this regard, it would be more tenable to grade the overall visual impact for VP4 from "Negligible" to **"Negligible to Slightly Adverse"**.	Please refer to **para 5.1.27** of **Appendix C** for updates.
	VP5	
	4. **Paras. 5.3.30 and 5.1.32** – As commented previously, although "the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster", a minor portion of the mountain backdrop would be further obstructed as shown on the photomontage. In this regard, it would be more tenable to grade the overall visual impact for VP5 from "Negligible" to **"Negligible to Slightly Adverse"**.	Please refer to **para 5.1.33** of **Appendix C** for updates.

(Last Updated on 31 Jul 2025)

Appendix A

Updated Drainage & Sewerage Impact Assessment

SECTION 16 APPLICATION FOR PROPOSED FLATS, SHOP AND SERVICES, AND EATING PLACES WITH MINOR RELAXATION AND DOMESTIC AND NON-DOMESTIC PLOT RATIO AND BUILDING HEIGHT RESTRICTION IN "RESIDENTIAL (GROUP E)" ZONE AT NO.4 TUNG YUEN STREET, YAU TONG, KOWLOON

DRAINAGE & SEWERAGE IMPACT ASSESSMENT

Date	July 2025
Prepared by	Sally Chiu Assistant Environmental Consultant
Signed	
Approved by	Tony Cheng Senior Manager
Signed	
Project Reference	CRC_4TYSEI00
Document No.	R9291_v1.3

CHAPTERS

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Figure 3.1 Existing Sewerage System in the Vicinity of the Application Site

Figure 3.2 Existing Sewerage System and Catchment Area in the Vicinity of the Application Site

APPENDICES AND DIAGRAMMATIC SECTION

Appendix 1.1 Key Developiment Parameters

Appendix 3.1 Detailed Sewerage Impact Assessment Calculations

Appendix 3.2 Detailed Sewerage Impact Assessment Calculations

1. INTRODUCTION

1.1 Background and Objectives

1.1.1 The Proposed Development is located at No. 4 Tung Yuen Street, Yau Tong ("Application Site"). It is zoned as "R(E)" site under OZP S/K15/27 Cha Kwo Ling, Yau Tong, Lei Yue Mun, gazetted on 18/11/2022.

1.1.2 This S16 application is submitted to the Town Planning Board for the Proposed Flat, Shop and Services, and Eating Places with Minor Relaxation of Plot Ratio and Building Height Restrictions at the Application Site.

1.1.3 Ramboll Hong Kong Limited is commissioned by the Applicants to prepare this Drainage and Sewerage Impact Assessment (DSIA) Mitigation measures will be identified if it is necessary. Development parameters of the Proposed Development are provided by project architect, P&T.

1.2 Application Site and its Environ

1.2.1 The Application Site has an area of about 2,419 m^2, which are situated in Yau Tong area. The Application Site is bounded by Yau Tong Sewage Pumping Station to the Northwest, Tung Yuen Street to the Northeast, The Coastline to the Southeast. Figure 1.1 shows the location of the Application Site and its environ.

1.3 Proposed Residential Development

1.3.1 The Proposed Development consist of 1 residential tower, providing not more than 342 residential units. The residential tower is situated atop a 3 storeys podium for shop and services, eating place, and clubhouse with two level of basements for carparking and loading/ unloading spaces.

1.3.2 The tentative completion year of the Proposed Development would be Years 2032.

1.3.3 The development parameters of the Proposed Development are shown in Appendix 1.1.

2. DRAINAGE IMPACT ASSESSMENT

2.1 Existing Drainage and Condition of the Application Site

2.1.1 The Application Site is consisting with an industrial building (i.e., ground level 4.40 mPD) and is almost 100% paved under existing conditions. As confirmed by the Project Proponent, there will be no change in the gradient of the Application Site after redevelopment.

2.1.2 According to APP-152, at least 20% of greenery will be provided after development. The provision of a greenery area of approximately 484 m^2 will further increase filtration of stormwater and minimize surface runoff. The paved / unpaved ratio of the Application Site before and after the Proposed Development were reviewed and summarized in Table 2.1.

Table 2.1 Estimated Peak Flow

	Before Development	After Development
Paved Area	2,419 m^2(99%)	1,935 m^2 (80%)
Unpaved Area	36 m^2 (1%)	484 m^2 (20%)

2.1.3 As change in land use would affect the amount of surface runoff flowing into the existing drainage system. Meanwhile, there is a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. Adverse impact to the public drainage system is thus not anticipated. Upgrading works is considered not necessary.

2.2 Sea Level Rise due to Climate Change

Site Constraints

2.2.1 With reference to the Outline Zoning Plan (OZP) and confirmation from the Project Proponent, the design of the promenade within the Application Site should align directly with the design of the waterfront (i.e., at 4.40 mPD). Therefore, the current ground level of the proposed design is 4.40 mPD.

2.2.2 With reference the Table 8, and Table 29 in the *Stormwater Drainage Manual-Corrigendum No. 1/2022*. Based on the preliminary calculation, the design extreme sea level would be 4.39 mPD (i.e. 4.19+0.20 mPD) with reference the return period years 200 and the mean sea level rise in Mid-21st Century, compared with the the ground level (i.e., 4.40 mPD) of the Proposed Development, which is adequate to protect the Proposed Development from seawater inundation.

Table 8 Design Extreme Sea Levels (in mPD)

Return Period (Years)	North Point / Quarry Bay (1954- 2019)	Tai Po Kau (1962-2019)	Tsim Bei Tsui (1954-2019)	Tai O (1954-2019)
2	2.82	2.97	3.07	2.87
5	3.03	3.27	3.31	3.16
10	3.20	3.54	3.52	3.36
20	3.38	3.56	3.74	3.57
50	3.66	4.41	4.09	3.84

100	3.91	4.93	4.41	4.06
200	4.19	5.59	4.78	4.28

Note:

1. *The extreme sea levels at Tsim Bei Tsui and Tai O were based on the frequency analysis of instrumental data and correlated data from North Point/ Quarry Bay for an extended data set of 66 years (from 1954 to 2019).*
2. *For facilities which are vulnerable and sensitive to sea water level, e.g. E&M installations, where more stringent design is desirable, designers can make reference to the extreme sea levels as shown in Appendix 1. These extreme sea levels were derived with inclusion of significant storm surge events in Hong Kong before 1954.*

Table 29 Mean Sea Level Rise due to Climate Change

	Mean Sea Level Rise
Mid-21st Century	0.20 m
End of 21st Century	0.47 m

Notes:

1. *The mean sea level rise is relative to the average of 1995-2014.*
2. *Median projection values are adopted in the table.*
3. *Mid-21st century refers to period around 2050; end of 21st century refers to period around 2090.*

Mitigation Measures

2.2.3 For the Proposed Development design, the façade of the Proposed Development facing the waterfront on the ground floor primarily consists of blank walls with few entrances. Furthermore, there will be a basement for 2-story carpark and will be at about -4.6 mPD. The entrance of the basement carpark is faces to Tung Yuen Street.

2.2.4 Apart from the scheme design, demountable flood barrier would be installed manually in front of the entrances of buildings, and carparks to prevent floodwater intrusion, and in open spaces to contain floodwater within the area. This type of barrier is widely used in Hong Kong to minimize flooding impact. Therefore, with proper mitigation measures there would be no adverse flooding impact.

3. SEWERAGE IMPACT ASSESSMENT

3.1 Scope of Work

3.1.1 The aim of this SIA is to assess whether the capacity of the sewerage network serving the Application Site is sufficient to cope with the sewage flow from the proposed development.

3.2 Assessment Criteria and Methodology

3.2.1 The Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department has been used to determine the worker density for various economic activities and planned usage types.

3.2.2 Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1 (GESF) has been referred to for the purposes of estimating the quantity of the sewage generated from the Proposed Development and the existing catchment area. Sewage flow parameters and global peaking factors in this document have been adopted for this SIA.

3.2.3 According to the GESF, the overall unit flow is composed of flows due to employees and the associated activities. The following unit flow factors have been adopted in the SIA calculation in accordance with Tables T-1, T-2 and T-3 of the GESF:

- Residential housing: 0.27m^3/day (Private R2)
- Restaurant & Hotel: 1.58m^3/day (Commercial Employee and J10 – Restaurant & Hotel)
- Wholesale & Retail: 0.28m^3/day (Commercial Employee and J4 – Wholesale & Retail)
- Industrial: 1.08m^3/day (Industrial Employee and J1 – Yau Tong)
- Community, Social & Personal Services: 0.28m^3/day (Commercial Employee and J11- Community, Social & Personal Services)

3.2.4 The catchment inflow factor, PCIF of 1.1 (East Kowloon), is adopted in catchment calculations.

3.3 Existing and Future Sewerage System

3.3.1 With reference to the sewerage system shown in Geo-info Map, all the sewage generated from the proposed development will be discharged to the terminal manhole (T0) which is located at the eastern side of the proposed development. The terminal manhole TMH-01 (S0) is connected to the exciting manhole FMH4034524 (S1) outside the proposed development via a new Ø300mm polyethylene pipe. The sewer eventually discharges the collected sewage to Yau Tong Sewage Pumping Station.

3.3.2 The Yau Tong Sewage Pumping Station (YTSPS) is located at the junction of Ko Fai Road and Tung Yuen Street which is next to the Application Site. Based on the information for DSD, The YTSPS currently has a design capacity with 28,800m^3/day.

3.3.3 The existing sewers and catchment areas in the vicinity of Application Site are shown in Figure 3.1.

3.4 Wastewater Generated by the Proposed Development

3.4.1 The sewage generated by the proposed development will be mainly contributed by the residential units, club house, retail and F&B facilities. Detailed calculation of

sewage generation from the proposed development is given in Table 3.1 below and in Appendix 3.1.

Table 3.1 Estimated Peak Flow

Calculation for Sewage Generation Rate of the Proposed Development at the Application Site			
1. Proposed Residential Development			
Total number of residential units	=	342	units
Total number of residents	=	855	residents (refer to Census and Statistics Department 2021 data - average household size of 2.5 in Yau Tong West)
Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	230.9	m^3/day
2. Club House			
Assumed Area	=	735	m^2 (refer to Appendix 1.1)
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS – Community, Social & Personal Services)
Total number of employees	=	24	employees
Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
Design flow	=	200	litre/employee/day -- (refer to Table T-2 of GESF - J11 Community, Social & Personal Services)
Sewage generation rate	=	6.7	m^3/day
3. Swimming Pool			
Assumed Area of Swimming Pool	=	250	m^2
Average Depth of Water	=	1.5	m
Volume of Swimming Pool	=	375	m^3
Turnover Rate	=	6	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
Surface Loading Rate of Filter	=	50	m^3/m^2/hr
Filter Areas required	=	1.3	m^2
Backwash flow rate	=	30	m^3/m^2/hr
Design flow for Swimming Pool Backwashing	=	37.5	m^3/hr
Backwash Duration	=	7	min/day (With reference to Section B8.5.5 of General Specification for Swimming Pool Water Treatment Installation in Government Buildings of the HKSAR published by the ArchSD)
Backwash generation rate	=	3.75	m^3/day
Design flow for Swimming Pool Backwashing	=	10.4	litre/sec
4. Retail			
Assumed area	=	1306.3	m^2
Assumed floor area per employee	=	28.6	m^2 per employee – (refer to Table 8 of CIFSUS – Retail Trade)
Total number of employees	=	46	employees
Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
Design flow	=	200	litre/employee/day -- (refer to Table T-2 of GESF – J4 Wholesale & Retail)
Sewage generation rate	=	12.9	m^3/day
5. F&B			
Assumed used area	=	870.8	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	44	employees
Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
Sewage generation rate	=	69.5	m^3/day
Flow rate (without swimming pool)	=	320.0	m^3/day
Flow rate with P_{CIF} (without swimming pool)	=	352.0	m^3/day (refer to Table T-4 of GESF – East Kowloon - 1.1)
Contributing population	=	1304	people

Peaking factor	=	6	(refer to Table T-5 of GESF for a population between 1000-5000 incl. stormwater allowance)
Peak flow (without swimming pool)	=	24.4	litre/sec
Peak flow (with swimming pool)	=	34.9	litre/sec

3.5 Assessment of Sewerage Impact

3.5.1 The potential sewerage impact due to the Proposed Development has been quantitatively addressed. Total sewage generation rate from the Proposed Development is estimated to be 352.0 m^3/day (i.e. peak flow 34.9 litre/sec).

3.5.2 Based on the assessment results, it is found that the capacity of sewers FWD4036746, and FWD4036747 are not sufficient for the sewerage generated from the Proposed Development and the surrounding catchment. Therefore, sewers FWD4036746, and FWD4036747 are proposed to upgrade. The proposed upgrading works are summarized in Table 3.2 and Figure 3.2.

Table 3.2 Proposed Upgrading Works

Segment	Manhole Reference	Manhole Reference	Length (m)	Original Size (Ø)	Upgraded Size (Ø)
S1-S2	FMH4034524	FMH4034525	41.7	675	825
S2-S3	FMH4034525	FMH4034509	8.0	675	825

3.5.3 Hence, upgrading works on the public sewers FWD4036746, and FWD4036747 by the project proponent are required.

3.5.4 With reference the information from DSD, the average daily flow at YTSPS of March 2025 is 17,443 m^3/day, and the estimated sewage generated Proposed Development is about 352 m^3/day. Therefore, the estimated sewage generated Proposed Development with average daily flow at YTSPS is 17795 m^3/day, which the flow is occupied about 62% of the current capacity of YTSPS. It is unlikely that the YTSPS will be overloaded. Detailed calculation for the capacities of YTSPS is given in Appendix 3.1.

4. OVERALL CONCLUSION

4.1.1 With a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. The proposed development can be completed without aggravating the flooding conditions within, upstream, or downstream of the Application Site. Therefore, it is anticipated that there will not be any impact on the existing drainage system. As such, upgrading work on the drainage system is NOT required.

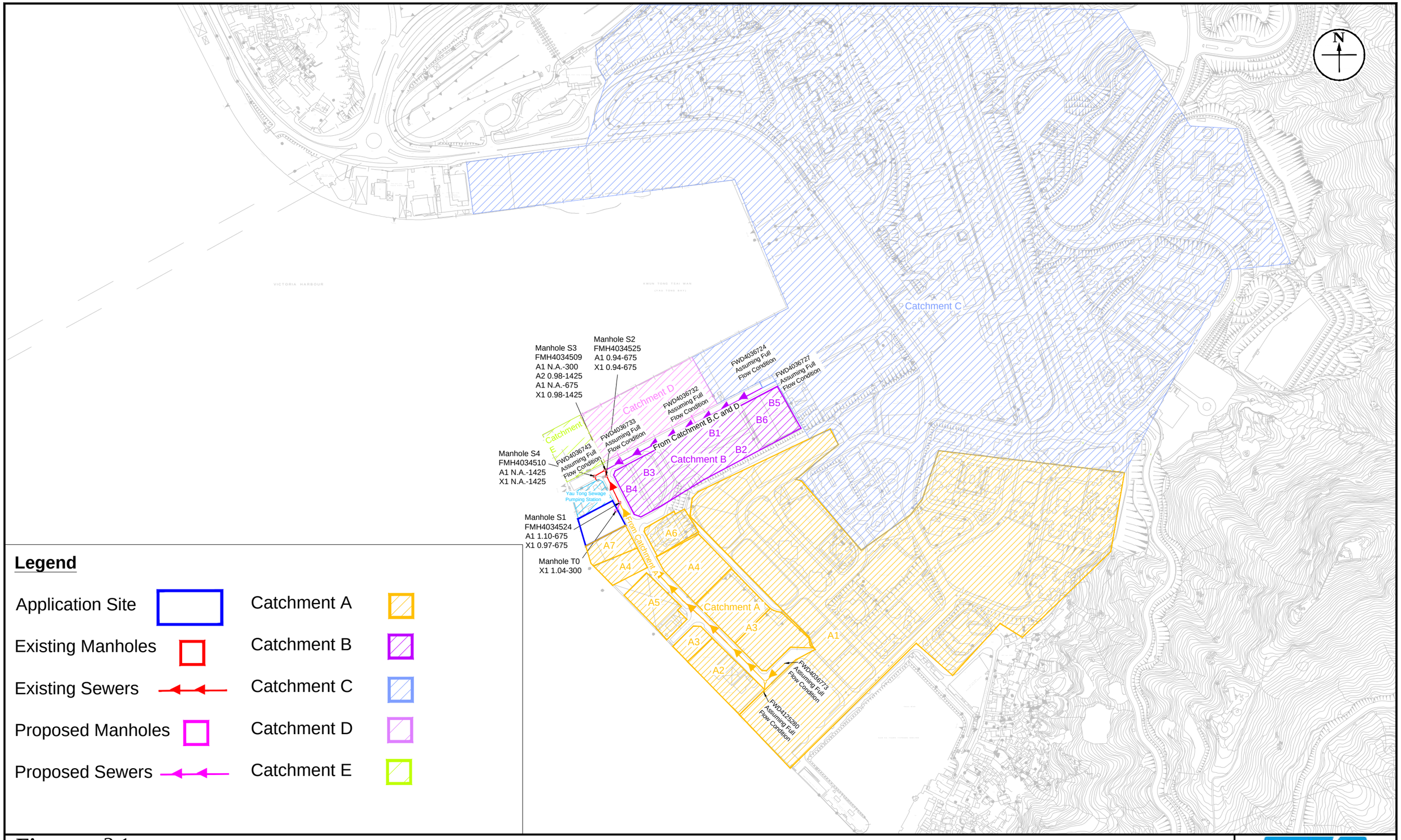
4.1.2 The potential sewerage impact arisen from the Proposed Development has been quantitatively assessed. Two of existing Ø675mm sewerage pipe (S1-S2 and S2-S3) will be upgraded to Ø825mm sewerage pipes. New Ø300mm sewerage pipes and manhole will be proposed to connect the existing pipe.

4.1.3 The TYSPS that the sewerage system would be connecting to has adequate capacity for the expected daily flows from the Proposed Development based on the assessment results.

4.1.4 With the proposed new connection and upgrading works in place, this SIA confirms the feasibility of the Proposed Development with no adverse impacts imposed to the public sewerage system.

4.1.5 This DIA and SIA confirm the feasibility of the proposed development in terms of its drainage and sewerage impact.

Figures



Legend

- Application Site
- Existing Manholes
- Existing Sewers
- Proposed Manholes
- Proposed Sewers
- Catchment A
- Catchment B
- Catchment C
- Catchment D
- Catchment E

Figure: 3.1a	RAMBOLL
Title: Sewerage System and Catchment Areas in the Vicinity of the Application Site_overall	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.3 Date: Jun 2025

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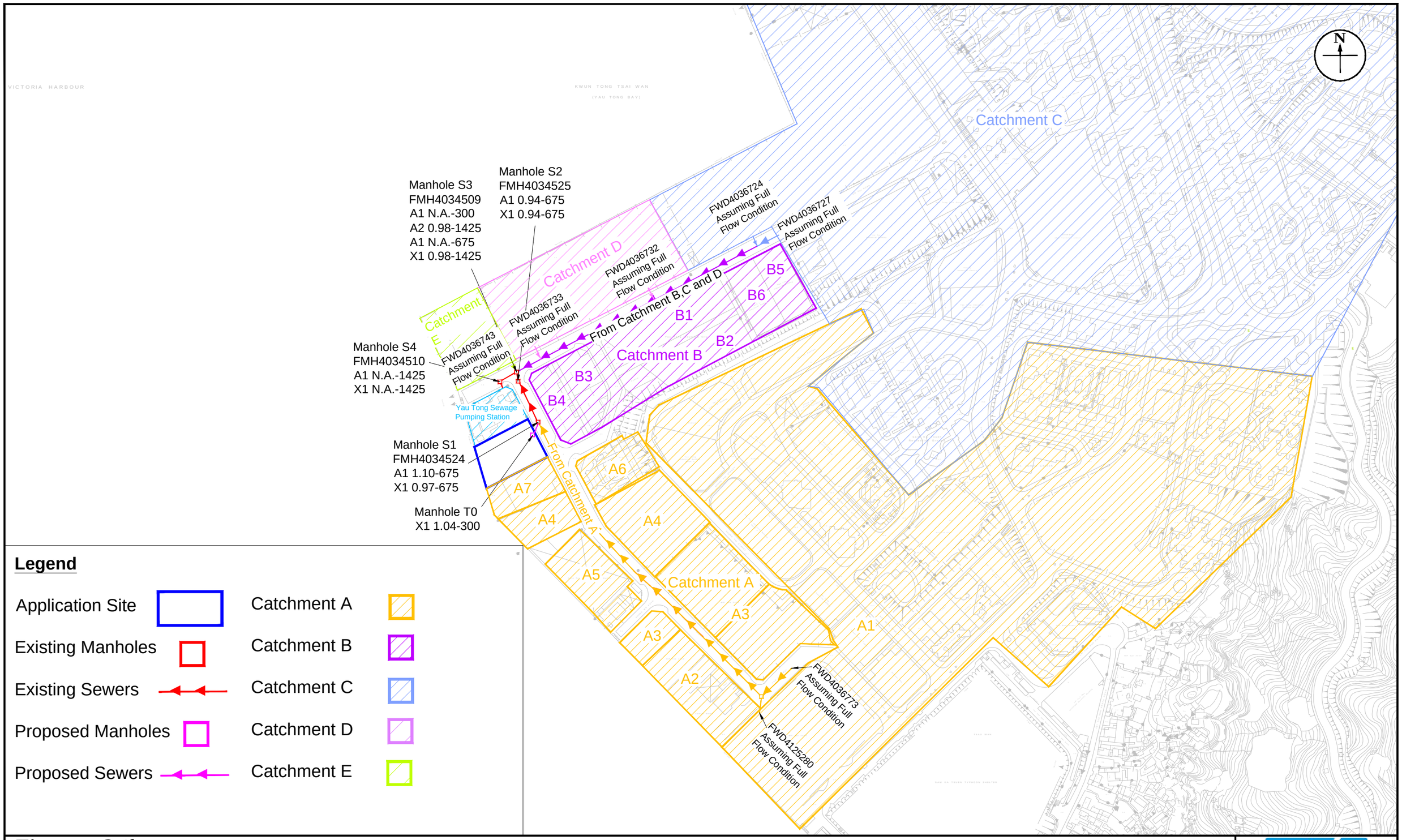

Figure: 3.1b	RAMBOLL
Title: Sewerage System and Catchment Areas in the Vicinity of the Application Site_zoom	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.3 Date: Jun 2025

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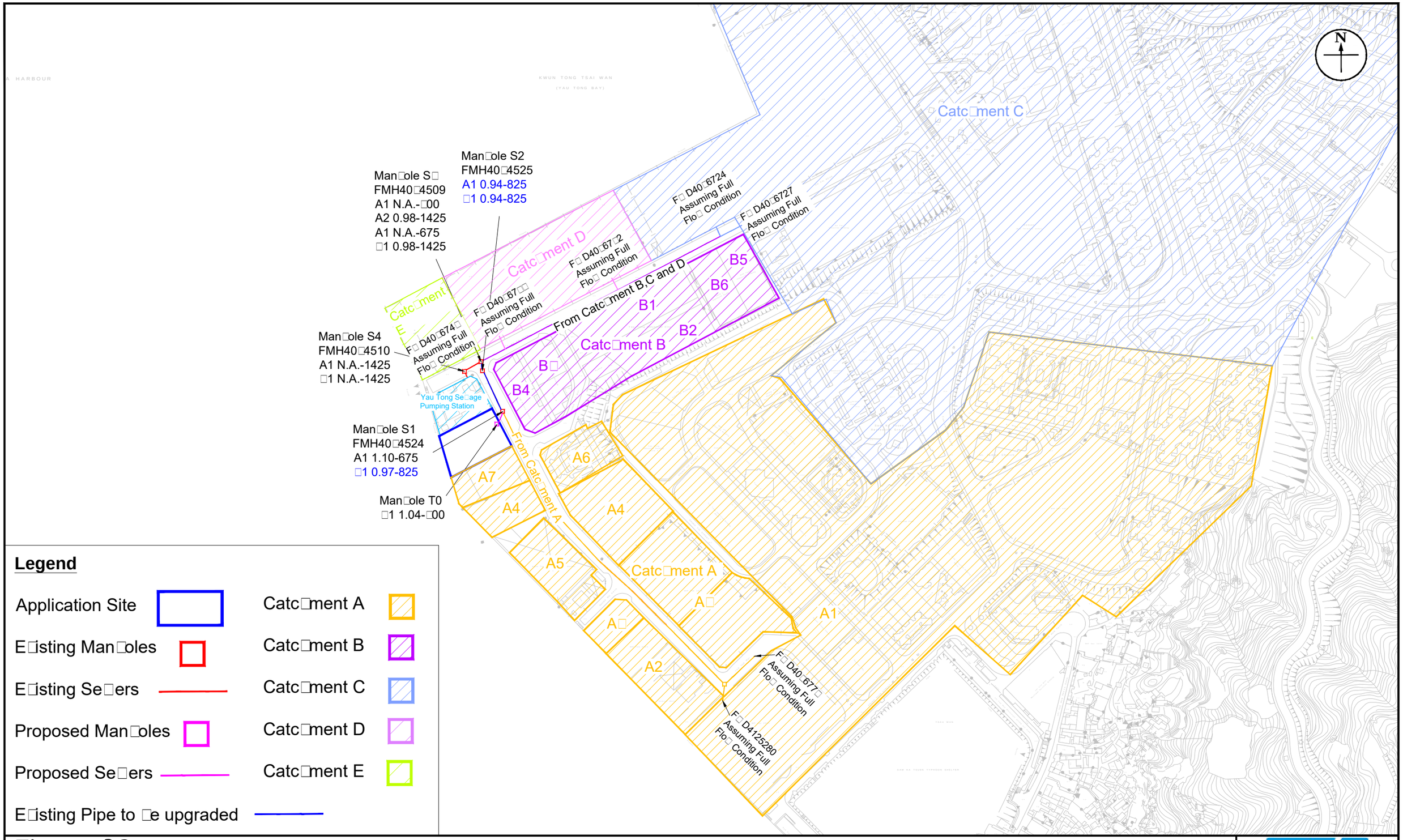

Legend

- Application Site
- E□isting Man□oles
- E□isting Se□ers
- Proposed Man□oles
- Proposed Se□ers
- E□isting Pipe to □e upgraded
- Catc□ment A
- Catc□ment B
- Catc□ment C
- Catc□ment D
- Catc□ment E

Figure: 3.2	RAMBOLL
Title: Proposed Sewerage System	Drawn by: SC Checked by: TC
Project: Proposed Flats, Shop and Services, and Eating Places with Minor Relaxation and Domestic and Non-domestic Plot Ratio and Building Height Restriction in "Residential (Group E)" Zone at Nos.4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.3 Date: Jun 2025

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Appendix

Appendix 1.1 Key Development Parameters

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m^2)	About 2,419m^2	About 2,419m^2	-
Proposed Uses	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	'Flat' is Column 2 use; 'Shop and Services' and 'Eating Place' are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 [1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 [2]	- 10%
Gross Floor Area (GFA) (m^2) [1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m^2	Not more than 16,691m^2	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m^2	Not more than 14,514m^2	+ 20%
- Non-domestic GFA	Not more than 2,419m^2	Not more than 2,177m^2 [2]	- 10%
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of "R(E)" zone	Not more than 0.082 [3] (to be included in Domestic PR) (Not more than 198m^2)	Provision under Remark (5) of the Notes of "R(E)" zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of "R(E)" zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m^2	-
Anticipated Population	N/A	About 855 [4]	-
Local Open Space	N/A	• Not less than 855m^2 • A voluntary waterfront promenade of not less than 608m^2 for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20%	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	63 (incl. 2 accessible car parking spaces)	
- Residential	N/A	50	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	4	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m^2) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177m^2. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m^2 is considered as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of about 0.082 (equivalent to a GFA of about 198m^2) will be claimed for the 39.586m^2 of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

東源街 TUNG YUEN STREET

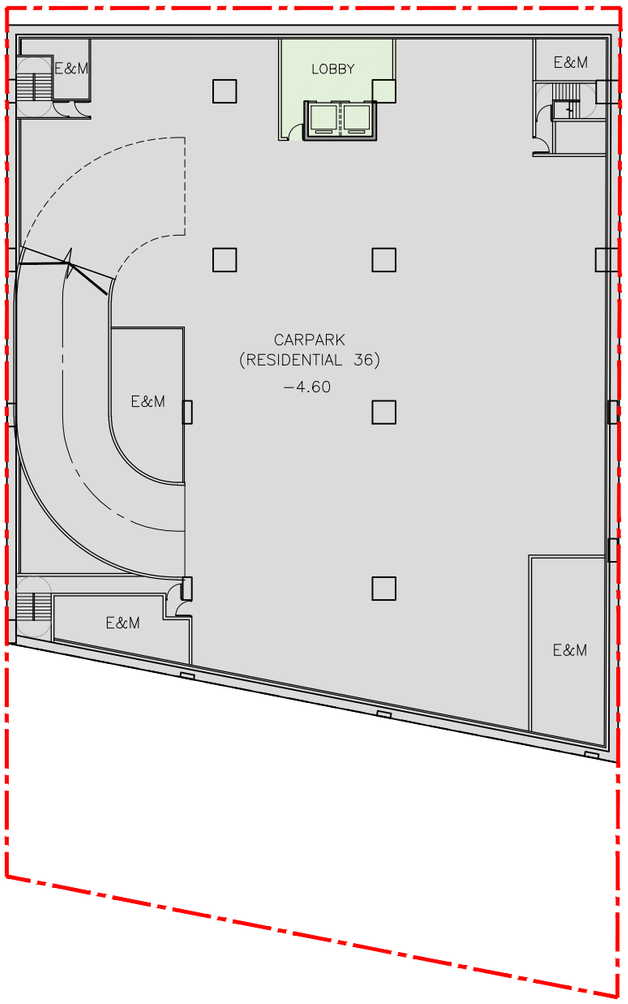
3500
Pavement Widening
1500
5000

+100.00MPD
T1
2F
+14.40
3F
+21.10
OUTDOOR POOL
+80.00MPD
YTML 68
15M PROMENADE
TS
CANOPY
WALL
OVERHANG
CONC
PLATFORM
SEAWALL
海堤 Seawall
Sewage Pumping Station
WIP Aug 2023

0 1 2 5 10 20m

A-01 Master La out Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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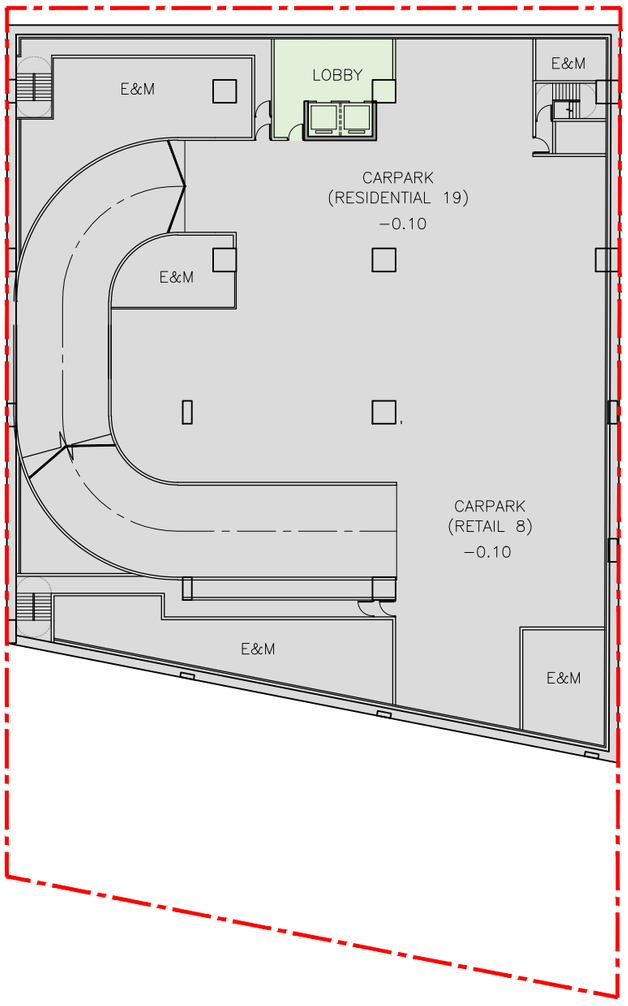
A-02 Second Basement Level B2 Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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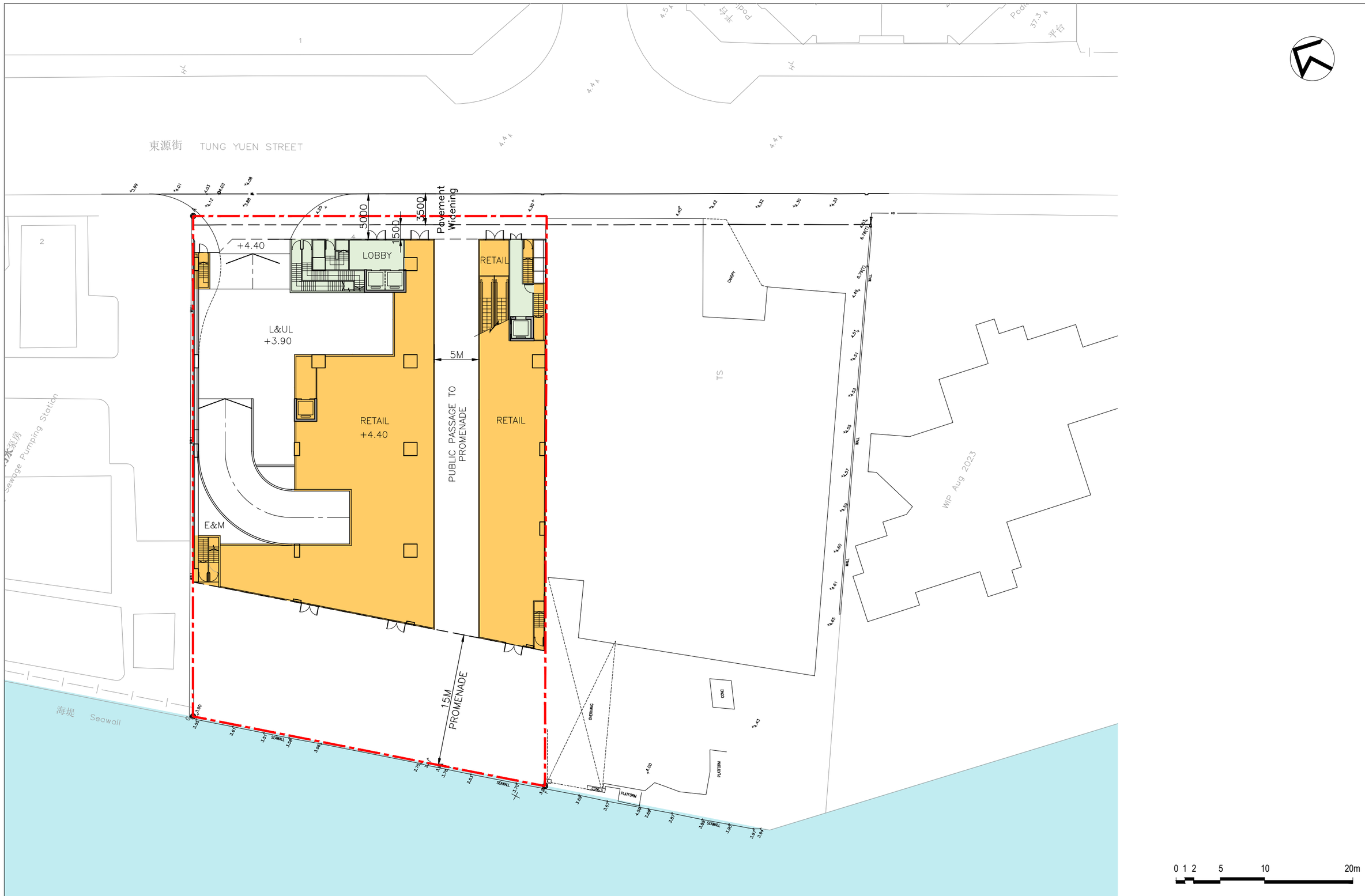
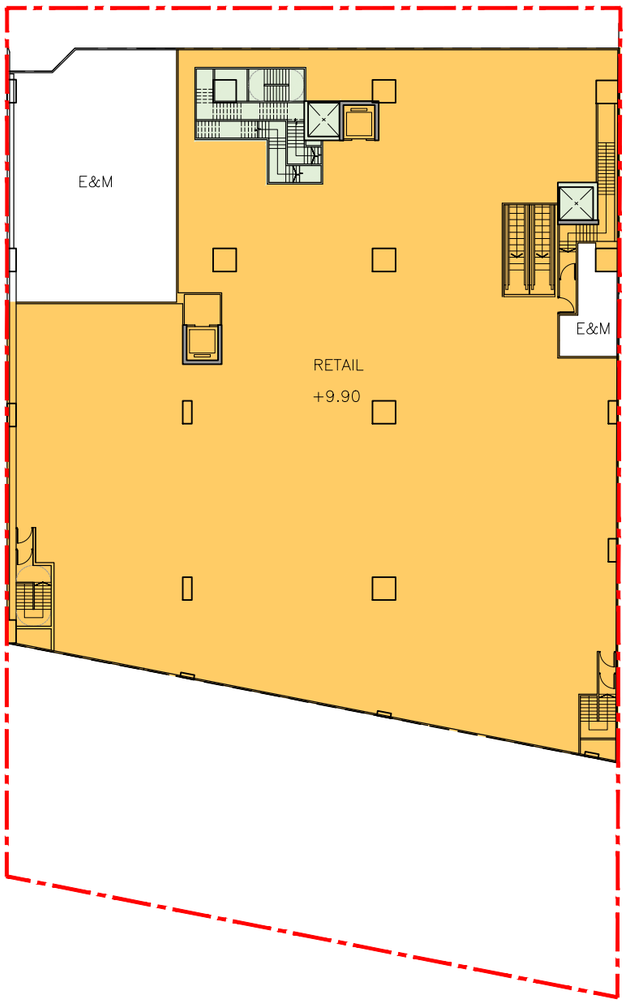
A-0 First Basement Level B1 Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level GF Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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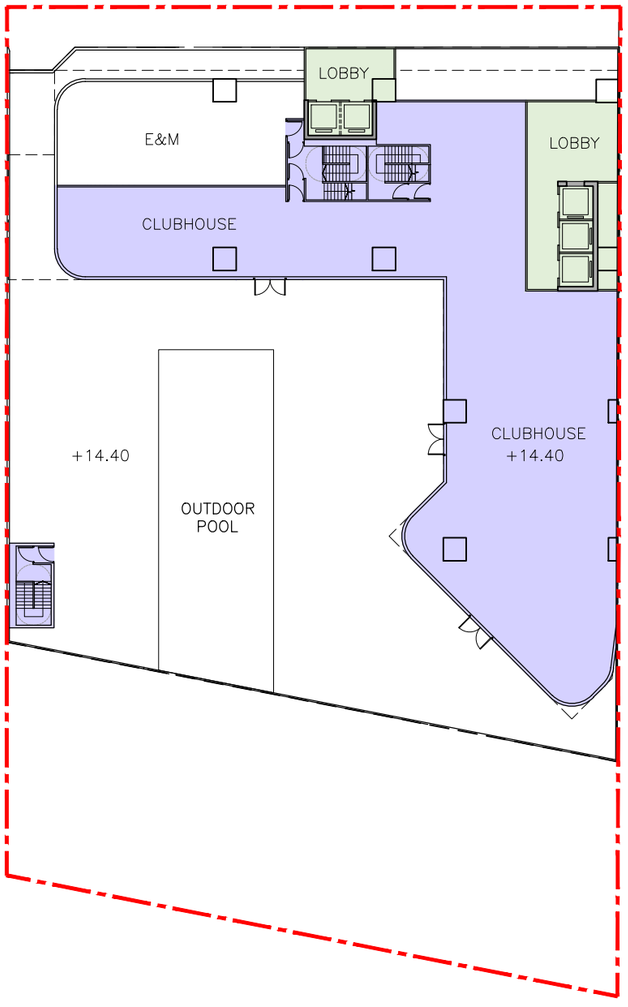
A-05 Level 1 L1 Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



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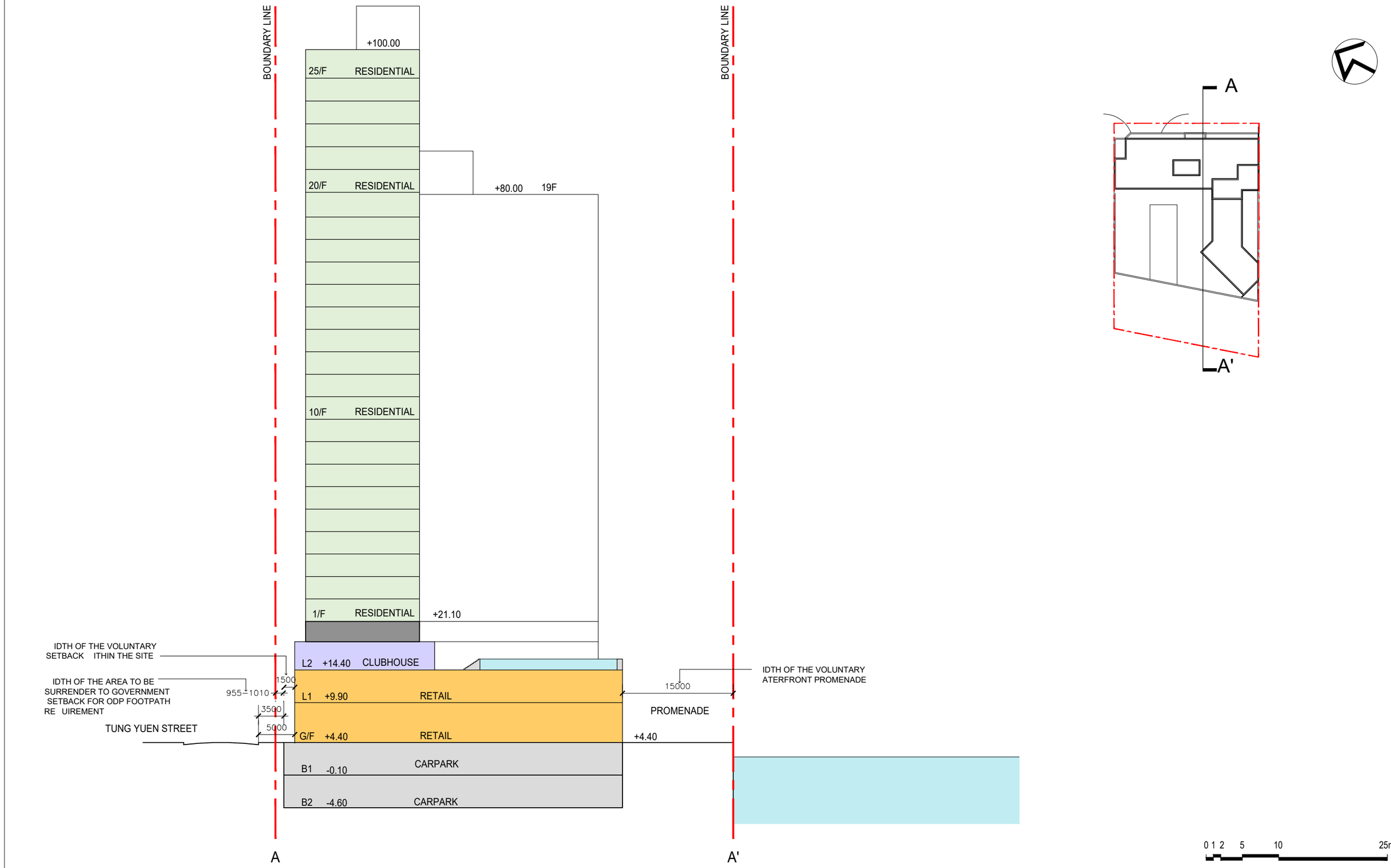
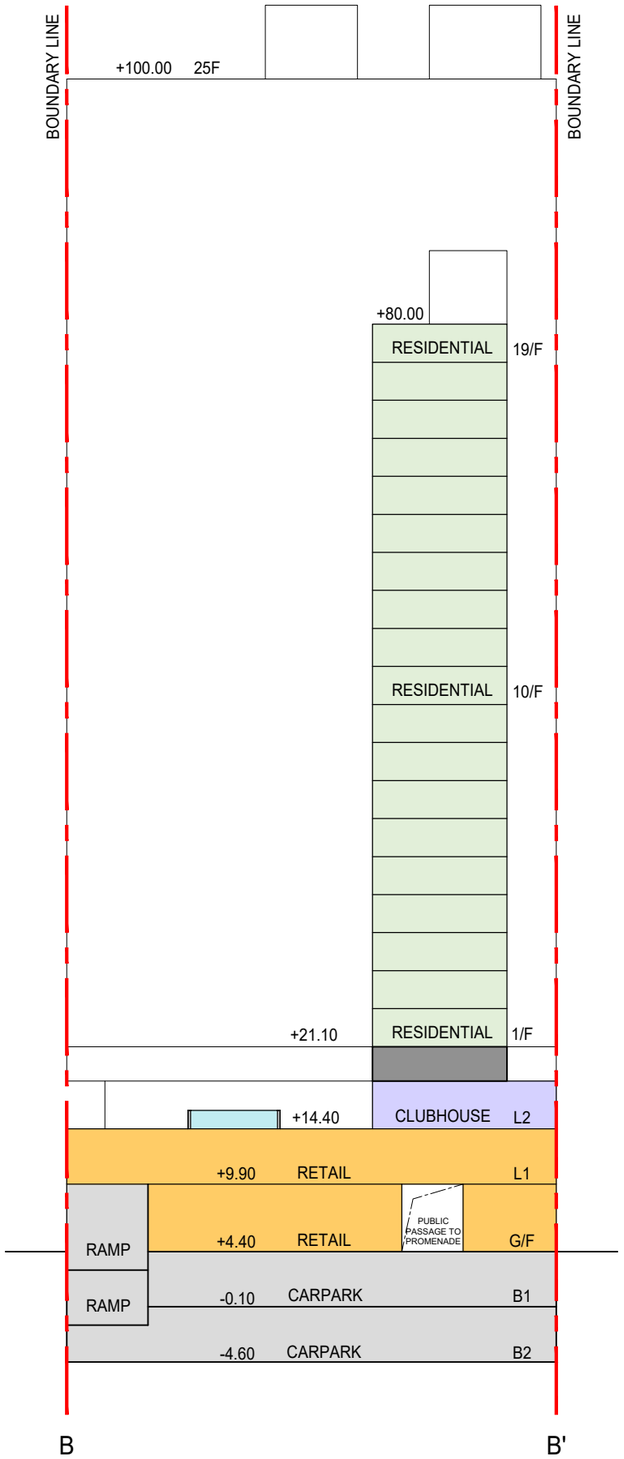
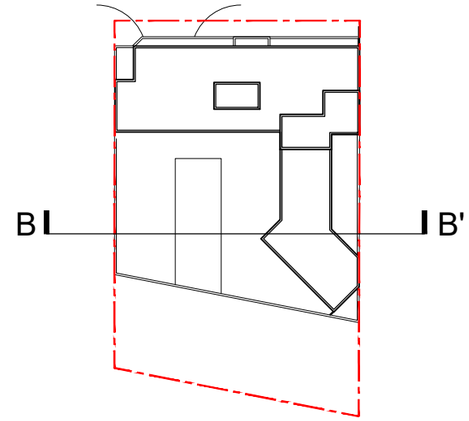
A-06 Level 2 L2 Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70


BOUNDARY LINE
BOUNDARY LINE
+100.00
25/F RESIDENTIAL
20/F RESIDENTIAL
+80.00 19F
10/F RESIDENTIAL
1/F RESIDENTIAL +21.10
IDTH OF THE VOLUNTARY SETBACK ITHIN THE SITE
IDTH OF THE AREA TO BE SURRENDER TO GOVERNMENT SETBACK FOR ODP FOOTPATH RE UIREMENT
955 1010
1500
3500
5000
TUNG YUEN STREET
L2 +14.40 CLUBHOUSE
L1 +9.90 RETAIL
G/F +4.40 RETAIL
B1 -0.10 CARPARK
B2 -4.60 CARPARK
15000
PROMENADE
IDTH OF THE VOLUNTARY ATERFRONT PROMENADE
+4.40
A
A'
A
A'
0 1 2 5 10 25m





0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 3.1 Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Proposed Residential Development at the Application Site

1. Proposed Residential Development			**Remarks**
1. Residential Towers (T1-T3)			
a. Total number of units	=	342	units
b. Total number of residents	=	855	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**230.9**	m^3/day
2. Club House			
a. Assumed used area	=	725	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	24	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**6.7**	m^3/day
3. Swimming Pool			
a. Assumed Area of Swimming Pool	=	250	m2
b. Average Depth of Water	=	1.5	m
c. Volume of Swimming Pool	=	375	m3
d. Turnover Rate	=	6	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
e. Surface Loading Rate of Filter	=	50	m3/m2/hr
f. Filter Areas required	=	1.3	m2
g. Backwash flow rate	=	30	$m^3/m^2/hr$
h. Design flow for Swimming Pool Backwashing	=	37.5	m^3/hr
i. Backwash Duration	=	7	min/day
j. Backwash generation rate	=	3.75	m^3/day
k. Design flow for Swimming Pool Backwashing	=	**10.4**	litre/sec
4. Retail			
a. Assumed used area	=	1306.2	m^2
b. Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Retail Trade)
c. Total number of employees	=	46	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J4)
f. Sewage generation rate	=	**12.9**	m^3/day
5. F&B			
a. Assumed used area	=	870.8	m^2
b. Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
c. Total number of employees	=	44	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	1500	litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
f. Sewage generation rate	=	**69.5**	m^3/day
Total Flow at Manhole T0			
Flow Rate (Without Swimming Pool)	=	320.0	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	352.0	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	1304	people
Peaking factor	=	6	Refer to Table T-5 of GESF for population 1,000 - 5,000 including stormwater allowance
Peak Flow (Without Swimming Pool)	=	24.4	litre/sec
Peak Flow (With Swimming Pool)	=	**34.9**	litre/sec

Table 2a Hydraulic Capacity at Sewers along Tung Yuen Street, Yau Tong

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	675	41.7	0.97	0.94	9.81	0.0060	0.001	0.000001	0.51	0.36	0.18	183
S2-S3	FMH4034525	FMH4034509	675	8.0	-	-	9.81	0.0060	0.001	0.000001	0.51	0.36	0.18	183
S3-S4	FMH4034509	FMH4034510	1425	17.6	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186
S4-S5	FMH4034510	Yau Tong Sewage Puminp Station	1425	6.4	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(3) The value of k_s = 3 mm and 6 mm are used with reference to Slimed Concrete Sewers, poor example in Table 5 of Sewerage Manual Part 1.

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)

(7) According to DSD Drainage Records, the downstream invert level of manholes FMH4034525 is missing, as a conservative approach, the slope of the upstream Segment (i.e. S1-S2) is used instead.

(8) According to DSD Drainage Records, the invert level of manholes FMH4034509 and FMH4034510 are missing, as a conservative approach, the slope 0.002 is used .

The Invert Level 1 is reference the FWD4036916 downstream 1.22mPD and the Invert Level 2 is reference the FWD4036741 downstream 0.98mPD with length

Table 3a Hydraulic Capacity of Sewers (Catchment A)

1. Full Bore of Pipes FWD4036773 and FWD4125280 (Assumption)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Upstream Invert Level	Downstream Invert Level	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
FWD4036773	FMH4034555	FMH4034556	600	38.9	1.89	1.86	9.81	0.006	0.001	0.000001	0.49	0.28	0.14	138
FWD4125280	FMH4099933	FMH4034556	225	6.1	2.15	2.10	9.81	0.006	0.008	0.000001	0.81	0.04	0.03	32
													Sub-total	**170**

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used: $V=-\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D}+\frac{2.51v}{D\sqrt{(2gDs)}}\right)$

(5) The pipe information is obtained from Geoinfo Map.

2. 18 Tung Yuen Street Application No A/K15/121

Residential (Phase 1)

a. Total number of units	=	135	units
b. Total number of residents	=	338	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**91**	m^3/day

Residential (Phase 2)

a. Total number of units	=	201	units
b. Total number of residents	=	503	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**136**	m^3/day

Total Dewerage Generate rate = **227** m^3/day

3. With reference Planning Application No. A/K15/126 (https://www.tpb.gov.hk/tc/plan_application/Attachment/20200828/s16_A_K15_126_0_gist.pdf)

Residential

a. Total number of units	=	1393	units
b. Total number of residents	=	3483	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
d. Sewage Generation rate	=	**940.3**	m^3/day

Club House

a. Assumed used area	=	950	m^2
b. Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
c. Total number of employees	=	31	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-2 of GESF)
e. Design flow for commercial activities	=	200	litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
f. Sewage generation rate	=	**8.7**	m^3/day

Outdoor Swimming Pool

a.Assumed area	=	112.1	m^2
b. Assumed depth of water	=	1.5	m
c. Volume of water	=	168.2	m^3
d. Turnover Rate	=	6.0	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
e. Surface loading rate of filter	=	50.0	$m^3/m^2/hr$
f. Filter areas required	=	0.6	m^2
g. Backwashing flow rate	=	30.0	$m^3/m^2/hr$
h. Design flow for backwashing	=	16.8	m^3/hr
i. Backwash duration	=	7.0	min/day
j. Backwash generation rate	=	1.96	m^3/day
k. Backwash generation rate	=	**4.67**	litre/sec

4. Residential (Other Proposed Residential Development ref. YTML No. 69 & YTIL No. 4RP) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

1a. Total number of units	=	929	units
1b. Total number of residents	=	2323	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
1c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
a. Sewage Generation rate	=	**627**	m^3/day

5. Commercial (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

a. Assumed used Area	=	4,870	m^2 (Refer to Table 5)
b. Assumed floor area per employee	=	43.5	m^2 per employee (worker densities refer to Table 8 in CIFSUS- Wholesale Trade)
c. Total number of employees	=	112	employees
d. Design flow for industrial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for industrial activities	=	1500	litre/employee/day -- (refer to Table T-2 of J4 GESF)
f. Sewage generation rate	=	**177.0**	m^3/day

6. Peninsula East (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

1a. Total number of units	=	256	units
1b. Total number of residents	=	640	people -- (average household size of 2.5 from Hong Kong 2021 Population Census -Yau Tong West)
1c. Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
1d. Sewage Generation rate	=	**172.8**	m^3/day

7. Industrial (Redland Concrete Limited) (From Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3))

2a. Assumed used Area	=	1,098.5	m^2
2b. Assumed floor area per employee	=	43.5	m^2 per employee (worker densities refer to Table 8 in CIFSUS- Manufacturing)
2c. Total number of employees	=	25	employees
2d. Design flow for industrial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
2e. Design flow for industrial activities	=	1,000.00	litre/employee/day -- (refer to Table T-3 - Yau Tong)
2f. Sewage generation rate	=	**27.0**	m^3/day

Total Flow at Manhole S1 (FMH4034524), including Proposed Development and Catchment A

Flow Rate (Without Swimming Pool & Item 1 o	=	2499.6	m^3/day
Flow Rate with inflow factor (Without Swimmi	=	2749.5	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	10183	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	297.6	litre/sec
Peak Flow (With Swimming Pool)	=	**312.7**	litre/sec

Table 3b Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment B)

1. Yau Tong industrial City Block A			
a. Assumed used area	=	38543	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	886	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**956.9**	m^3/day
2. Yau Tong industrial City Block B			
a. Assumed used area	=	32379	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	745	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**804.6**	m^3/day
3. Union Industrial Building Blook A&B			
a. Assumed used area	=	8376	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	193	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**208.4**	m^3/day
4. Gloria Weaving & Knitting Factory Limited			
a. Assumed used area	=	9181	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	211	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**227.9**	m^3/day

Table 3b Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment B)

5. Well Town Industrial Building

a. Assumed used area	=	9298	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	214	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**231.1**	m^3/day

6. Long Lift Industrial Building

a. Assumed used area	=	9595	m^2 (reference from Geoinfo map and Open 3Dhk)
b. Assumed floor area per employee	=	43.5	m^2 per employee -- (refer to Table 8 of CIFSUS -Manufacturing)
c. Total number of employees	=	221	employees
d. Design flow for commercial employee	=	80	litre/employee/day -- (refer to Table T-3 of GESF)
e. Design flow for commercial activities	=	1000	litre/employee/day -- (refer to Table T-3 of GESF Yau Tong)
f. Sewage generation rate	=	**238.7**	m^3/day

Total Flow of Catchment B

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	2667.6	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	2934.4	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	10868	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	**135.9**	litre/sec

Total Flow at Manhole S3 (FMH4034509), including Catchment A and Catchment B

Flow Rate (Without Swimming Pool & Item 1 of Catchment A)	=	5167.2	m^3/day
Flow Rate with inflow factor (Without Swimming Pool)	=	5683.9	m^3/day (Catchment Inflow Factor for East Kowloon = 1.1)
Population	=	21051	people
Peaking factor	=	4	Refer to Table T-5 of GESF for population 10,000 - 50,000 including stormwater allowance)
Peak Flow (Without Swimming Pool)	=	433.5	litre/sec
Peak Flow (With Swimming Pool)	=	**447.9**	litre/sec

Table 3c Calculation for Sewage Generation Rate of the Existing Surrounding Building (Catchment C)

Pipe Reference	Manhole Reference	Manhole Reference	Pipe Dia. mm	Pipe Length m	Upstream Invert Level mPD	Downstream Invert Level mPD	g m/s^2	k_s m	s	v m^2/s	V m/s	Area m^2	Q m^3/s	Estimated Capacity L/s
Catchment C (Assume Full Bore of Pipes FWD4036724 and FWD4036727)														
FWD4036724	FMH4034505	FMH4034501	300	7.9	1.74	1.15	9.81	0.0006	0.075	0.000001	4.32	0.07	0.31	305
FWD4036727	FMH4034506	FMH4034501	1125	17.1	1.17	1.15	9.81	0.006	0.001	0.000001	0.91	0.99	0.91	906
Catchment D (Assume Full Bore of Pipes FWD4036732 and FWD4036733)														
FWD4036732	FMH4034511	FMH4034512	225	37.6	2.49	1.90	9.81	0.0006	0.016	0.000001	1.64	0.04	0.07	65
FWD4036733	FMH4034513	FMH4034514	225	15.8	2.59	1.73	9.81	0.0006	0.054	0.000001	3.07	0.04	0.12	122
Catchment E (Assume Full Bore of Pipe FWD4036743)														
FWD4036743	FMH4034521	FMH4034509	300	9.1	-	-	9.81	0.0030	0.001	0.000001	0.33	0.07	0.02	23
													Sub-total	**1422**

Remarks:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The value of k_s = 6mm is used for the calculation of concrete sewer (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of k_s = 3 mm and 0.6 mm are used with reference to clay sewers (based on Table 5: Recommended roughness values in Sewerage Manual)

(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(5) Equation used: $$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information is obtained from Geoinfo Map.

Total Flow at Manhole S3 (FMH4034524), including Proposed development, Cathment A, Catchment B, Catchment C, Catchment D, and Catchment E

Peak Flow (Without Swimming Pool)	=	1855.7	litre/sec
Peak Flow (With Swimming Pool)	=	**1870.7**	litre/sec

Table 4 Hydraulic Capacity at Sewers After Upgrading

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T0-S1	Terminal Manhole	FMH4034524	300	9.5	1.04	0.97	9.81	0.0015	0.007	0.000001	1.19	0.07	0.08	84
S1-S2	FMH4034524	FMH4034525	825	41.7	0.97	0.94	9.81	0.0015	0.001	0.000001	0.71	0.53	0.38	379
S2-S3	FMH4034525	FMH4034509	825	8.0	-	-	9.81	0.0015	0.001	0.000001	0.71	0.53	0.38	379
S3-S4	FMH4034509	FMH4034510	1425	17.6	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186
S4-S5	FMH4034510	Yau Tong Sewage Puminp Station	1425	6.4	-	-	9.81	0.0030	0.002	0.000001	1.37	1.59	2.19	2186

Remarks:
(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity
(2) The value of k_s = 1.5 mm is used with reference to Slimed uPVC Sewers, poor example in Table 5 of Sewerage Manual Part 1.
(3) The value of k_s = 3 mm and 6 mm are used with reference to Slimed Concrete Sewers, poor example in Table 5 of Sewerage Manual Part 1.
(4) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)
(5) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(6) The pipe information in Table 2a is obtained from Sewerage Impact Assessment for Proposed Development at YTML No. 57 and YTILs 4 sB & 9, and Adjoining Government Land, Yau Tong (R7481_v1.3)
(7) According to DSD Drainage Records, the downstream invert level of manholes FMH4034525 is missing, as a conservative approach, the slope of the upstream Segment (i.e. S1-S2) is used instead.
(8) According to DSD Drainage Records, the invert level of manholes FMH4034509 and FMH4034510 are missing, as a conservative approach, the slope 0.002 is used .
The Invert Level 1 is reference the FWD4036916 downstream 1.22mPD and the Invert Level 2 is reference the FWD4036741 downstream 0.98mPD with length

Table 4a Comparision of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	34.9	41.4%	OK	34.9	41.4%	OK	--
S1-S2	675	41.7	0.0007	183	34.9	19.1%	OK	312.7	171.4%	Spill	A
S2-S3	675	8.0	0.0007	183	34.9	19.1%	OK	312.7	171.4%	Spill	A
S3-S4	1425	17.6	0.0016	2186	34.9	1.6%	OK	1870.7	85.6%	OK	A+B+C+D+E
S4-S5	1425	6.4	0.0016	2186	34.9	1.6%	OK	1870.7	85.6%	OK	A+B+C+D+E

Table 4b Comparision of the Hydraulic Capacity of Upgrading Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

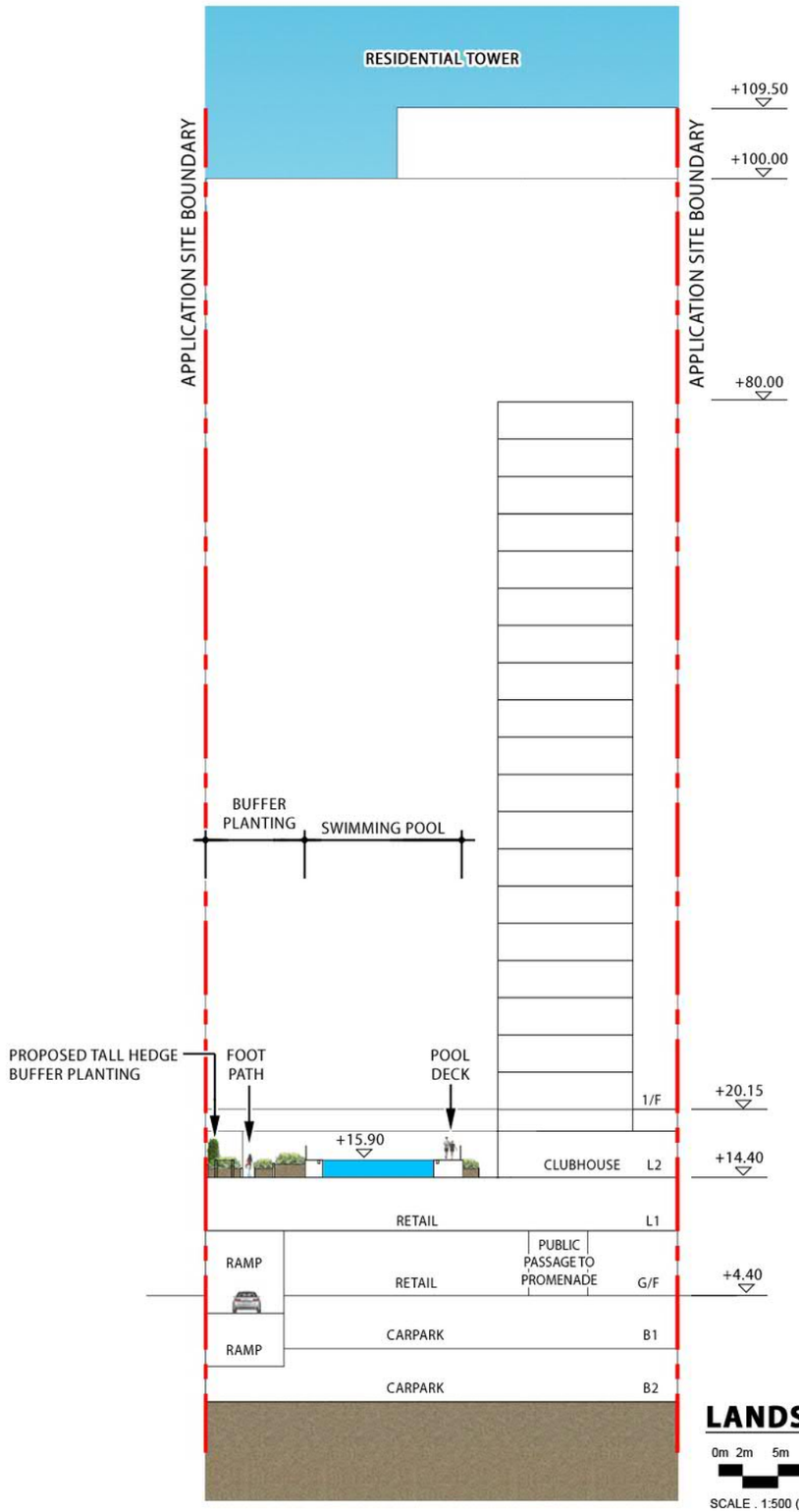
Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Estimated Flow including the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Status	Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Contributed by the Proposed Development and the Surrounding Catchment Areas (%)	Status	Included Catchment Area
T0-S1	300	9.5	0.0074	84	34.9	41.4%	OK	34.9	41.4%	OK	--
S1-S2	825	41.7	0.0007	379	34.9	9.2%	OK	312.7	82.5%	OK	A
S2-S3	825	8.0	0.0007	379	34.9	9.2%	OK	312.7	82.5%	OK	A
S3-S4	1425	17.6	0.0016	2186	34.9	1.6%	OK	1870.7	85.6%	OK	A+B+C+D+E
S4-S5	1425	6.4	0.0016	2186	34.9	1.6%	OK	1870.7	85.6%	OK	A+B+C+D+E

Table 5 Future Flows to Yau Tong Seage Pumping Station

Existing Designed Capacity	28800	m^3/day (DSD)
Estimated Flow from the Proposed Development - (With Catchment Inflow Factor)	352.0	m^3/day
Average Daily Flow at YTSPS (From DSD's Data of Mar 2025))	17443.0	m^3/day
Contribution	62%	(of designed capacity)

Appendix B

Replacement Page of Updated LMP Report



LANDSCAPE SECTION B

0m 2m 5m 10m 20m

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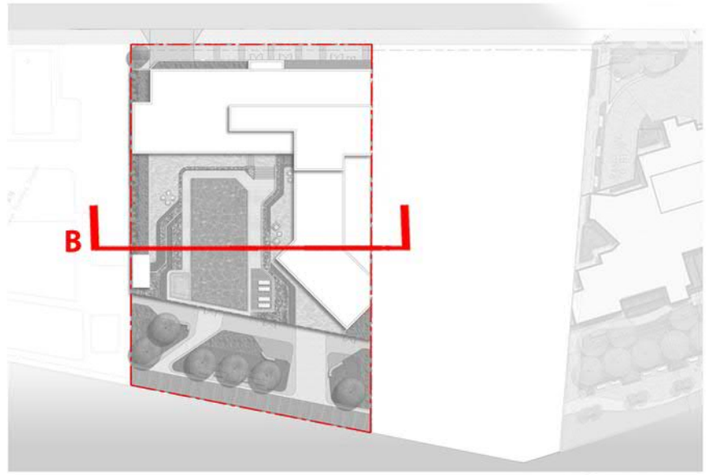

KEYPLAN

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section B

Dwg. No. : 2023204-SEC-02b

Date : JUL 2025

(A3-size)

axxa group

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Appendix C

Replacement Pages of Updated Visual Impact Assessment

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Replacement Pages of Updated Visual Impact Assessment

V5 | August 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

298523

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design of the building masses of the surrounding high-rise developments. Hence, the Proposed Scheme has caused **negligible** effect on public viewers.

5.1.14 **Effects on Visual Elements/Resources –** In view of that Proposed Scheme is visually integrated into the high-rise existing and planned residential developments in the background, the cityscape of this VP would generally be remained. The minor relaxation of BH might not be highly noticeable from this VP. The visual resources have been gradually amended by the on-going transformation of the YTB and YTIA under the Baseline Condition. The Proposed Scheme would bring no significant changes on the key visual elements/ resources from this VP, including the view towards Victoria Harbour. Only a very minor portion of open sky view would be obstructed by the Proposed Scheme compared with Baseline Scheme. The effect on visual elements/ resources is therefore considered **negligible**.

5.1.15 Overall speaking, although the Proposed Scheme would reduce portion of the open sky view at this VP, the incorporation of a stepped BH profile will reduce the overall visual bulkiness and maintain the visual character of a transition from the hinterland to waterfront area in the YTIA. The views of existing developments in the YTIA remains as a significant visual component at this VP. Therefore, the Proposed Scheme will bring **negligible to slightly adverse** visual impact to recreational users in the Rooftop Garden atop Domain Mall. Nonetheless, the visual impact could be mitigated by deign measures in detailed design stage.

VP3: Devil's Peak – Wilson Trail (Figure 5)

5.1.16 This long-range VP represents views of hikers and travellers who are hiking along the Wilson Trail of Devil's Peak. With the existing residential developments including Montego Bay, Canaryside, One East Coast, Ocean One, Maya, The Spectacle, Peninsula East and Lei Yue Mun Estate Phase 1 – 3 as well as the planned Lei Yue Mun Estate Phase 4 in the foreground, the Baseline and Proposed Schemes will be completely screened off and will not be visible to viewers at this VP.

5.1.17 **Effects on Visual Composition –** The visual composition from this VP consists of vegetations in the foreground and high-rise residential developments in the YTIA and Lei Yue Mun in the middle-ground (i.e. Lei Yue Mun Estate Phase 1-3, planned Lei Yue Mun Estate Phase 4, and other existing and planned residential developments such as The Spectacle, Maya, Ocean One, Canaryside, One East Coast and Montego Bay). The Victoria Harbour view constitutes the background of this VP. In view of that the Proposed Scheme would be completely screened off by the existing and planned high-rise residential developments, the view towards the waterfront is not affected as compared to the Baseline Condition. Hence, the impact to visual composition caused by the Proposed Scheme is considered **negligible**.

5.1.18 **Effects on Visual Obstruction and Visual Permeability –** In view of the insignificant visual change of the Proposed Scheme at this VP, no additional visual obstruction created by the Proposed Scheme is observed at this VP. The visual permeability to the Victoria Harbour at the background is largely maintained in the Proposed Condition with the minor

developments, following the graduation of stepped BH profile descending towards the Victoria Harbour from this VP. Thus, visual obstruction and visual permeability under the Proposed Scheme would be **negligible to slightly adverse**.

5.1.25 **Effects on Public Viewers –** The public viewers from this VP at the lighthouse of Lei Yue Mun Rest Garden will be able to view the Proposed Scheme in the centre of middle-ground. Besides, the public viewers are more interested to appreciate the open view of the Victoria Harbour with the cityscape as the backdrop for this VP. Provided that the development scale of the Proposed Scheme is compatible with other surrounding residential development upon completion, the effect on public viewers will be finite as it will be viewed as part of the skyline. Therefore, the visual impact to the public viewers is **negligible**.

5.1.26 **Effects on Visual Elements/Resources –** The compatible building profile of the Proposed Scheme (maintaining a stepped BH of 80mPD to 100mPD) with the adjacent planned residential development will create visual interests by the stepped building height profile from this VP. Victoria Harbour in the foreground and open sky view with Lion Rock in the background will be retained upon completion. No additional interception to the skyline and waterfront will be resulted with the Proposed Scheme as compared with the Baseline Scheme. In this regard, the Proposed Scheme will have **negligible** effects on the visual elements/resources.

5.1.27 In view of the above, the incorporation of stepped BH profile will reduce the overall visual bulk and maintain the visual character of a transition from the hinterland to waterfront area in the YTIA, fully respecting the stepped BH profile of the Yau Tong waterfront area. The open sky view can still be preserved under the Proposed Scheme at this VP. Thus, the Proposed Scheme with mitigation by design measures will generally bring **negligible to slightly adverse** visual impacts from this VP at the lighthouse in Lei Yue Mun Rest Garden. Nonetheless, the visual impact could be mitigated by deign measures in detailed design stage.

VP5: Quarry Bay Park (Figure 7)

5.1.28 This VP is situated at about 1500m away from the southwest of the Application Site, which is a strategic VP identified in the Urban Design Guidelines to assess impacts on the views to Kowloon Peak and other major Kowloon ridgelines. It is a long-range VP representing recreational users and public viewers who engage in passive recreational activities such as sitting-out and resting purposes while having a view toward the Application Site with the Victoria Harbour in the foreground.

5.1.29 **Effects on Visual Composition –** The foreground of this VP is occupied by the Victoria Harbour while the middle-ground is dominated by clusters of buildings in Kowloon East. The ridgelines of Devil's Peak, Chiu Keng Wan Shan and Black Hill can be seen alongside with the open sky view in the background. The Proposed Scheme will blend in with existing and planned residential developments in the vicinity, maintained the stepped BH profile towards the Kowloon waterfront, with a very minor portion of the ridgeline of Devil's Peak being obstructed. Therefore, there will be **negligible** impact to the concerned visual composition towards the Kowloon ridgelines.

5.1.30 **Effects on Visual Obstruction and Visual Permeability –** The Proposed Scheme will only be seen in the middle-ground. Thus, the Proposed Scheme will be blending in the

surrounding high-rise developments and will create a very minor degree of visual obstruction to the ridgeline and skyline which is considered minimal as compared to the Baseline Scheme. Therefore, the Proposed Scheme will have **negligible to slightly adverse** effect on visual obstruction and visual permeability.

5.1.31 **Effects on Public Viewers –** From this VP, more kinetic public viewers would walk along the waterfront promenade in Quarry Bay Park. Instead of focusing on one individual development, more attention may be paid to the overall visual profile of East Kowloon and its relationship with the ridgeline of this VP by the recreational users. Given that the Proposed Scheme will be well blend with building cluster and form part of the stepped BH profile in Yau Tong, it is unlikely to attract public viewers' attention with the minor relaxation of BH at its inland portion. Therefore, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.32 **Effects on Visual Elements/Resource –** The Proposed Scheme will not be highly visible as it will be mixed into the clusters of building in the middle-ground of this VP. Views to the Victoria Harbour in the foreground and the open sky view in the background will remain as a significant component of the VP with the Proposed Scheme. The view to the ridgelines in Kowloon will not be affected upon completion of the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.33 Based on the above, the view of existing and planned residential developments with the Proposed Scheme along Yau Tong waterfront area and Cha Kwo Ling remains as a significant visual component in the middle-ground and the open sky view can still be preserved under the Proposed Scheme at this long-range VP. The Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster which would not obstruct the ridgeline at the back, resulting in **negligible to slightly adverse** effects from this VP. Nonetheless, the visual impact could be mitigated by deign measures in detailed design stage.

VP6: Kai Tak Runway Park (Figure 8)

5.1.34 This VP is located approximately 2100m to the northwest from the Application Site and is selected due to its representation of a major long-range vantage point towards the Application Site along the harbour, as well as its popularity with local users for outdoor recreational activities, sitting-out and walking and overseas visitors from the Kai Tak Cruise Terminal. It is a VP to assess visual impacts of the Proposed Scheme with the considerations of the overall visual composition of Kowloon East against the backdrop of Kowloon Peak and Devil's Peak from Kai Tak. Due to its prominent location and containing both passive and active recreational space with a medium duration of view, the visual sensitivity of this VP is considered **high**.

5.1.35 **Effects on Visual Composition –** The visual composition of this VP comprises of Kai Tak Runway Park and the Victoria Harbour in the foreground, and clusters of buildings and green knolls of Cha Kwo Ling in the middle-ground. The ridgeline of Kowloon and open sky view occupies the background of this VP. While both the Baseline and the Proposed Scheme will not be standout from this VP as both of them will be well-blended with other planned and existing residential developments along Kowloon East waterfront, the stepped BH profile design under the Proposed Scheme will be coherent with the

gradual descending ridgeline towards Victoria Harbour. Therefore, the effects on visual composition will be **negligible**.

5.1.36 **Effects on Visual Obstruction and Visual Permeability** – Given that the Proposed Scheme in the middle ground will be fully blended into the stepped BH profile of the Yau Tong waterfront, there will be no noticeable additional visual obstruction to the cityscape along the harbourfront. Besides, the visual permeability with the proposed minor relaxation of BH towards visual elements such as the Victoria Harbour, the Kowloon ridgelines and the open skyline would generally be remined as compared to the Proposed Scheme. Therefore, the Proposed Scheme will cause **negligible** visual obstruction as compared to the Baseline Scheme with the adjacent planned residential developments.

5.1.37 **Effects on Public Viewers –** The public viewers visiting Kai Tak Runway Park will only be able to view the Proposed Scheme as part of the urban landscape of Kowloon East from this VP. Given that the Proposed Scheme will be well blend with building cluster and form part of the stepped BH profile in Yau Tong, it is unlikely to attract public viewers' attention with the minor relaxation of BH at its inland portion. As such, the Proposed Scheme will have **negligible** effect to the public viewers.

5.1.38 **Effects on Visual Elements/Resource –** As compared to the Baseline Scheme, the Proposed Scheme will not degrade the existing condition as it does not obstruct any views to existing visual resources and is fully integrated with the surrounding environment. Views to the Victoria Harbour in the foreground and the open sky view in the background will be preserved. Besides, the view to the ridgelines in the Kowloon East will not be affected upon completion of the Proposed Scheme. Therefore, the effects on visual elements/resources will be **negligible**.

5.1.39 Based on the above, the Proposed scheme will bring **negligible** visual impact to the recreational users in Kai Tak Runway Park.

5.1.40 Please refer to **Table 5-3** for summary of visual impacts as discussed in the above section.

Table 5-3 Visual Impact Assessment Summary

VP	Visual Sensitivity	Appraisal Components				Conclusion
		Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	
VP1: Yau Lai Estate – Footbridge next to Fung Lai House	Medium	Negligible	Negligible	Negligible	Negligible	**Negligible**
VP2: The Rooftop Garden (the Outdoor Maze area) atop Domain Mall	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible to Slightly Adverse** *(to be mitigated by design measures)*
VP3: Devil's Peak – Wilson Trail	High	Negligible	Negligible	Negligible	Negligible	**Negligible**

VP4: Lighthouse at Lei Yue Mun Rest Garden	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible to Slightly Adverse** *(to be mitigated by design measures)*
VP5: Quarry Bay Park	High	Negligible	Negligible to Slightly Adverse	Negligible	Negligible	**Negligible to Slightly Adverse** *(to be mitigated by design measures)*
VP6: Kai Tak Runway Garden	High	Negligible	Negligible	Negligible	Negligible	**Negligible**

6. CONCLUSION

6.1.1 This VIA is prepared in support of the Planning Application for Permission under S16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Places with Minor Relaxation of PR and BH Restrictions in "R(E)" zone, No. 4 Tung Yuen Street, Yau Tong, Kowloon. To respond to the pressing demand on housing units and to facilitate the phasing out of incompatible industrial uses at the transforming neighbourhood of the YTIA, the Applicants have formulated the Proposed Scheme to create a quality harbourfront residential development with about 342 flats and a voluntary waterfront promenade of not less than 15m-wide that integrates with the surrounding and creates a more harmonised and balanced skyline at the prominent harbourfront location at the YTIA.

6.1.2 With the proposed minor relaxation of BH from 80mPD to 100mPD for only one residential band on its inland portion, the stepped height profile descending towards the waterfront can be maintained by the two bands of BH designed within the Application Site, respecting the planning intention for the Yau Tong area. In order to assess the visual impact, comparisons have been made between the Proposed Scheme and Baseline Scheme (OZP Scenario Scheme).

6.1.3 A total of 6 VPs, including one strategic VP identified with reference to the Urban Design Guidelines of the HKPSG were assessed in this VIA. In short, 3 VPs were identified with negligible visual impact while the other 3 VPs were identified with negligible to slightly adverse impact (to be mitigated by design measures in detailed design stage)under the Proposed Scheme as compared with the Baseline Scheme.

6.1.4 Based on the above, the Proposed Scheme is considered to be fully acceptable in terms of visual impact.

ARUP

By Fax (2877 0245) and Email (tpbpd@pland.gov.hk)

8 August 2025

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80 Tat Chee Avenue
Kowloon Tong
Kowloon, Hong Kong

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f +852 2779 8428

arup.com

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

Your ref TPB/A/K15/132
Our ref 298523/00/WLL/MYNL/LYRC/05584

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

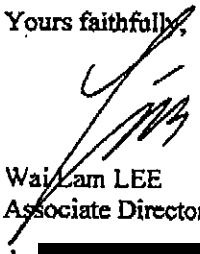
We refer to the comments from Planning Department on the captioned Planning Application received on 8 August 2025.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) in support of the Planning Application for your consideration.

This submission only serves as technical clarifications without changing the scheme or includes any major changes in the assumptions, methodologies, findings and the proposed mitigation measures, and thus should be exempted from recounting requirement.

We sincerely seek for favourable consideration from the Town Planning Board to approve this S16 Planning Application. Should you have any queries, please contact the undersigned or our Ms. Natalie LEUNG at [redacted] or our Mr. Ryan CHAN at [redacted].

Yours faithfully,



Wai Lam LEE
Associate Director
d [redacted]
e [redacted]



Encl. - 4 copies of the Responses-to-Comments Table (**Attachment A**)
cc - DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
- DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
- Client

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

Comments from Related Departments **Page No.**

1. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 8 August 2025 2

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 8 August 2025** As discussed, please clarify/confirm the proposed scheme under the subject application involves:	
	a) minor relaxation of domestic plot ratio (PR) restriction from 5 to 6 for proposed domestic use, the maximum non-domestic PR of 0.9 for permitted shop and services and eating place uses and thus, the maximum total PR of the proposed scheme is 6 + 0.9 (i.e. total 6.9)	Noted and please be confirmed that the Applicants seek minor relaxation of the maximum domestic plot ratio (PR) from 5.0 to 6.0 for the proposed domestic use and the Applicants have adopted the maximum PR of 0.9 for the proposed non-domestic uses, in the form of 'Shop and Services' and 'Eating Place' uses.
	b) reasons for not utilising the maximum non-domestic PR of 1.0 as stipulated in the OZP for "R(E)" zone (e.g. site constraints, and other reasons.)	Noted and please be advised that the full non-domestic PR of 1.0 cannot be utilized due to site constraints and potential implications that could be induced at a later land premium stage.
	c) In relation to (b), the submitted technical assessments (e.g. TIA, DSIA, EA, AQIA) do not cater a scheme exceeding non-domestic PR of 0.9	Noted and please be advised that the submitted technical assessments (e.g. TIA, DSIA, EA, AQIA), are based on the Proposed Scheme (with the maximum domestic PR of 6.0 and non-domestic PR of 0.9) and do not cater a scheme with the non-domestic PR exceeding 0.9.

(Last Updated on 8 Aug 2025)

Similar Applications within the "Residential (Group E)" Zones on the OZP

Approved Applications

No.	Application No.	Proposed Use/ Development	Date of Consideration
1	A/K15/52	Proposed Residential/Commercial Development	19.5.2000 (MPC)
2	A/K15/53		11.8.2000 (MPC)
3	A/K15/55		27.10.2000 (MPC)
4	A/K15/57	Minor Amendments to Approved Residential/ Commercial Development	27.9.2001 (MPC)
5	A/K15/59	Amendments to an Approved Scheme for a Proposed Residential/ Commercial Development	2.11.2001 (MPC)
6	A/K15/61	Proposed Residential/Commercial Development	14.6.2002 (MPC)
7	A/K15/65		7.2.2003 (MPC)
8	A/K15/69		19.12.2003 (MPC)
9	A/K15/71		28.1.2005 (MPC)
10	A/K15/74		3.2.2006 (MPC)
11	A/K15/76		15.9.2006 (MPC)
12	A/K15/82	Proposed Flat	27.7.2007 (MPC)
13	A/K15/90	Proposed Residential (Flat) cum Commercial Development	18.12.2009 (MPC)
14	A/K15/91		18.12.2009 (MPC)
15	A/K15/93		19.3.2010 (MPC)
16	A/K15/127	Proposed Flat, Shop and Services and Eating Place	26.3.2021 (MPC)
17	A/K15/129	Proposed Minor Relaxation of Plot Ratio Restriction for Flat and Permitted Shop and Services, Eating Place and Social Welfare Facility (Day Care Centre for the Elderly)	26.1.2024 (MPC)

Rejected Applications

No.	Application No.	Proposed Use/ Development	Date of Consideration	Rejection Reason(s)
1	A/K15/51	Proposed Residential/ Commercial Development	1.9.2000 (TPB on review)	(a)
2	A/K15/56		5.7.2002 (TPB on review)	(a)
3	A/K15/73		19.5.2006 (MPC)	(b), (c)
4	A/K15/83	Proposed Flat	1.2.2008 (MPC)	(d), (e)
5	A/K15/85		14.8.2009 (TPB on review)	(b)

Rejection Reasons:

(a) The proposed development does not completely comply with the planning intention of the "Residential (Group E)" zone in that there was inadequate information to demonstrate that the proposed development would be environmentally acceptable and suitable mitigation measures would be implemented to address the potential industrial/residential interface problems.

(b) The proposed building height was considered excessive and there was insufficient information/planning merits to justify the excessive building height of the proposed development.

(c) Approval of the application would set an undesirable precedent for similar or even taller residential developments in the area.

(d) The layout, design, disposition and height of the proposed development were considered inappropriate in the local context.

(e) There was insufficient information in the submission to demonstrate that proposed development would not result in adverse air ventilation and visual impacts on the area.

12

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250121-142230-11129
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	21/01/2025 14:22:30
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. shen jiabao

意見詳情
Details of the Comment :

通過支持 S16 規劃申請編號 A/K15/132，我期待在油塘的東源街上有一個更安全和更連接的步行體驗。
拓寬東源街的舉措是一個好主意，為油塘的所有使用者帶來利益和安全。我對改善的行人連接感到興奮，這使在油塘的步行更加愉快和安全。改進的行人通道和安全措施將鼓勵步行，並且在東源街路旁植樹將進一步增強該地區的整體安全性。這將使所有居民和遊客受益，尤其是兒童和老年人。

13

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250121-142205-54494
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	21/01/2025 14:22:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. CHAN

意見詳情
Details of the Comment :

我喜歡在 S16 規劃申請編號 A/K15/132 中使用公共空間並提供零售商店的想法。
擬議的發展將提供供公眾享用的海濱長廊。海濱長廊將提供一個風景優美且易於到達的區域供我們放鬆、鍛煉和社交。這個開放空間作為家庭和朋友聚會的場所，將促進戶外活動，有助於社區的身心健康。
此外，由於我們可能需要在附近獲取日常必需品，很高興看到沿著從東源街連接到海濱長廊的公共通道將設有一些本地零售商店，方便我們獲取商品和服務，使日常生活更加便利和輕鬆。

14

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250121-142310-12683
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	21/01/2025 14:23:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kelvin

意見詳情
Details of the Comment :

我喜歡申請編號 A/K15/132 中使用公共空間並提供零售商店的想法。
擬議的發展將提供供公眾享用的海濱長廊。海濱長廊將提供一個風景優美且易於到達的區域供我們放鬆、鍛煉和社交。這個開放空間作為家庭和朋友聚會的場所，將促進戶外活動，有助於社區的身心健康。

15

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250121-145352-36712
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	21/01/2025 14:53:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Stella YAO

意見詳情
Details of the Comment :

Supporting the S16 planning application No. A/K15/132 entails approving a proposal that adds more dwelling units while improving the waterfront's aesthetic coherence.
The proposed development's stepped building height profile is a typical architectural decision th at adds more dwelling units while preserving the waterfront's scenic attractiveness. By maintaini ng the waterfront's aesthetic coherence, this design strategy improves the permeability along the waterfront and increases its appeal to both locals and tourists. Yau Tong's citizens and visitors w ould both benefit from the proposed development.

16

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250121-155411-62109
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	21/01/2025 15:54:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. LAM

意見詳情
Details of the Comment :

土地資源珍貴，要通過放寬發展限制增戶加土地供應。支持重建住宅及商場，以及提供休憩用地。

17

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250121-162959-57900
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	21/01/2025 16:29:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Merrick Man

意見詳情
Details of the Comment :

I am interested in the concept of integrating retail shops into public spaces in the S16 planning application No. A/K15/132.

The proposed development aims to establish a waterfront promenade for community enjoyment, offering a scenic and accessible location for relaxation, exercise, and socializing. This open area will serve as a gathering place for family and friends, fostering outdoor activities that contribute to both physical and mental wellness.

Additionally, it's encouraging to see plans for local retail shops along the public pathway that links Tung Yuen Street to the waterfront promenade. This will provide convenient access to essential goods and services, making everyday life easier for everyone.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250114-201535-22448
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	14/01/2025 20:15:35
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tse

意見詳情
Details of the Comment :

反對進一步放寬樓宇高度 阻擋後面樓宇景觀
與當初層遞式高度規劃相違背

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250115-122225-10730
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	15/01/2025 12:22:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Zenki

意見詳情
Details of the Comment :

不應該批准高度高於現有發展樓宇，例如：親海駅不超越高度80米，因為將來假設發展高密度會令水泥廠排放污染物不能排走，好影響社區健康。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250115-123546-79418
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	15/01/2025 12:35:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ngan

意見詳情
Details of the Comment :

反對樓宇高度超過80米，由於其他同區沿海樓宇都是80米，沒有理由批准高於80米，嚴重影響環境一致性，更影響區域的通風。

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy 7

From: [redacted]
Sent: 2025-02-01 星期六 03:44:08
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/K15/132 4 Tung Yuen Street, Yau Tong

A/K15/132

4 Tung Yuen Street, Yau Tong

Site area: About 2,419sq.m

Zoning: "Res (Group E)"

Applied development: 342 Flats / Shop and Services and Eating Place / MR of PR 6.9 (5) / BHR 100mPD (80) / / OS 855sq.m / 66 Vehicle Parking

Dear TPB Members,

Strong Objections. The intention of the BHR was to ensure a stepped effect to mitigate the impact of wall effect on the waterfront on ventilation to the hinterland and to provide the opportunity for developments further back to enjoy partial harbour view. What is the point in going through the OZP process is every development is subsequently granted an auto increase of at least 25% in height?

The increase in the PR exceeds that of the nearby A/K15/122 PR 5

The applicant makes numerous mentions of the 5m-wide and 223sq.mts public passageway between the street and waterfront. But once 122 is complete and there are already other points of access this is not for the benefit of the community but to draw footfall into the planned retail. As for the 'active retail shop frontage', ha ha, this is effectively nothing more than the passage that would be required for access to multiple small stores and the upper level. It is highly unlikely that a single retailer would take over the entire two floors at such an out of the way location. And in addition, the developer wants it to be – exempt from GFA calculation!

And a further bonus PR of not more than 0.082 (equivalent to a GFA of not more than 198m2 will be claimed for the 39.586m2 of ODP-required setback areas. But this is a requirement under the OZP.

Note also from the images that there will be tables set up on the promenade, so it is effectively a commercial space not a public domain.

The we have the outdated statement "With a view to addressing the acute demand on territorial housing needs". That boat has sailed, some developments are now selling below cost in a sluggish market in order to recoup investment.

The open space within Proposed Development is featured by a dynamic landscape area at podium is another eyebrow raiser, this is some paving and planter boxes on a podium.

And then the preposterous statement that the "Proposed Scheme with minor relaxation of PR and BH restrictions **for providing flats in decent sizes."** But buried in another part of the document is a reference to fitting in an additional 60 units. The reality is that micro units are no longer popular.

Members should ignore all the hyperbole and advise the applicant that if he is so eager to address acute demand, etc. then he should crack on with redeveloping the site within the parameters of the OZP.

Mary Mulvihill

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250116-102759-15662
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	16/01/2025 10:27:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. POON Alvin

意見詳情
Details of the Comment :

申請涉及大幅增加建築物高度，其高度比臨海住宅包括蔚藍東岸及親海駅1期的80米高出20米，約4分1的高度。放寬該高度對海岸線整體格局及外觀有重大影響。
現時親海駅2期、蔚藍東岸及將來東源街的高度上限為100米，該申請無疑破壞了階梯式建築的格局，除景觀外，對周邊發展的業主及住客亦不公平。此先例一開，將來臨海發展亦會爭相仿效放寬建築高度，此flood gate 一開，當局將來難以提出以保護海岸線及階梯式建築等理由作反對放寬申請。現時，peninsula east的超高建築已對整體景觀有嚴重影響，本人強烈反對plannng statement內以peninsula east的高度為由合理化自身的申請。
雖然整體地盤面積不大，但如先例一開，對區內發展影響深遠。
另外，申請提及了的加闊行人路闊道。如周邊發展沒有涉及同樣加闊行人路闊道，申請人的建議會變得毫無意義，亦會造成暗角位置構成安全問題。
懇請各委員考慮上述意見。

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250116-160917-17940
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	16/01/2025 16:09:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lai

意見詳情
Details of the Comment :

東源街雙數門牌臨海建築物高度設限於80米，申請者計劃把其東源街4號發展用地略為放寬高度限制至100米，違反了當初設高度限制的原意。
從海濱至山上遞增的階梯式樓宇高度，意味每一座住宅大樓均具有相當的景觀和通風。已屆現樓的蔚藍東岸，其臨海而建的第一、二座座落在東源街盡頭，以及預計半年後入伙的親海駅第一座，高度亦沒超出80米的限制。不僅如此，在申請人提交的Drawing Plans 1所見，親海駅第一座並非緊貼東源街而建，反之本申請卻把擬議放寬至100米高的那一部份是完全緊貼東源街，試想想，身在崇德圍和東源街的視角就是這幅屏風，跟海濱應有的閒適感覺完全違和，更重要的是通風大受影響，其對向的東源街1號工廈轉型過渡性房屋，未來亦有機會重建成住宅大樓，而高輝道、崇耀街舊式工廈林立，車房、廢料回收場俱備，在夏秋盛行吹南至西南風，冬季盛行東北風下，崇德圍一崇耀街通風走廊的重要性不言而喻。
由此可見，申請人欲提高建築物高度的理據旨在增加住宅單位數目，能夠賣多啲錢，卻忽視對環境的影響。本人反對此申請，不但不可放寬樓宇高度，更要修改樓宇外觀設計，符合景觀和通風兩大基本要求。

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250117-114216-00618
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	17/01/2025 11:42:16
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kwok

意見詳情
Details of the Comment :

The proposed 100mPD of the building height (deviated from 80mPD by a great extent of 25%) would definitely affect the overall skyline of the district given that the concerned site is located next to the harbour and it is not consistent with height to the buildings next to the concerned site. Therefore, I am writing to object the proposed 100mPD of the building height.

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250119-130613-46498
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	19/01/2025 13:06:13
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Dong

意見詳情
Details of the Comment :

現時核准的規劃大綱該地點最高的上限為80米水平基準，該位置為東源街近海旁，若該地點的住宅樓宇高度提高至100米水平基準，將會對該區的梯級式向下規劃佈局，造成不良影響。現時友聯工業大廈在規劃大綱的最高高度上限為100米水平基準，如果這次申請改變規劃的高度由80至100米，就會跟現時友聯工業大廈將來改建的核准高度100米相同，因此會直接影響階梯式向下發展的佈局。此外，CDA1, CDA3, CDA4 及 CDA5於東源街近海邊的地盤的最高高度限制一律為80米，跟現時申請中工程顧問所描述的80至100米是有出入的，申請中工程顧問提及的100米都是位於東源街與崇耀街之間的地盤，是較內陸的位置。可是，申請中工程顧問的文件和遠距離的構想圖片有機會令與會成員認為申請中的100米位置是跟剛才所述的已獲批准的100米最高高度是成一直線。由Peninsula east的最高高度已是在當時跟核准的最高高度限制有出入，如果這個項目重複放寬標準，將會造成不良的骨牌效應，建立了非常不良好的先例，對當區日後的發展高度限制有心願影響。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250519-163403-15861
提交限期 **Deadline for submission:**	30/05/2025
提交日期及時間 **Date and time of submission:**	19/05/2025 16:34:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss POON PUI KWAN

意見詳情
Details of the Comment :

申請涉及大幅增加建築物高度和地積比率，對附近的景觀及周邊樓層的視野構想不良影響。申請人亦未能於補充資料交代充分合理的迫切原因大幅增加建築物高度和地積比率。反之，申請人表示局部加闊海濱長廊限制了可發展面積，該辯解原因實為糖衣毒藥，並不可取。附近發展的海濱長廊為15米闊，局部的加闊除不能有效提升海濱空間，亦會增添不必要的暗角位。
該申請一旦成功獲批即會立下極壞先例，使日後其他發展爭相仿傚，階梯式建築理念將於區內變得蕩然無存。目前，附近的項目例如蔚藍東岸及親海駅亦能按高度限制發展，本人實未能理解申請內容的必要性。

Sec 3-19

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250714-174624-96322
提交限期 **Deadline for submission:**	25/07/2025
提交日期及時間 **Date and time of submission:**	14/07/2025 17:46:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳煒彥

意見詳情
Details of the Comment :

反對放寬九龍油塘東源街4號地積比率及建築物高度限制的意見書

致：城市規劃委員會
日期：2025年7月14日
主旨：反對九龍油塘東源街4號規劃申請（放寬地積比率及建築物高度限制）
尊敬的城市規劃委員會成員：
本人作為九龍油塘東源街居民，就九龍油塘東源街4號的規劃申請（擬議放寬地積比率及建築物高度限制，以作分層住宅、商店、服務行業及食肆用途）提出強烈反對意見。以下為反對的理據：

1. 影響景觀及地區特色
放寬地積比率及建築物高度限制將對油塘地區的視覺景觀造成顯著負面影響。油塘作為一個擁有獨特城市天際線及海濱景觀的地區，高密度及高樓建築的增加將破壞現有的視覺環境，影響居民及訪客對海濱景觀的享用。申請人提交的視覺影響評估未能充分證明擬議發展不會對周邊環境及景觀造成不可逆的損害，尤其是對附近居民及公共空間的視覺屏蔽效應。

2. 交通配套不足
油塘現有的交通基礎設施已十分緊張，特別是在東源街及附近道路的高峰時段交通流量。申請人提交的交通影響評估及停車設施資料未能充分證明放寬地積比率後，新增的住宅、商店及食肆用途所帶來的人流及車流不會進一步加劇交通擠塞問題。現有公共交通工具（如巴士及港鐵）及道路容量難以應付額外負荷，可能導致交通阻塞、延誤及安全隱患，對居民日常生活構成不便。

3. 環境及社區影響
放寬地積比率及建築物高度將增加人口密度，對現有社區設施及環境構成壓力。申請人提交的環境評估及空氣質素影響評估的替代頁未能全面回應公眾對空氣流通、噪音污染及生活質素下降的憂慮。此外，經修訂的建築圖則及園境設計總圖報告書未有提供足夠的緩解措施，確保發展項目與現有社區和諧共存。

總結
基於上述理據，本人強烈反對放寬九龍油塘東源街4號的地積比率及建築物高度限制。該申請未能充分平衡發展需求與保護地區景觀及社區利益的需要，特別是在景觀影響及交通配套不足方面的關注未被妥善解決。懇請城市規劃委員會審慎考慮本意見，拒絕該放寬申請，以保護油塘的環境及居民的生活質素。

此致城市規劃委員會
敬上 陳煒彥

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250715-135806-86610
提交限期 **Deadline for submission:**	25/07/2025
提交日期及時間 **Date and time of submission:**	15/07/2025 13:58:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. POON WAI WING

意見詳情
Details of the Comment :

申請人在attachment A的回覆荒謬絕倫。如申請人的理據成立，將來東源街近海的用地可按照東源街內陸地段的高度作為依靠，即100米? 將來香港的建築物可無視高度限制，只以後排建築物高度為限?圖紙上規劃高度限制可因應附近樓宇高度輕易放寬?

此外，圖則上所標示的高度限制若可因應周邊現有建築物高度而輕易調整，將嚴重削弱規劃的前瞻性與嚴謹性，形成惡性循環：現有違規或過高建築反而成為未來申請的理據，進一步推動高度限制的放寬。
懇請規劃署及城市規劃委員會審慎評估此申請可能引發的骨牌效應，堅守規劃原則，以維護整體城市環境的可持續發展與公共利益。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250717-105907-41500
提交限期 **Deadline for submission:**	25/07/2025
提交日期及時間 **Date and time of submission:**	17/07/2025 10:59:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 黃生

意見詳情
Details of the Comment :

致：城市規劃委員會主席
事由：堅決反對放寬油塘東源街4號發展項目之建築高度限制及地積比率申請

本人獲悉發展商就東源街4號地段申請放寬建築高度限制（現行上限80米）及提高地積比率，深感憂慮。茲列舉反對理據如下，懇請 貴會駁回申請：

一、環境及景觀影響
1. 加劇屏風效應
現有海濱建築高度梯度有效維持通風廊道，若批准放寬高度，將形成臨海屏障，阻礙海風流入內陸區域，導致空氣流通惡化，並永久遮蔽鯉魚門海景視野。

2. 破壞海岸生態
東源街臨海區域為市區罕見水鳥棲息地，高密度發展將增加光害、噪音及水質污染風險，違反《海港規劃指引》第4.2條「保護自然海岸線」原則。

二、基礎設施超負荷
1. 交通系統無法承載
東源街路面寬度僅9米且為單線行車，根據運輸署2023年數據，該路段早高峰車流飽和率達98%。新增人口將加劇崇信街交匯處堵塞，危及行人安全。

2. 社區配套嚴重不足
油塘南區小學學位短缺率達23%（據觀塘區議會文件2024/3號），基督教聯合醫院門診輪候時間逾4小時。新增住宅人口將使公共服務系統瀕臨崩潰。

三、社區可持續發展危機
1. 微氣候惡化
香港理工大學空氣動力學研究（2022）證實，海濱建築高度失衡將使鄰近區域夏季氣溫上升攝氏1.5至3度，加劇熱島效應。

四、規劃原則爭議
1. 違反分區計劃大綱
現行80米高度限制旨在維護海濱視覺通廊，此申請若獲批，將削弱法定圖則公信力。

2. 公共利益失衡
發展商以「增加房屋供應」為由謀求商業利益，卻將衍生之環境成本轉嫁社區，有違規

劃公正原則。

城市規劃須以公眾福祉為先，懇請 貴會恪守《香港規劃標準與準則》第11章「海濱規劃」指引，守護油塘可持續發展未來。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250717-115138-57186
提交限期 **Deadline for submission:**	25/07/2025
提交日期及時間 **Date and time of submission:**	17/07/2025 11:51:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. WONG HO YAN

意見詳情
Details of the Comment :

反對放寬九龍油塘東源街4號地積比率及建築物高度限制的意見書

致: 城市規劃委員會
日期: 2025年7月14日
主旨: 反對九龍油塘東源街4號規劃申請（放寬地積比率及建築物高度限制）

尊敬的城市規劃委員會成員：

作為九龍油塘東源街的一名居民，我懷著深切的關注，對九龍油塘東源街4號的規劃申請表示強烈反對。該申請擬放寬地積比率及建築物高度限制，旨在興建分層住宅、商店、服務行業及食肆，以下是我反對的幾個理由：

影響景觀及地區特色
放寬地積比率和建築物高度限制將對油塘的視覺景觀造成嚴重影響。油塘擁有獨特的城市天際線和海濱景觀，增加高密度建築將破壞這種獨特性，使居民和遊客無法充分享受美麗的海濱。例如，附近的高樓大廈將遮擋海景，影響居民的日常生活和情緒。申請人提交的視覺影響評估未能充分顯示這一變化對周邊環境的潛在損害，尤其是對附近居民和公共空間的影響，這將導致社區的凝聚力下降，居民對生活環境的不滿也會增加。

交通配套不足
油塘目前的交通基礎設施已經非常緊張，尤其是在高峰時段，東源街及周邊道路的交通流量已經過載。舉例來說，早高峰時段，許多居民已經面臨交通擁堵的困擾，放寬地積比率後，新增的住宅和商店將進一步加劇這一問題。申請人提供的交通影響評估和停車設施資料未能充分證明，新增的人流和車流將不會使交通擁堵問題加劇。現有的公共交通（如巴士和港鐵）及道路容量難以承受額外的負擔，這可能會導致更嚴重的交通阻塞和安全隱患，對我們的日常生活造成不便，甚至可能導致事故的發生，影響居民的安全感。

環境及社區影響
放寬地積比率及建築物高度將增加人口密度，對現有的社區設施和環境造成壓力。增加的人口將使得公共設施（如學校、醫院和公園）面臨更大的負擔，可能導致服務質量下降。舉例來說，當地學校的班級容量已經接近上限，若再增加大量新居民，會使得學生的學習環境惡化。申請人提交的環境評估和空氣質量影響評估未能充分回應公眾對空氣流通、噪音污染及生活質量下降的擔憂，這些問題會長期影響社區的生活質量。此外，經修訂的建築圖則和園境設計總圖報告書未能提供足夠的緩解措施，無法確保發展項目

與現有社區和諧共存。

總結
基於上述理由，我堅決反對放寬九龍油塘東源街4號的地積比率及建築物高度限制。這一申請未能妥善平衡發展需求與保護地區景觀及社區利益的需要，特別是在景觀影響和交通配套不足方面的問題尚未得到解決。我懇請城市規劃委員會慎重考慮我的意見，拒絕這一放寬申請，以保護油塘的環境及我們居民的生活質量。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250717-143040-74409
提交限期 **Deadline for submission:**	25/07/2025
提交日期及時間 **Date and time of submission:**	17/07/2025 14:30:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. 張愛子

意見詳情
Details of the Comment :

反對放寬油塘東園街4號地積比率及建築高度限制之意見書

本人為即將遷入油塘區的居民，獲悉貴會正審議有關「放寬油塘東園街4號地盤之地積比率及建築高度限制」的規劃申請。經詳細研究後，本人強烈反對該申請，理由如下：

反對理由
(1) 破壞現有社區規劃及居住環境
- 油塘區正逐步由工業區轉型為住宅區，現有規劃已平衡發展密度與居住品質。若放寬地積比及高度限制，將導致該地盤興建超高密度建築，加劇區內人口及交通負荷，破壞現有社區氛圍。
- 過高的建築物會形成「屏風效應」，阻擋自然通風及光線，影響周邊住宅（如Peninsula East、the coast line 等）的居住環境，並加劇熱島效應。

(2) 交通及公共設施不堪負荷
- 油塘區現有交通配套（如油塘站、巴士路線）已接近飽和，尤其上下班時段擠塞問題嚴重。新增高密度人口將進一步惡化交通，而現時未有相應的交通改善計劃。
- 區內學校、醫療設施及休憩空間（如油塘海濱公園）資源有限，未能應付額外人口需求，影響居民生活質素。

(3) 忽略景觀及城市設計
- 油塘部分地段享有海景資源，過高的建築物將遮擋現有住宅的景觀，剝奪居民原有景觀價值，並導致樓宇之間過度緊密，影響私隱。
- 城市規劃應注重「人本設計」，而非單純追求發展商利益。現有高度限制已考慮區內整體協調，放寬將破壞城市天際線。

(4) 工程對現有居民的影響
- 超高層建築施工期長，將帶來噪音、塵埃及震動問題，嚴重影響周邊居民（尤其兒童及長者）的日常生活。
- 地盤緊鄰現有住宅，工程期間可能引發安全隱患（如地盤車輛進出影響行人通道）。

訴求與建議
1. 維持現有地積比及高度限制，以保障油塘區的宜居性及可持續發展。
2. 如申請方堅持發展，要求：
-提交詳細的「交通影響評估」及「環境影響評估」，證明配套能承受新增人口。
- 降低建築高度，避免屏風樓效應，並保留足夠公共空間。

3. 舉行居民諮詢會，讓區內持份者參與討論，而非僅由發展商主導規劃。

總結
油塘區正處於轉型關鍵期，規劃必須以居民福祉為先。放寬東園街4號的發展限制，將對社區造成不可逆的負面影響。懇請 貴會慎重考慮居民意見，否決此項申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250718-160607-55816
提交限期 **Deadline for submission:**	25/07/2025
提交日期及時間 **Date and time of submission:**	18/07/2025 16:06:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 梅小姐

意見詳情
Details of the Comment :

堅決反對放寬油塘東源街4號發展項目之建築高度限制及地積比率申請。
油塘區現有建築密度已趨飽和，若進一步放寬地積比與高度限制，將加劇該區人口及交通負荷，違反《油塘分區計劃大綱圖》的規劃原意，影響整體居住環境品質。
超高建築將遮擋周邊住宅陽光，形成「屏風效應」，導致空氣流通受阻，尤其夏季悶熱問題惡化。
新增人口將加重東源街及崇信街一帶交通負擔，現有道路網絡（如高超道、鯉魚門道）已難以負荷。
區內學校、醫療及休憩設施（如油塘海濱公園）資源緊絀，無法應付額外需求。
東源街地塊鄰近山坡，過度開發可能加劇水土流失風險，尤其在極端天氣下恐引發地質災害。
現行80米高度限制旨在維護海濱視覺通廊，此申請若獲批，將削弱法定圖則公信力。
城市規劃須以公眾福祉為先，懇請慎重考慮居民權益，維持現行地積比率及高度限制，確保規劃符合社區承載力。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250725-153826-49968
提交限期 **Deadline for submission:**	25/07/2025
提交日期及時間 **Date and time of submission:**	25/07/2025 15:38:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 賴

意見詳情
Details of the Comment :

申請人擬放寬高度限制至100米存在取巧，繪圖標註擬建住宅大樓的高度是109.5米，而非100米，高出9.5米或三層樓高，而與原訂可建高度80米比較，更高出29.5米或九至十層樓高，超出可建高度36.9%。

景觀方面，此申請和海濱生活應有的閒適感覺大相逕庭。試想像，無論站在附近街道或海濱長廊，所望見的一排橫向貼鄰東源街的百米高圍牆住宅大樓，營造出的壓迫感，與現時較低矮的舊式工廠大廈比較，顯然更具「氣勢」，令人喘不過氣。本人明白一街之隔的Peninsula East (PE)大收同樣效果，但要明白一點，PE依山而建，發展計劃時的東源街仍是滿佈水泥廠和車場，環境惡劣，與現在清晰的海濱發展方向不能同日而語。

通風方面，申請人把80米和109.5米高的大廈安排在申請地點東南側，私人泳池則在貼近維多利亞港中部的西北側，沒有顧及到未來東源街6號也有發展住宅的可能性，令親海駅1座（東源街8號）、未來東源街6號住宅大樓和申請地點的住宅大樓互相緊貼，擠迫感不言而喻，形成屏風效應，阻擋景觀和通風。申請人至少要把那80米高住宅大樓和私人泳池互換位置，亦應摒棄老舊的圍牆式外型設計，共同為海濱注入活力，而非獨攬最佳維港景緻，阻礙其他市民獲得舒適的海濱生活，破壞油塘工業區轉型為充滿年輕活力的住宅社區的機會。

油塘灣地主仍未就補地價問題積極介入，沿茶果嶺道和高輝道原址的木廠和修船廠遷出後這二十年來，土地一直閒置，雜草叢生，造成蚊患，現居東源街的本人感受至深。油塘灣高輝道44號有一回收廠（原址是遷出多時的太元船廠），每日處理數以噸計廢紙、塑膠等廢物，運作時間從早到晚，噪音、空氣、海水等污染無日無知。申請人計劃設置零售餐飲店舖，並未有把這些污染納入發展考慮，更重要的是，海濱長廊駁通無期，東源街6號水泥廠仍未搬遷，即使遷出亦未有發展計劃，而東源街2號污水處理廠亦未聞任何搬遷消息，高輝道和崇德圍一帶有着濃厚的工業氛圍，這意味着普羅市民難以接觸到申請人所屬地段的海濱長廊公共空間，那些餐飲零售商舖便會一直丟空，浪費可建住宅樓面，提升維修保養成本，即使有餐廳進駐這些貼鄰水泥廠、污水處理廠、廢物回收場和工廠的舖位，相信也沒有人願意光顧。

參考建成接近十年的PE，超前部署的商業樓面至今只有一間小廚營業，其餘大面積舖位放置廢料，荒廢的景象每日上演。近年市道未見曙光，即使經濟獲得提振，油塘東源街的環境厭惡感處處，海濱餐飲食肆在附近的鯉魚門搞得有聲有色，僅數分鐘步程的油塘站一帶餐廳林立，高中低價餐飲齊全，申請地點設立餐飲店舖究竟為何？還不如取消這些商業樓面，讓住宅單位更貼近海面，便不用申請放寬樓宇高度限制。

希望委員會好好把關，把一些不合時宜、不符效益的申請拒諸門外，別錯過難得的海濱空間發展機會。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250114-152051-54822
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	14/01/2025 15:20:51
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tanley Lau

意見詳情
Details of the Comment :

我是油塘區的一名居民，藉此機會向貴會提交我對九龍油塘東源街4號發展計畫的意見，並提出一些建議，希望能夠促進該地區的可持續發展和居民的生活質量。

首先，我注意到東源街4號和6號均為華潤的物業，並且東源街6號現有一座混凝土廠。鑒於該混凝土廠對環境的嚴重污染問題，以及對周邊居民生活質量的影響，我建議華潤能夠一併將4號和6號地塊進行綜合發展，取消混凝土廠的運營。

混凝土廠在運作過程中會產生大量的粉塵、噪音和廢氣，這些污染物對周邊環境和居民健康均造成了顯著的負面影響。長期暴露在這樣的環境中，不僅會增加呼吸道疾病的風險，還會降低居民的生活質量。此外，混凝土廠的存在也會對周邊地區的生態環境造成破壞，影響整個社區的可持續發展。

其次，從經濟角度考慮，混凝土廠的存在勢必會影響華潤自身物業發展的樓價。隨著社會對環保和生活質量的要求不斷提高，現代居民在選擇居住地時更加看重環境質量和健康指數。混凝土廠所帶來的負面環境影響會使潛在購房者對該區域的興趣大打折扣，進而對樓盤的銷售和價格造成不利影響。

因此，我懇請華潤集團能夠考慮將東源街4號和6號地塊進行綜合發展，取消混凝土廠的運營，並在新發展項目中融入更多綠色和可持續發展的理念，改善該地區的環境質量，提升居民的生活質量。

希望貴會能夠重視我的建議，並在審議發展計畫時考慮上述因素，為油塘區的可持續發展和居民的幸福生活作出貢獻。

2

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250114-152939-73234
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	14/01/2025 15:29:39
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chan Ka Wai

意見詳情
Details of the Comment :

見意配合城健發展做梯階式，前排應低於後排

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250114-155322-00597
提交限期 **Deadline for submission:**	04/02/2025
提交日期及時間 **Date and time of submission:**	14/01/2025 15:53:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss NG

意見詳情
Details of the Comment :

希望聯合旁邊水泥廠一同發展

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250714-174628-04324
提交限期 **Deadline for submission:**	25/07/2025
提交日期及時間 **Date and time of submission:**	14/07/2025 17:46:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lau Kwun Ting

意見詳情
Details of the Comment :

尊敬的城市規劃委員會：

本人就申請編號A/K15/132（位於茶果嶺、油塘、鯉魚門地區）提交以下意見，建議申請人考慮將毗鄰的東源街4號及6號地皮（後者目前為華潤所有的混凝土廠）合併發展，並闡述合併發展的潛在好處以及混凝土廠在該區的負面影響。以下意見旨在促進該區的可持續發展，提升社區環境質素，符合《城市規劃條例》及香港規劃標準與指引（HKPSG）的目標。

一、建議合併東源街4號及6號地皮發展的理由

根據城市規劃委員會網站公開的A/K15/132圖則（Drawings_Plans_1.pdf及Drawings_Plans_2.pdf），申請地盤位於茶果嶺道附近，涉及住宅或混合用途發展。東源街6號地皮（混凝土廠）與東源街4號地皮毗連，合併發展可帶來以下顯著好處：

優化土地使用效率
合併兩幅地皮可形成更大的連續地塊，允許更靈活的規劃布局，例如增加綠化空間、公共休憩設施或優化建築設計。根據圖則，現有地盤已考慮交通及視覺影響，合併發展可進一步整合交通網絡（如車輛出入口及行人通道），減少對周邊道路（如茶果嶺道）的壓力，提升整體規劃的協調性。

促進地區綜合發展
茶果嶺及油塘地區近年經歷城市更新（如油塘灣綜合發展項目），合併東源街4號及6號地皮可打造更大規模的住宅或混合用途項目，與該區轉型為現代化住宅社區的目標一致。統一規劃可避免零散發展，確保建築風格、景觀設計及社區設施的連貫性，提升地區吸引力。

提升環境質素

合併發展可統一規劃綠化及開放空間，增加休憩用地比例，改善居民的生活環境。根據HKPSG，油塘地區需更多公共空間以滿足人口增長需求，合併地皮可提供充足空間設置公園、遊樂場或社區中心，增強社區凝聚力。

經濟效益
更大規模的發展項目可吸引更多投資，並創造更多就業機會（如零售或服務業）。同時，合併發展可降低基礎設施（如排水及電力系統）的重複建設成本，提高經濟效益。

二、混凝土廠在該區的負面影響

東源街6號現為混凝土廠，與茶果嶺及油塘地區轉型為現代化住宅區的規劃目標不符，其繼續運營對社區及環境構成以下負面影響：

環境污染
混凝土廠運營產生粉塵、噪音及空氣污染，對附近居民的健康構成威脅。根據環境保護署指引，工業活動的污染物（如PM2.5）可能影響空氣質量，特別是對茶果嶺道附近的住宅區及學校。

交通負擔
混凝土廠依賴重型車輛運輸原材料及產品，增加茶果嶺道的交通壓力，與A/K15/132圖則中提到的交通影響評估目標相悖。重型車輛亦可能增加道路安全風險，對行人（特別是長者及兒童）不利。

視覺及景觀影響
混凝土廠的工業設施與周邊的住宅及商業發展格格不入，影響地區的視覺景觀。根據Drawings_Plans_2.pdf的視覺影響評估，擬議發展注重與周邊環境協調，而混凝土廠的存在削弱了該區的整體美感及吸引力。

阻礙地區轉型
茶果嶺及油塘地區正轉型為現代化住宅及商業區，混凝土廠作為舊式工業用途，與該區的長遠規劃（如增加住宅供應及改善社區設施）不符，限制了土地的最高效益使用。

三、結論與建議

為促進茶果嶺、油塘、鯉魚門地區的可持續發展，建議城市規劃委員會鼓勵申請人將東源街4號及6號地皮合併發展，並要求將現有混凝土廠遷出或轉型。具體建議如下：

制定統一規劃方案：要求申請人提交涵蓋兩幅地皮的綜合發展計劃，確保建築布局、交通安排及綠化設計的協調性。

加強環境改善措施：在合併發展中增加綠化及公共空間比例，減輕現有混凝土廠的環境影響。

公眾諮詢：若申請修訂涉及重大土地用途改變，建議進行公眾諮詢，收集居民對合併發展及混凝土廠搬遷的意見。

本人相信，合併東源街4號及6號地皮發展將有助於提升地區的環境、經濟及社會效益，符合香港城市規劃的長遠目標。感謝委員會審閱此意見書，期望能為A/K15/132的審批及地區發展提供參考。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250717-160137-77656
提交限期 **Deadline for submission:**	25/07/2025
提交日期及時間 **Date and time of submission:**	17/07/2025 16:01:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/K15/132
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Pang

意見詳情
Details of the Comment :

位於東源街的混凝土工場令到環境塵土飛揚令空氣變得混濁，嚴重影響居民的健康，該處經常泊著違泊的田螺車，在晚上時，周圍環境街燈已經不足以令他們能否清晰看見路面情況，有幾次本人路經此路回家時，由於他們的行駛速度也很快，令到周圍的塵土及沙粒飛揚，本人也因此不停咳嗽及有沙粒入眼，嚴重影響健康及視線。該區也有不少住宅即將入伙，懇請環保署拒絕續牌，令該區更宜居住。

Recommended Advisory Clauses

(a) to note the comments of the Commissioner for Harbourfront, Development Bureau that the Drainage Services Department (DSD)'s setback area falls within Government land, the Government will undertake the future management and maintenance responsibilities. The Government will arrange the site handover with the concerned construction agent, assuming it to be a private developer, so long as the promenade of the setback area has been so constructed to the satisfaction of the concerned bureaux/departments (B/Ds). Harbour Office (HO) will take lead to coordinate and facilitate B/Ds to take up long term management and maintenance of the 4.3m wide promenade measuring some 160m^2 in area;

(b) to note the comments of the District Lands Officer/Kowloon East, Lands Department (LandsD) that it is pre-mature at this stage to presume that the Government Land would be designated as Yellow Area under the proposed modification, not to mention that as a pre-requisite the proposal shall be subject to prior agreements from the relevant government departments and the management/ maintenance departments shall be identified for taking up the proposed waterfront promenade/ access connecting Ko Fai Road upon completion;

(c) to note the comments of the Director of Leisure and Cultural Services (DLCS) that the design, provision, management of the public open space in private developments (POSPD) should be governed by the POSPD Design and Management Guidelines issued by Development Bureau. Despite the involvement of multiple developers for waterfront promenade in Yau Tong, the landscape design across the waterfront promenade should maintain visual and functional continuity. Harmonized paving block, barrier, handrail, furniture, signage, lighting, drainage cover etc. should be provided at the 4.3 metre setback area of DSD's Yau Tong Sewage Pumping Station (YTSPS) to create uninterrupted pedestrian flow and cohesive promenade experience. Applicants shall establish clear demarcation to delineate the boundaries of responsibilities for management and maintenance between the promenade area and adjacent marine structures such as seawall, landing steps, mooring points. Applicants shall adhere to statutory requirement and relevant design manuals, including but not limited to POSPD Design and Management Guidelines, Development Bureau's Technical Circulars, Practice Notes and Guidelines on

Greening, Landscape and Tree Management, and Buildings Department's Barrier Free Access Design Manual;

(d) to note the comments of the Chief Engineer/Electrical and Mechanical Branch, DSD that applicant should demolish the existing structures within the (approx. 4.3m-wide) setback area of the Yau Tong Sewerage Pumping Station., i.e. existing boundary wall, pavement, plinth and/or curb etc. and handle the construction & demolition materials. Applicants shall design and construct the new boundary wall for the existing pumping station, with detailed design to be submitted for DSD's comments and approval during the design stage including submission and/or presentation to Vetting Committee on Aesthetic Design of Pumping Station Buildings (VCAB) of DSD for the approval of aesthetic design;

(e) to note the comments of the Chief Engineer/Port Works, Civil Engineering and Development Department that the proposed design and facilities should be adaptive and could be enhanced progressively to cater for the threat of coastal risk, e.g. sea level rise, the threat of storm surges associated with tropical cyclones, wave overtopping, etc. in the future;

(f) to note the comments of the Director of Fire Services that detailed fire services requirements will be formulated upon receipt of a formal submission of general building plans. The Emergency Vehicular Arrangement (EVA) provision shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department;

(g) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department the approval of the S16 application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under PNAP APP-152 and/or under the lease. The site coverage of greenery calculation should be submitted separately to B/Ds or relevant authority for approval;

(h) to note the comments of the Chief Building Surveyor/Kowloon, Buildings Department (BD) that All building works are subject to compliance with the Building Ordinance (BO). Application for bonus PR in return for surrender of land for street widening under regulation 22(2) of the Building (Planning) Regulations (B(P)R) will be dealt with individually according to the special

circumstances of each case subject to that the surrender is considered essential and acceptable to relevant government departments and the relevant criteria under PNAP APP-20 be complied with. Such application will be processed under the BO in the building plans submission stage. It is noted that the applicants takes the initiative to dedicate such passage for public to connect the voluntary waterfront promenade (15m wide) with Tung Yuen Street. Whether such passage can be exempted from the gross floor area (GFA) calculation required under B(P)R 23(3)(a) will depend on the justification to demonstrate a genuine need by the public and individual merits. Relevant criteria under PNAP APP-108 should be complied with. Such application for GFA exemption will be processed in the building plans submission stage. Detailed comments under the BO will be provided at the building plans submission stage;

(i) to note the comments of the Chief Engineer/Mainland South, DSD that the proposed site shall tally with the approved Drainage Impact Assessment report including assumptions such as the paved/unpaved ratio and drainage connections and the proposed sewerage connections should be consistent with the approved Sewerage Impact Assessment report;

(j) to note the comments of Chief Highway Engineer/Kowloon, Highways Department that applicants should provide physical demarcation to delineate the boundary of private lot and widened public road from highway maintenance point of view;

(k) to note the comments of Chief Highway Engineer/Lighting Division, Highways Department that if amendment of any existing public lighting utilities is required, including any temporary amendments, please submit the proposal with necessary lighting simulations for his consideration. Sufficient lighting level shall be maintained during construction stage. Precautionary measures shall be taken to avoid any damage to the lamp posts and public lighting installations during the course of the development. The project proponent shall be responsible for rectification of any damage of public lighting installation aroused by the works at the project proponent's own cost. Lighting proposal of the surrender area which forms part of public road shall be submitted to this office for agreement; and

(l) to note the comments of Director of Marine that there is a proposed promenade near the waterfront. If the project involves marine works, the applicants should

kindly inform the Marine Department in advance and ensure compliance with MDN 23/2020 and relevant marine legislation.

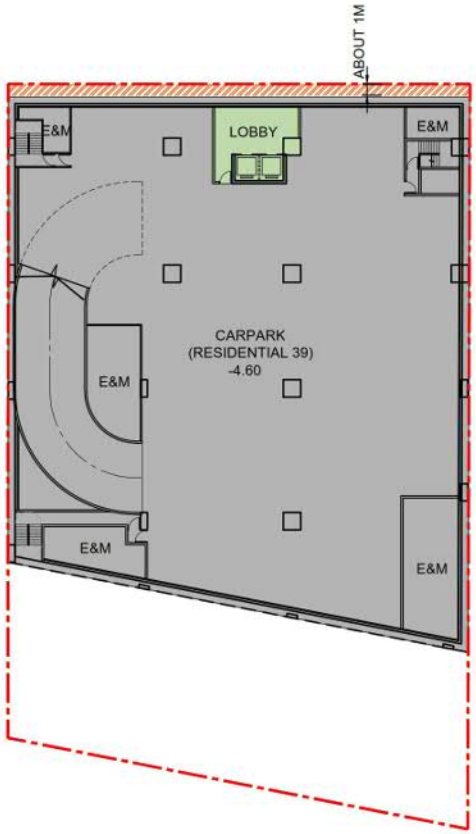


A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 1



LEGEND

SURRENDERED SETBACK AREA (39.586m²)

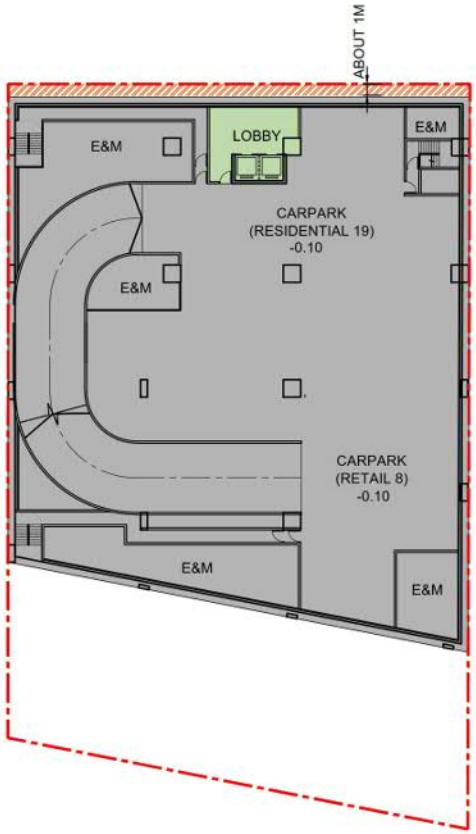
0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 2



LEGEND

SURRENDERED SETBACK AREA (39.586m²)

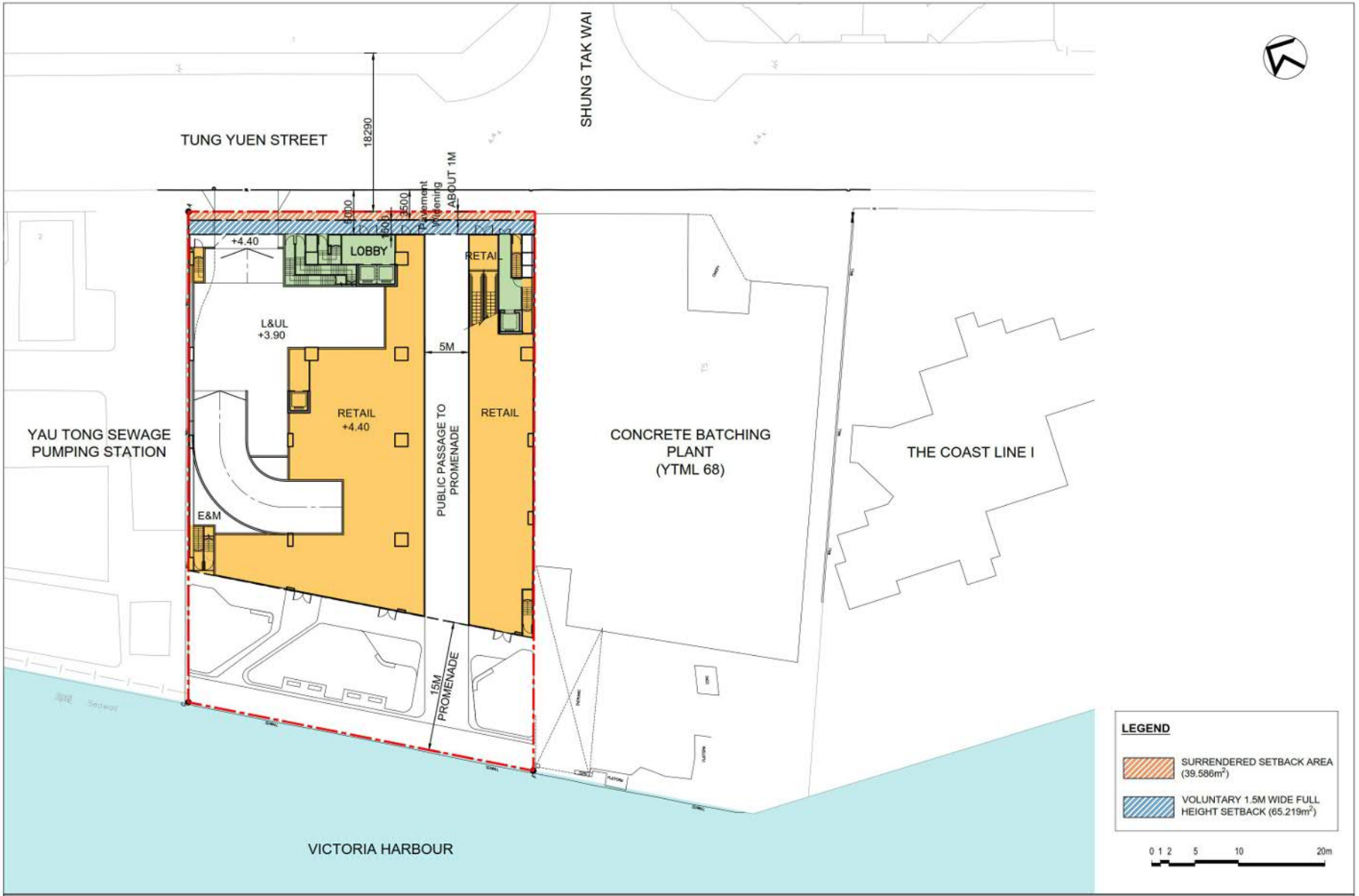
0 1 2 5 10 20m

A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 3

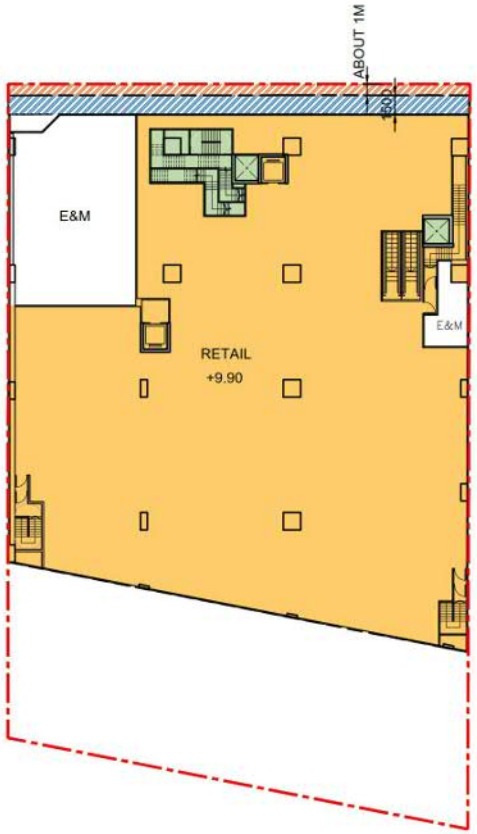


A-04 Ground Floor Level (GF) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 4



LEGEND

SURRENDERED SETBACK AREA (39.586m²)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK (65.219m²)

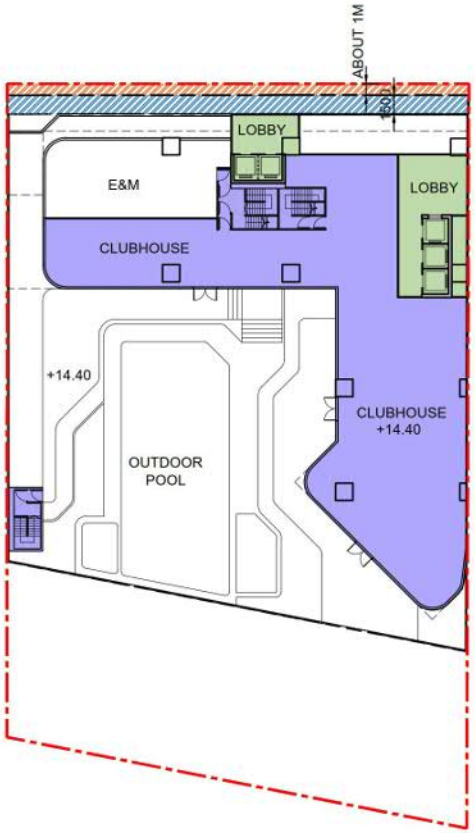
0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 5



LEGEND

SURRENDERED SETBACK AREA (39.586m²)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK (65.219m²)

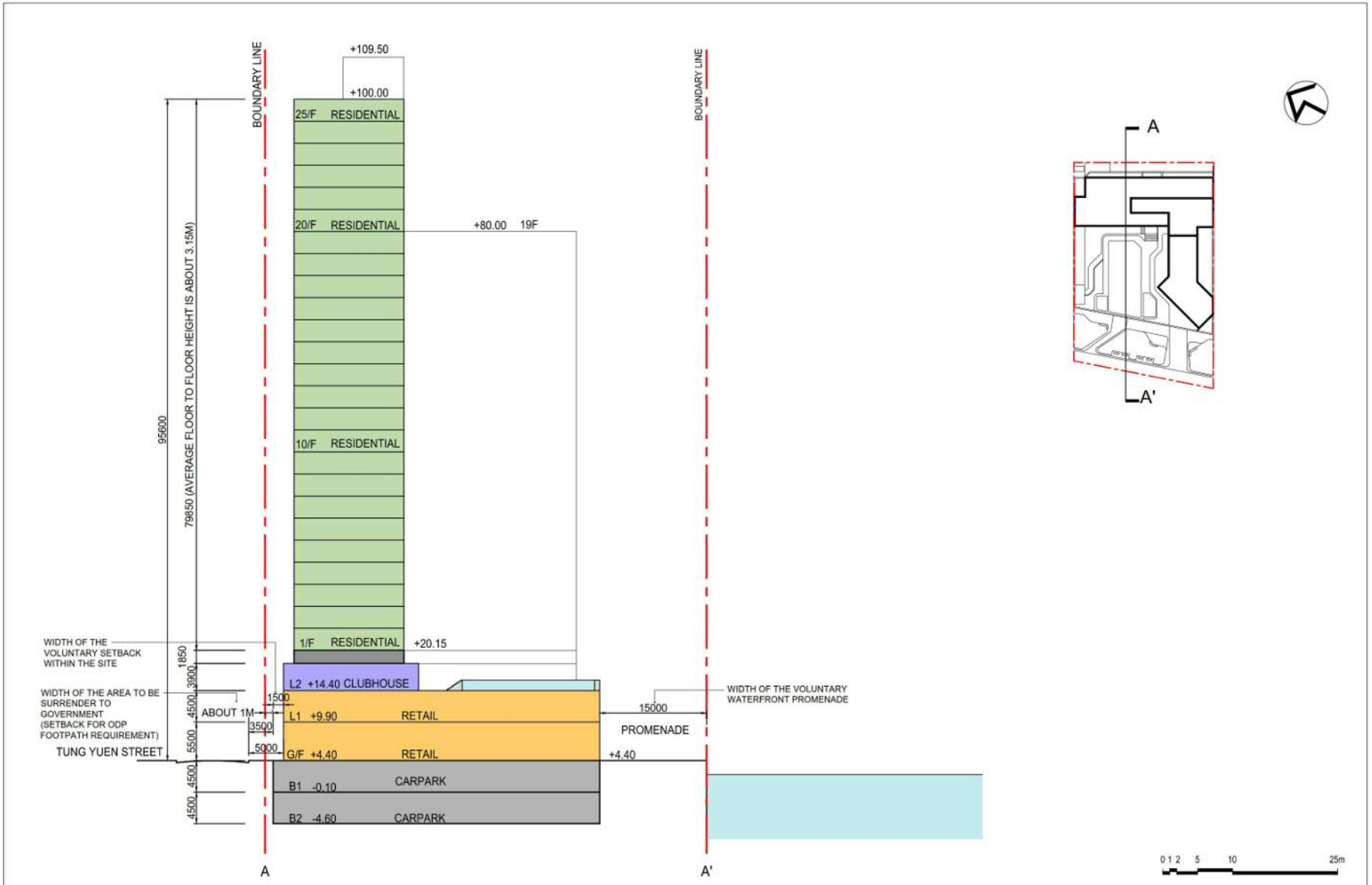
0 1 2 5 10 20m

A-06 Level 2 (L2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 6

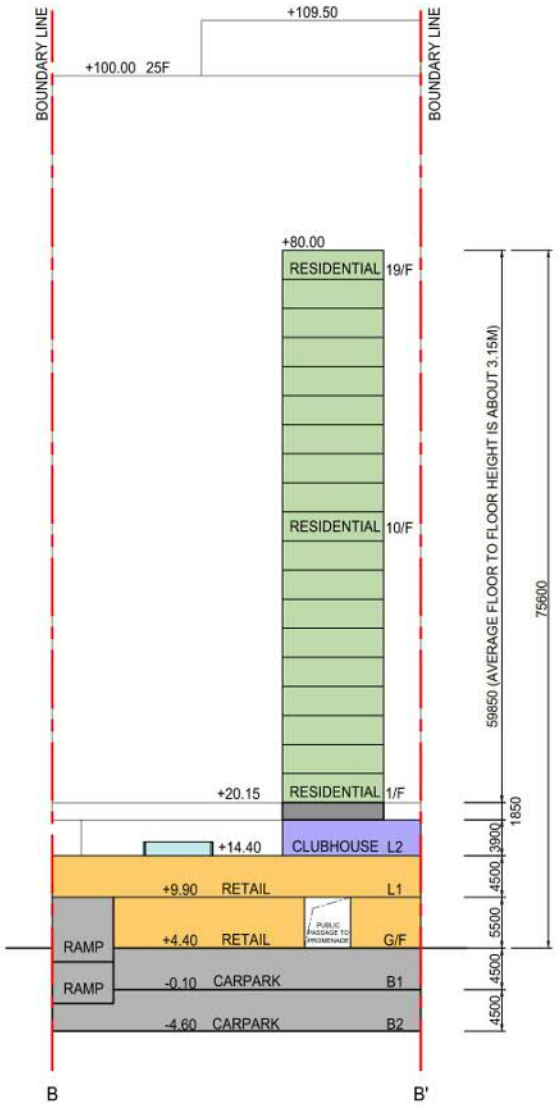


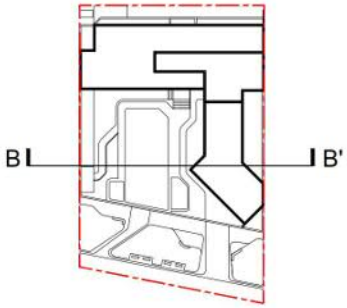
A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 7







A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 8

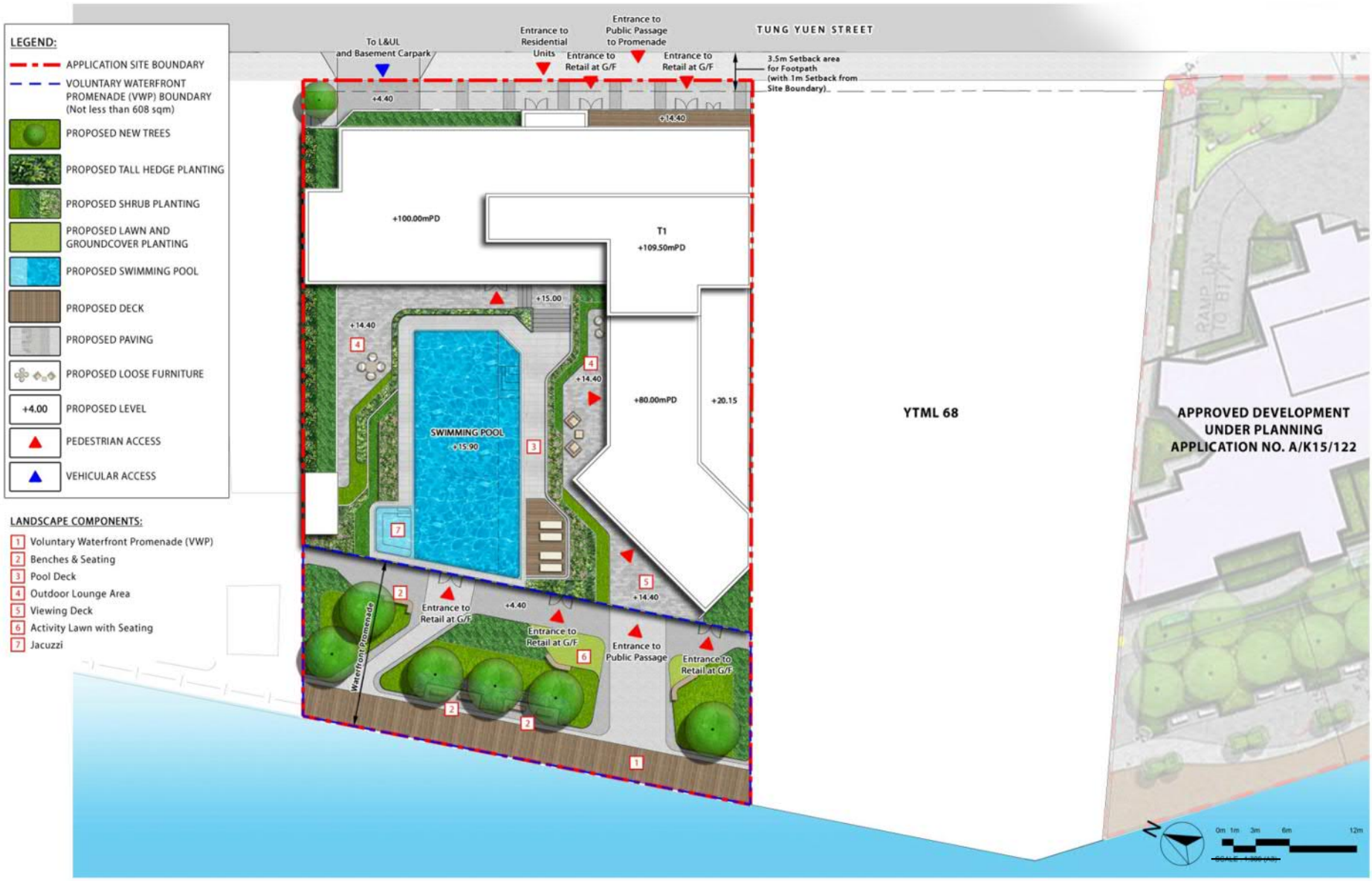


E-03 Illustration of Planning and Design Merits

Proposed Residential & Commercial Development at No. 4 Tung Yuen Street, Yau Tong YTML 70

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 9



Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01a

Date : APR 2025

(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT688,70_CRLand\Graphic Storage\05. Submission Drawing\2025-07-18 LMP\2023204-LMP-01a

（資料來源：由申請人提交）

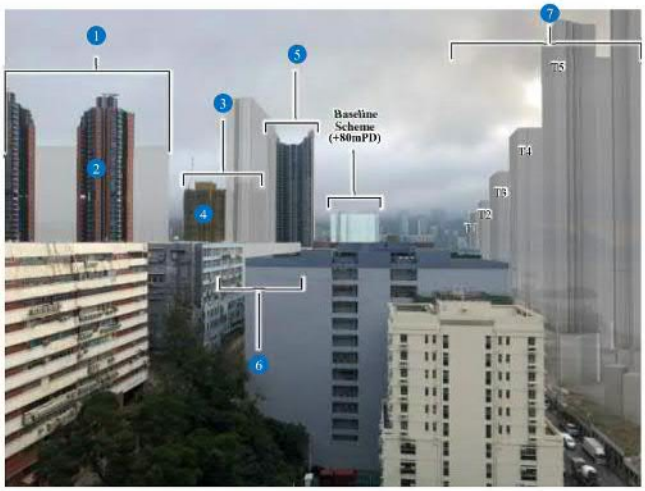
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 10

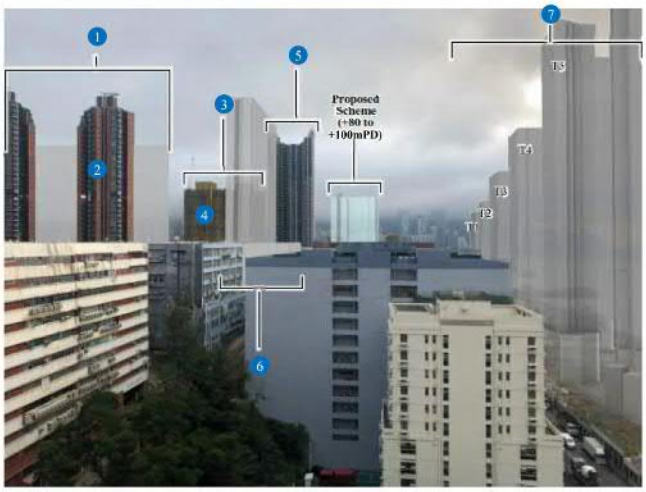
Existing Condition



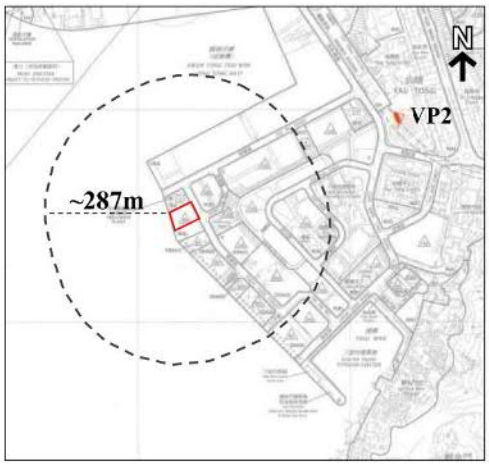
Baseline Scheme



Proposed Scheme



Key Plan



LEGEND

- Application Site
- Assessment Area
- Viewing Point

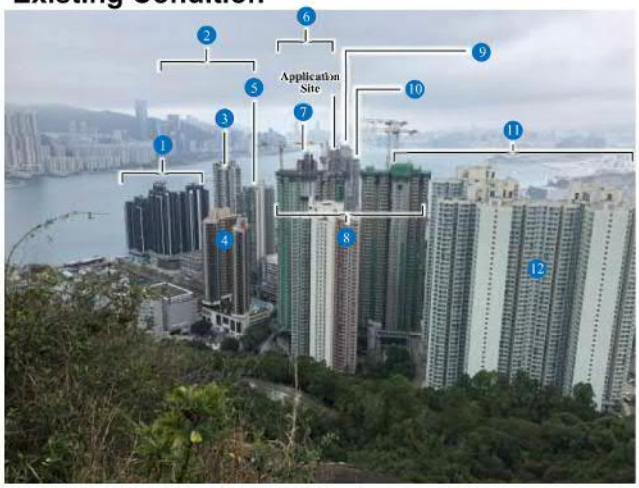
1. Approved Residential Development under Application No. A/K15/129 (+120mPD)
2. Maya (+140mPD)
3. Approved Comprehensive Residential Development under Application No. A/K15/122 (+100mPD)
4. Coast Line II (Under Construction) (+100mPD)
5. Peninsula East (+147mPD)
6. Approved Residential Development under Application No. A/K15/127 (+120mPD)
7. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 2 : The Rooftop Garden (the Outdoor Maze area) atop Domain Mall**
4	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

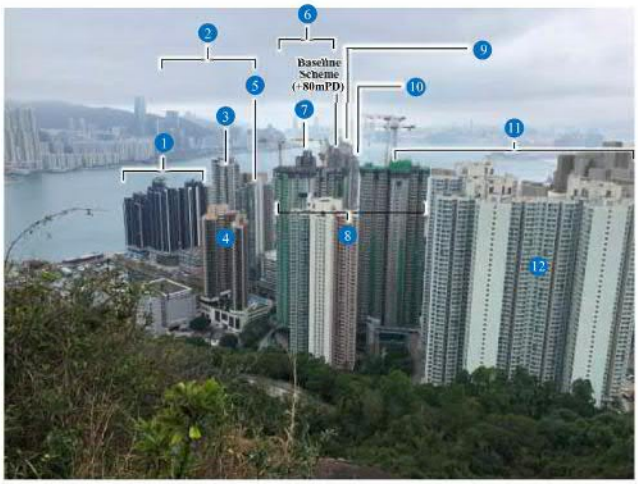
（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 11

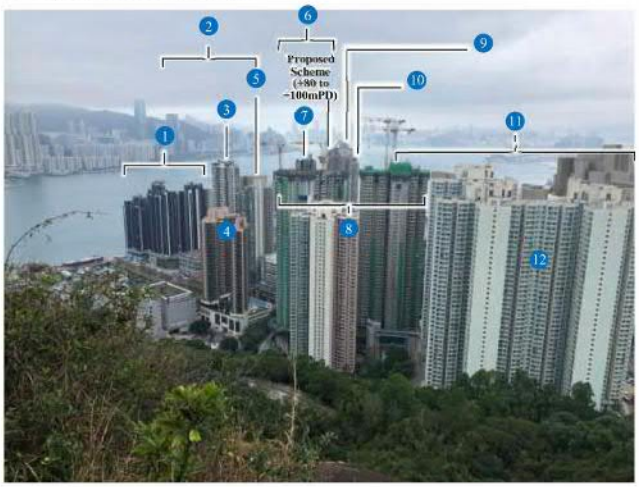
Existing Condition



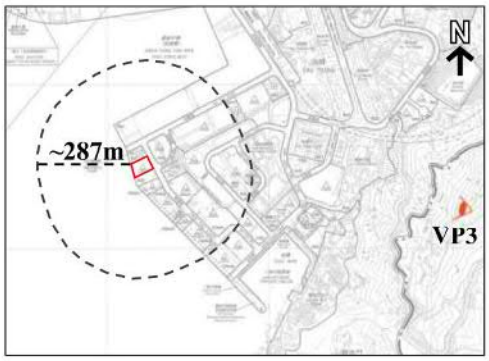
Baseline Scheme



Proposed Scheme



Key Plan



LEGEND

- Application Site
- Assessment Area
- Viewing Point

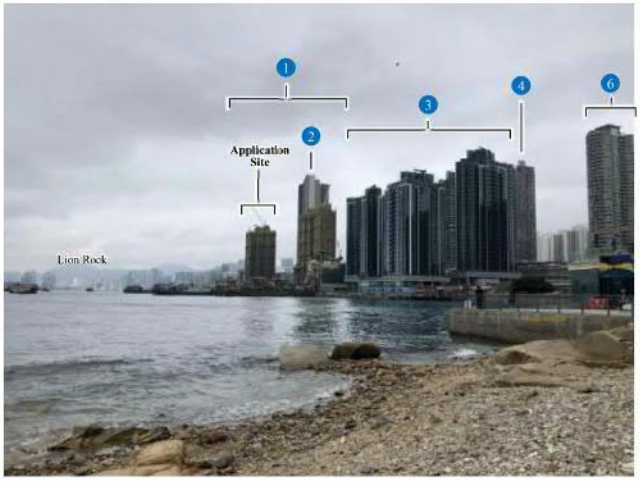
1. Montego Bay (+80mPD to +100mPD)
2. Approved Residential Developments under Applications No. A/K15/122, 121 and 126 (+80mPD to +100mPD)
3. Canaryside (+140mPD)
4. One East Coast (+100mPD)
5. Ocean One (+120mPD)
6. Approved Residential Development under Application No. A/K15/129 (+120mPD)
7. Maya (+140mPD)
8. Planned Lei Yue Mun Estate Phase 4 (+150mPD)
9. Peninsula East (+147mPD)
10. The Spectacle (+148mPD)
11. Approved YTB Comprehensive Development under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
12. Lei Yue Mun Estate Phase 1 to 3 (+126 to +151mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 3: Devil's Hill – Wilson Trail**
5	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

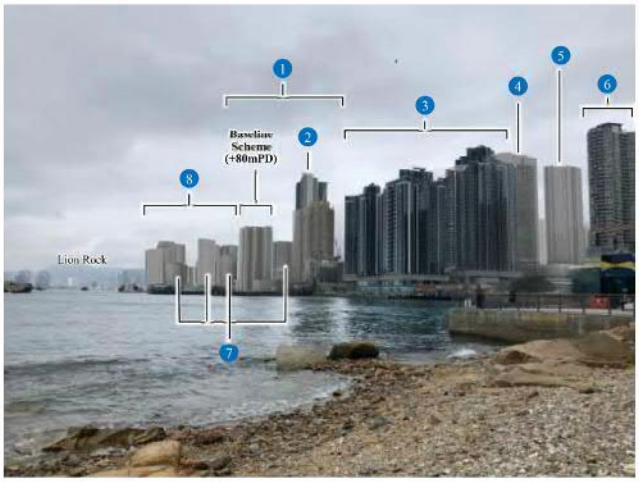
（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 12

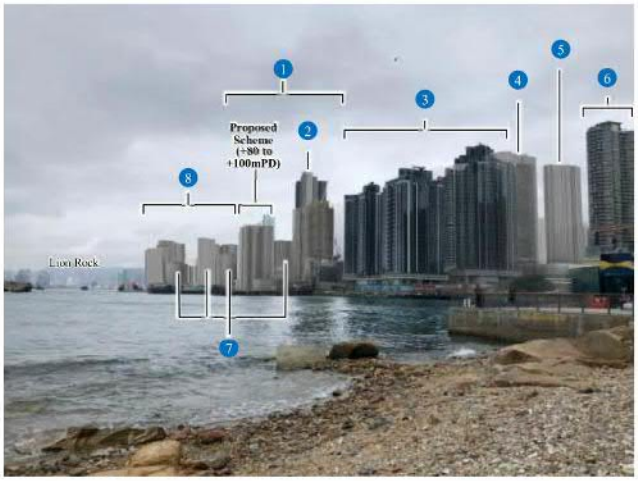
Existing Condition



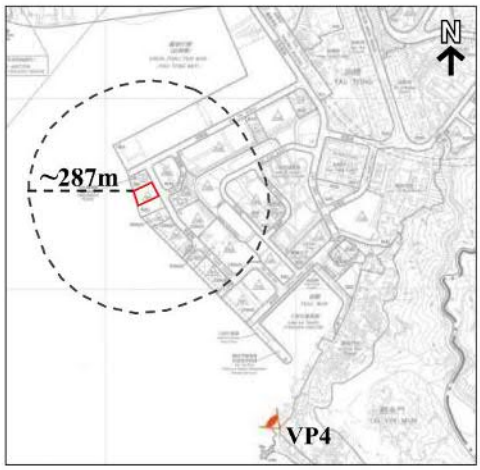
Baseline Scheme



Proposed Scheme



Key Plan



LEGEND

- Application Site
- Assessment Area
- Viewing Point

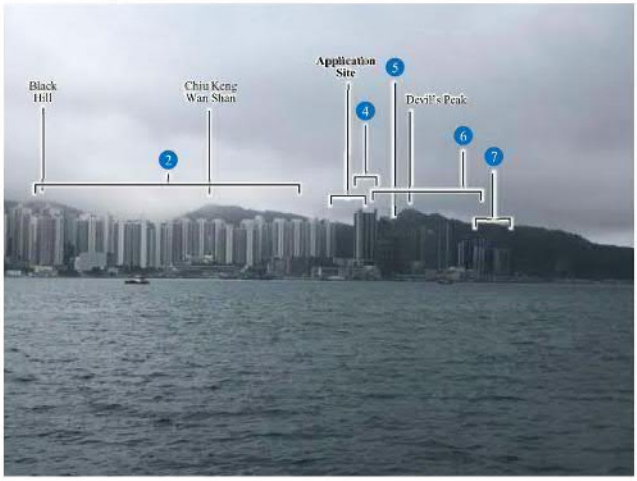
1. Planned Residential Developments under Approved Applications No. A/K15/122, 121 and 126 (+80mPD to +100mPD)
2. Peninsula East (+147mPD)
3. Montego Bay (+80mPD to +100mPD)
4. The Spectacle (+148mPD)
5. Approved Residential Development under Application No. A/K15/90 (+100mPD)
6. Canaryside (+140mPD)
7. Approved YTB Comprehensive Development under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
8. Planned CKLV Public Housing Development & Planned Ex-CKLKMS Public Housing Development (Phase 2) (+110 to +140mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 4: Lighthouse at Lei Yue Mun Rest Garden**
6	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

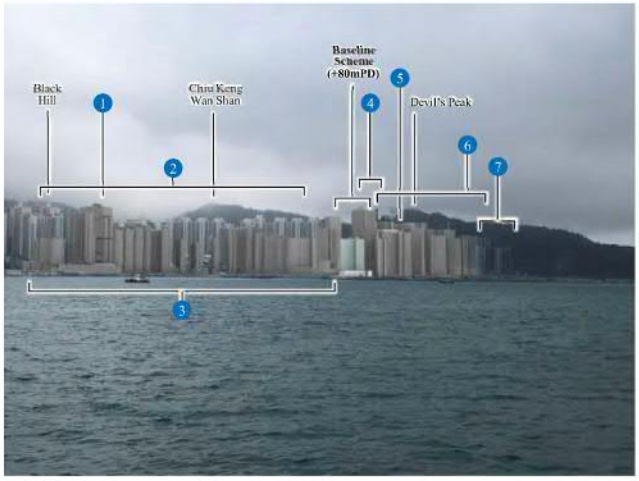
（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 13

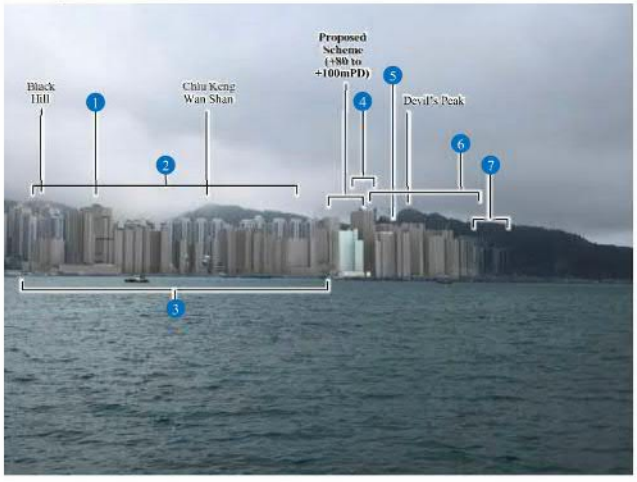
Existing Condition



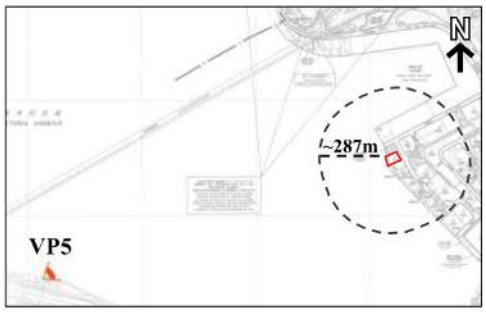
Baseline Scheme



Proposed Scheme



Key Plan



LEGEND

- Application Site
- Assessment Area
- Viewing Point

1. Indicative Commercial Tower under the Planning Application No. Y/K15/6 (+120mPD)
2. Yau Lai Estate, Yau Tong Estate and Yau Mei Court (+132 to +167mPD)
3. Approved Comprehensive Development at YTB under Applications No. A/K15/112 and 130 (+60.5 to 120mPD)
4. Peninsula East (+147mPD)
5. Approved Residential Developments under the Application No. A/K15/129 (+120mPD)
6. Approved No. A/K15/122, 121 and 126 (+80 to +100mPD) Residential Developments under the Applications
7. Montego Bay (+80 to +100mPD)

Figure No.	*Scale*	*Figure Title*	**Viewing Point 5: Quarry Bay Park**
7	-		
ARUP	*Date* June 2025	*Source*	Photomontage for illustrative purpose only

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 14

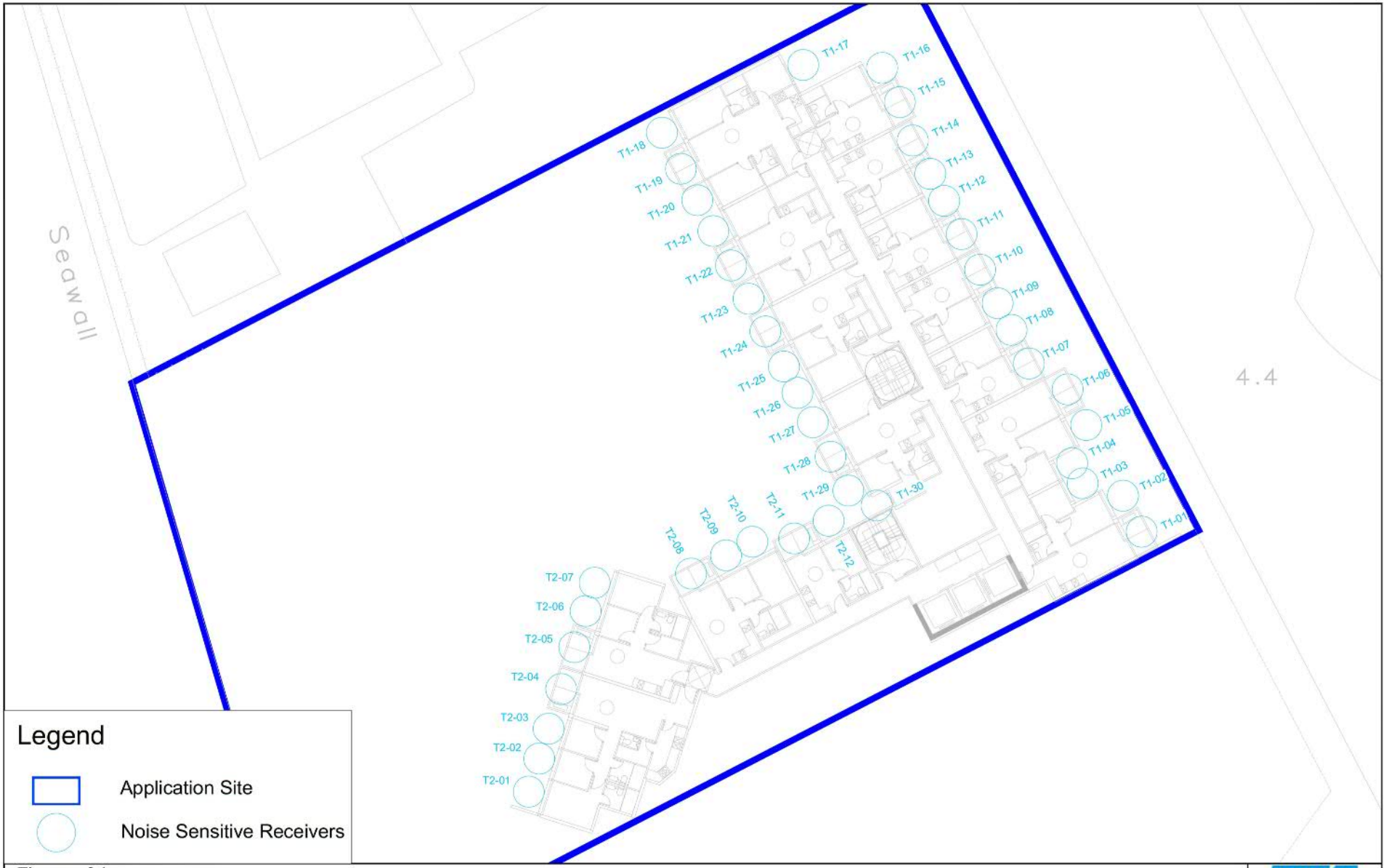
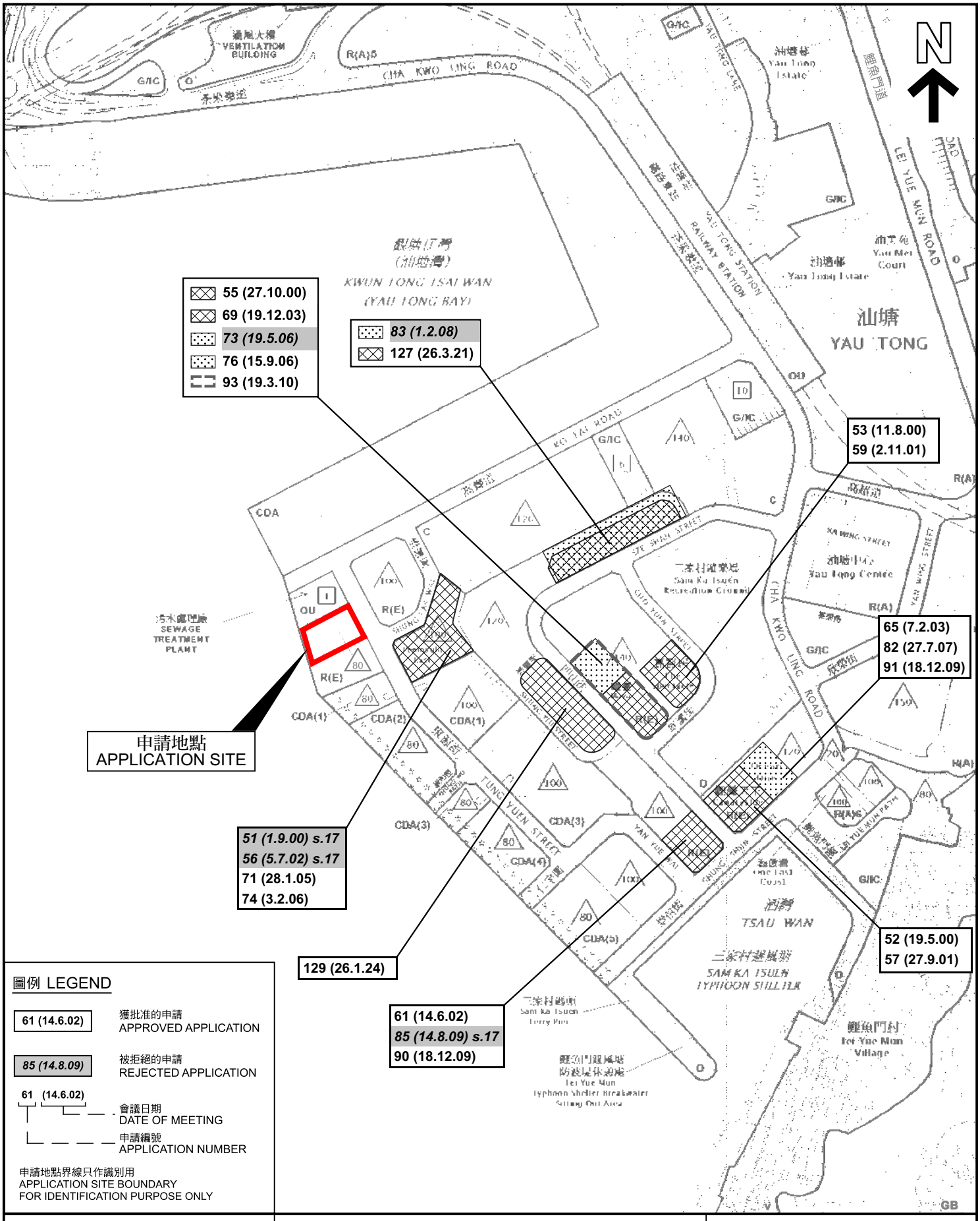


Figure: 3.1	RAMBOLL
Title: Location of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment	Drawn by: KK Checked by: TC
Project: Section 16 Application for Proposed Flats, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.1 Date: Apr 2025

（資料來源：由申請人提交）
(SOURCE : SUBMITTED BY THE APPLICANT)

參考編號 REFERENCE No.	繪圖 DRAWING
A/K15/132	A - 15



圖例 LEGEND

61 (14.6.02) 獲批准的申請 APPROVED APPLICATION

85 (14.8.09) 被拒絕的申請 REJECTED APPLICATION

61 (14.6.02) 會議日期 DATE OF MEETING / 申請編號 APPLICATION NUMBER

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2025年8月11日擬備，
所根據的資料為於2022年11月8日核准的
分區計劃大綱圖編號S/K15/27
EXTRACT PLAN PREPARED ON 11.8.2025
BASED ON OUTLINE ZONING PLAN No.
S/K15/27 APPROVED ON 8.11.2022

位置圖 LOCATION PLAN

擬議分層住宅和准許的商店及服務行業和食肆，
並略為放寬地積比率及建築物高度限制
九龍油塘東源街4號
PROPOSED FLAT AND PERMITTED SHOP AND SERVICES
AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO
AND BUILDING HEIGHT RESTRICTIONS
4 TUNG YUEN STREET, YAU TONG, KOWLOON

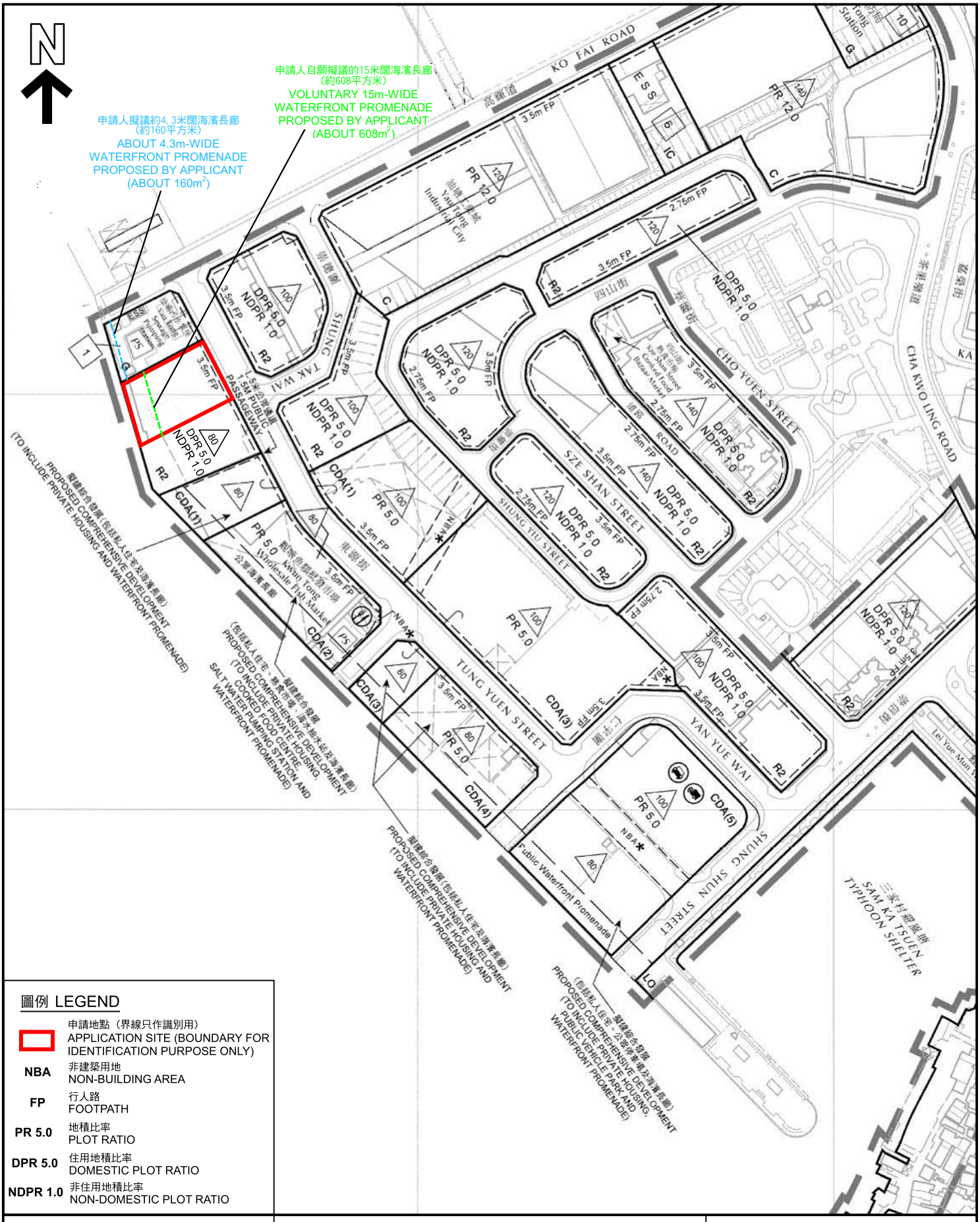
SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
A/K15/132

圖 PLAN
A - 1



圖例 LEGEND

	申請地點（界線只作識別用） APPLICATION SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
NBA	非建築用地 NON-BUILDING AREA
FP	行人路 FOOTPATH
PR 5.0	地積比率 PLOT RATIO
DPR 5.0	住用地積比率 DOMESTIC PLOT RATIO
NDPR 1.0	非住用地積比率 NON-DOMESTIC PLOT RATIO

本摘要圖於2025年8月11日擬備，
所根據的資料為發展大綱(部分)圖
編號D/K15C/1B-A

EXTRACT PLAN PREPARED ON 11.8.2025
BASED ON OUTLINE DEVELOPMENT (PART)
PLAN No. D/K15C/1B-A

位置圖 LOCATION PLAN

擬議分層住宅和准許的商店及服務行業和食肆，
並略為放寬地積比率及建築物高度限制
九龍油塘東源街4號
PROPOSED FLAT AND PERMITTED SHOP AND SERVICES
AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO
AND BUILDING HEIGHT RESTRICTIONS
4 TUNG YUEN STREET, YAU TONG, KOWLOON

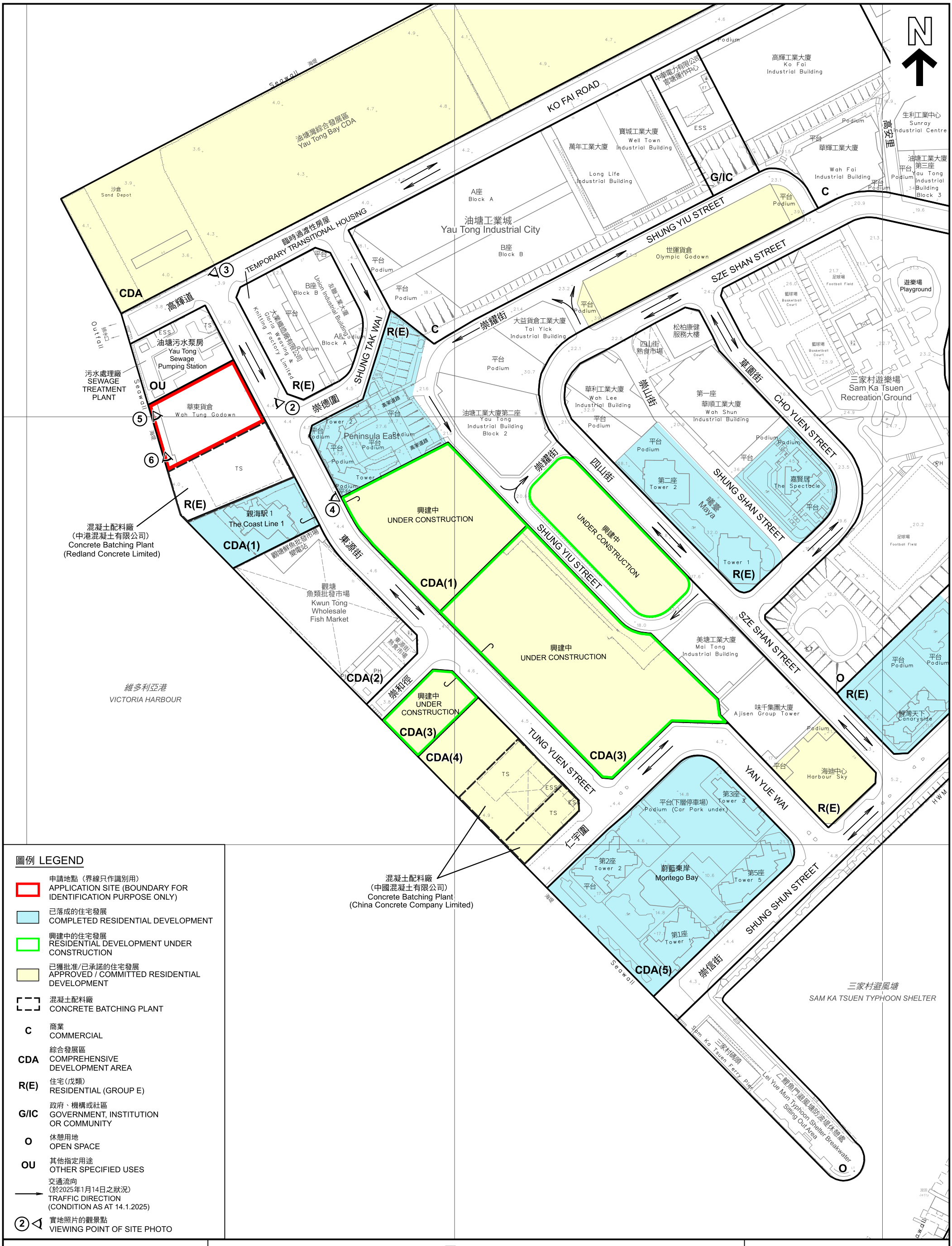
SCALE 1 : 3 000 比例尺

米 METRES 50 0 50 100 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
A/K15/132

圖 PLAN
A - 2



圖例 LEGEND

- 申請地點（界線只作識別用） APPLICATION SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
- 已落成的住宅發展 COMPLETED RESIDENTIAL DEVELOPMENT
- 興建中的住宅發展 RESIDENTIAL DEVELOPMENT UNDER CONSTRUCTION
- 已獲批准/已承諾的住宅發展 APPROVED / COMMITTED RESIDENTIAL DEVELOPMENT
- 混凝土配料廠 CONCRETE BATCHING PLANT
- C 商業 COMMERCIAL
- CDA 綜合發展區 COMPREHENSIVE DEVELOPMENT AREA
- R(E) 住宅(戊類) RESIDENTIAL (GROUP E)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- 交通流向 (於2025年1月14日之狀況) TRAFFIC DIRECTION (CONDITION AS AT 14.1.2025)
- ② 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

本摘要圖於2025年8月11日擬備，
所根據的資料為測量圖編號
11-SE-4A及C和11-SE-9A
EXTRACT PLAN PREPARED ON 11.8.2025
BASED ON SURVEY SHEETS No.
11-SE-4A&C AND 11-SE-9A

平面圖 SITE PLAN

擬議分層住宅和准許的商店及服務行業和食肆，並略為放寬地積比率及建築物高度限制
九龍油塘東源街4號
PROPOSED FLAT AND PERMITTED SHOP AND SERVICES AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
4 TUNG YUEN STREET, YAU TONG, KOWLOON

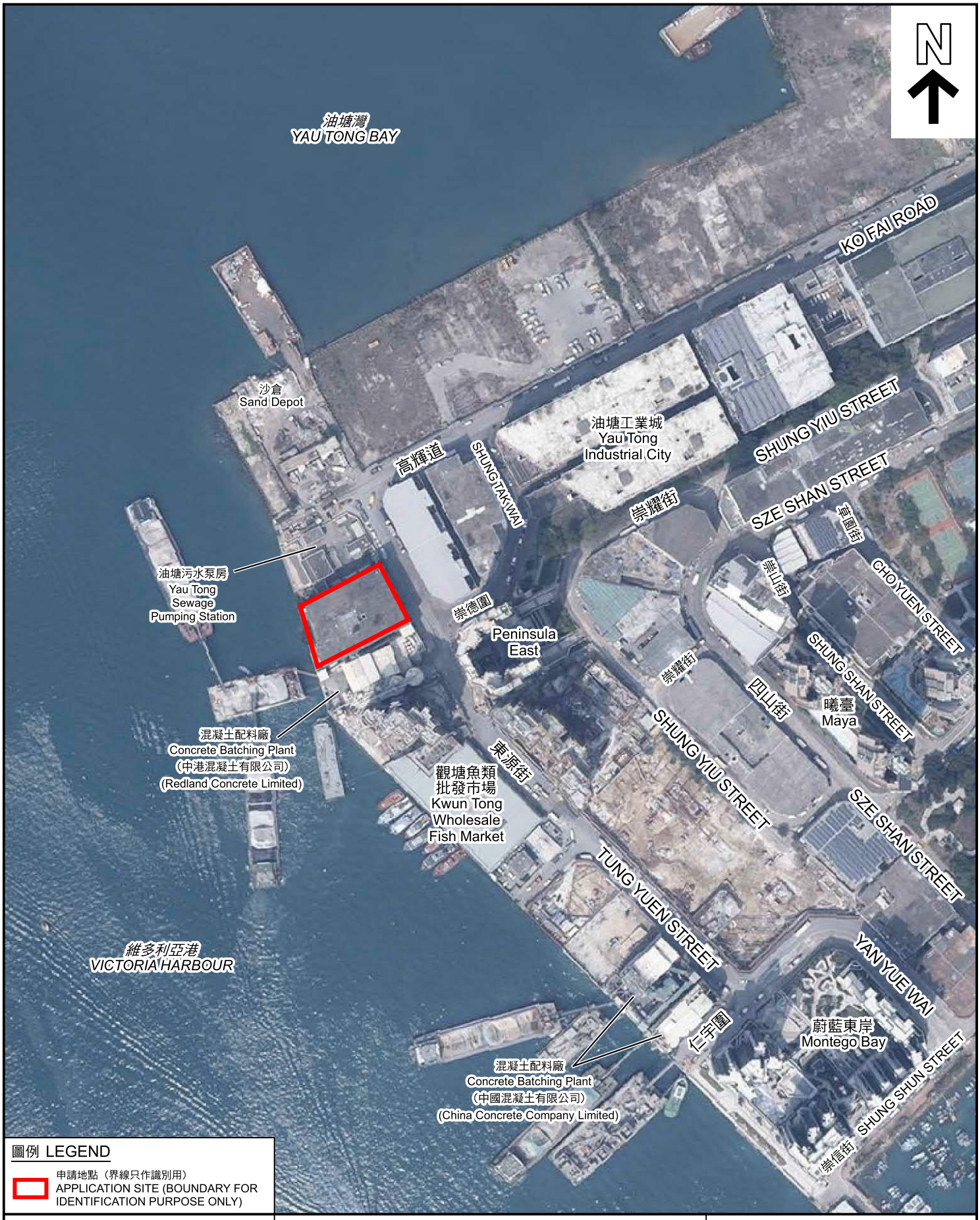
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 120 160 米 METRES

規劃署 PLANNING DEPARTMENT

參考編號 REFERENCE No. A/K15/132

圖 PLAN A - 3



圖例 LEGEND

申請地點（界線只作識別用）
APPLICATION SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本摘要圖於2025年8月11日擬備，
所根據的資料為地政總署於2024年3月8日
拍得的航攝照片編號E218679C
EXTRACT PLAN PREPARED ON 11.8.2025
BASED ON AERIAL PHOTO No.
E218679C TAKEN ON 8.3.2024 BY
LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

擬議分層住宅和准許的商店及服務行業和食肆，
並略為放寬地積比率及建築物高度限制
九龍油塘東源街4號
PROPOSED FLAT AND PERMITTED SHOP AND SERVICES
AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO
AND BUILDING HEIGHT RESTRICTIONS
4 TUNG YUEN STREET, YAU TONG, KOWLOON

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
A/K15/132

圖 PLAN
A - 4



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2025年8月11日擬備，所根據的
資料為攝於2024年11月27日的實地照片
PLAN PREPARED ON 11.8.2025
BASE ON SITE PHOTO
TAKEN ON 27.11.2024

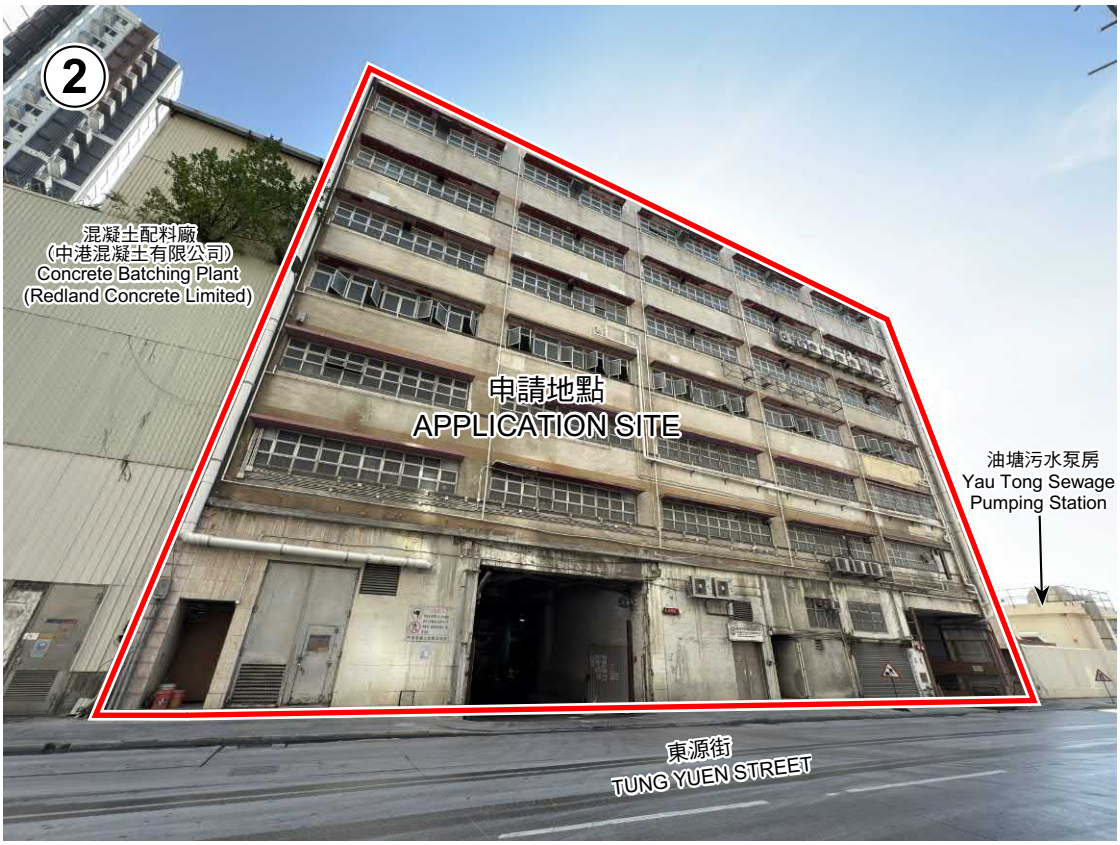
實地照片 SITE PHOTO

擬議分層住宅和准許的商店及服務行業和食肆，並略為放寬地積比率及建築物高度限制
九龍油塘東源街4號
PROPOSED FLAT AND PERMITTED SHOP AND SERVICES AND EATING PLACE
WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
4 TUNG YUEN STREET, YAU TONG, KOWLOON

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
A/K15/132

圖 PLAN
A - 5





界線只作識別用
BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

本圖於2025年8月11日擬備，所根據的資料
為攝於2025年7月4日的實地照片
PLAN PREPARED ON 11.8.2025
BASE ON SITE PHOTOS
TAKEN ON 4.7.2025

實地照片 SITE PHOTOS

擬議分層住宅和准許的商店及服務行業和食肆，
並略為放寬地積比率及建築物高度限制
九龍油塘東源街4號
PROPOSED FLAT AND PERMITTED SHOP AND SERVICES
AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO
AND BUILDING HEIGHT RESTRICTIONS
4 TUNG YUEN STREET, YAU TONG, KOWLOON

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
A/K15/132

圖 PLAN
A - 6







界線只作識別用
BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

本圖於2025年8月11日擬備，所根據的資料
為攝於2025年7月4日的實地照片
PLAN PREPARED ON 11.8.2025
BASE ON SITE PHOTOS
TAKEN ON 4.7.2025

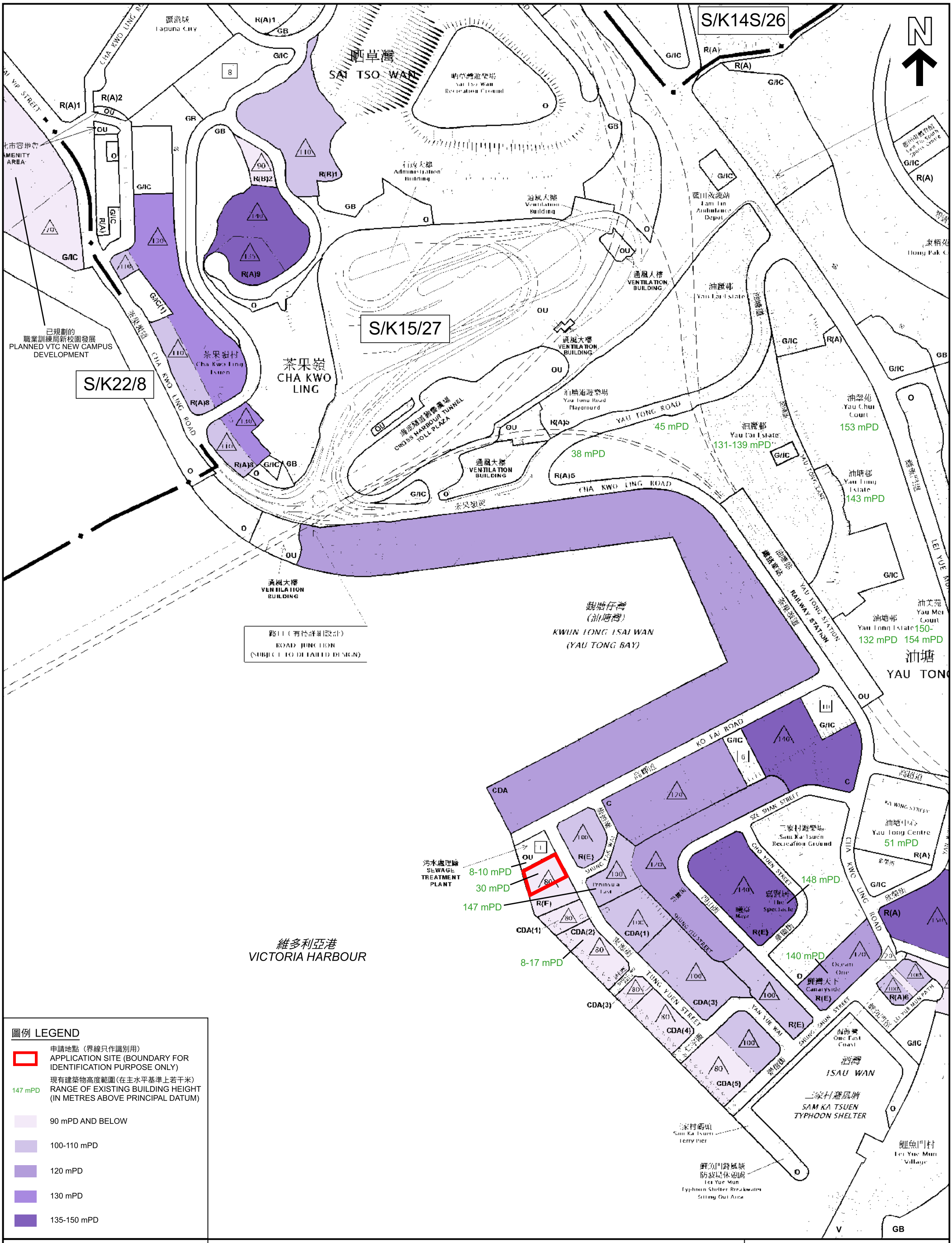
實地照片 SITE PHOTOS

擬議分層住宅和准許的商店及服務行業和食肆，
並略為放寬地積比率及建築物高度限制
九龍油塘東源街4號
PROPOSED FLAT AND PERMITTED SHOP AND SERVICES
AND EATING PLACE WITH MINOR RELAXATION OF PLOT RATIO
AND BUILDING HEIGHT RESTRICTIONS
4 TUNG YUEN STREET, YAU TONG, KOWLOON

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
A/K15/132

圖 PLAN
A - 7



圖例 LEGEND

- 申請地點（界線只作識別用） APPLICATION SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
- 147 mPD — 現有建築物高度範圍(在主水平基準上若干米) RANGE OF EXISTING BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 90 mPD AND BELOW
- 100-110 mPD
- 120 mPD
- 130 mPD
- 135-150 mPD

本摘要圖於2025年8月11日擬備，所根據的資料為:
於2024年7月16日核准的分區計劃大綱圖編號S/K14S/26、
於2022年11月8日核准的分區計劃大綱圖編號S/K15/27和
於2022年10月18日核准的分區計劃大綱圖編號S/K22/8
EXTRACT PLAN PREPARED ON 11.8.2025
BASED ON OUTLINE ZONING PLANS No.
S/K14S/26 APPROVED ON 16.7.2024,
S/K15/27 APPROVED ON 8.11.2022 AND
S/K22/8 APPROVED ON 18.10.2022

位置圖 LOCATION PLAN

擬議分層住宅和准許的商店及服務行業和食肆，並略為放寬地積比率及建築物高度限制
九龍油塘東源街4號
PROPOSED FLAT AND PERMITTED SHOP AND SERVICES AND EATING PLACE
WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS
4 TUNG YUEN STREET, YAU TONG, KOWLOON

SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 300 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
A/K15/132

圖 PLAN
A - 8

TOWN PLANNING BOARD

Minutes of 771st Meeting of the Metro Planning Committee held at 9:00 a.m. on 15.8.2025

Present

Director of Planning — Chairperson
Mr C.K. Yip

Professor Jonathan W.C. Wong

Mr Ricky W.Y. Yu

Professor Roger C.K. Chan

Professor Bernadette W.S. Tsui

Dr Tony C.M. Ip

Professor Simon K.L. Wong

Mr Derrick S.M. Yip

Assistant Commissioner/Urban,
Transport Department
Mr B.K. Chow

Chief Engineer (Works),
Home Affairs Department
Mr Bond C.P. Chow

Principal Environmental Protection Officer (Territory South),
Environmental Protection Department
Mr Alex H.K. Tang

Assistant Director/Regional 1,
Lands Department
Ms Catherine W.S. Pang

Deputy Director of Planning/District — Secretary
Ms Donna Y.P. Tam

Absent with Apologies

Ms Sandy H.Y. Wong — Vice-chairperson

Mr Stanley T.S. Choi

Mr Ben S.S. Lui

Ms Kelly Y.S. Chan

In Attendance

Assistant Director of Planning/Board
Ms Caroline T.Y. Tang

Chief Town Planner/Town Planning Board
Ms Katy C.W. Fung

Town Planner/Town Planning Board
Ms Ophelia C.M. Wong

~~26. Members noted that as a general practice, the Secretariat of the Board would~~ undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Ordinance. ~~Any~~ major revisions would be submitted for the Board's consideration.

~~[The Chairperson thanked PlanD's representatives for attending the meeting. Mr Patrick W.Y. Wong and Ms Grace Y.M. Cheung left the meeting at this point.]~~

Agenda Item 7

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/K15/132 Proposed Flat and Permitted Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone, 4 Tung Yuen Street, Yau Tong, Kowloon (MPC Paper No. A/K15/132B)

27. The Secretary reported that the application site (the Site) was located in Yau Tong with Arup Hong Kong Limited (Arup) and P&T Architects Ltd (P&T) as two of the consultants of the applicants. The following Members had declared interests on the item:

Professor Simon K.L. Wong	-	his company owning properties in Yau Tong;
Dr Tony C.M. Ip	-	his company having current business dealing with P&T and having past business dealings with Arup; and
Mr Ricky W.Y. Yu	-	his company was planning and building a transitional housing in close proximity to the Site.

28. As the properties owned by the company of Professor Simon K.L. Wong had no direct view of the Site and Dr Tony C.M. Ip had no involvement in the application, the

Committee agreed that they could stay in the meeting. As the interest of Mr Ricky W.Y. Yu was considered direct, the Committee agreed that he should be invited to leave the meeting temporarily for the item.

[Mr Ricky W.Y. Yu left the meeting at this point.]

Presentation and Question Sessions

29. With the aid of a PowerPoint presentation, Mr Kenneth P.C. Wong, TP/K, briefed Members on the background of the application, the proposed development, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department (PlanD) had no objection to the application.

Transformation of Yau Tong Industrial Area (YTIA)

30. Two Members raised the following questions:

(a) noting that YTIA was under transformation to residential use and the Site was sandwiched between Yau Tong Sewage Pumping Station (YTSPS) and a concrete batching plant (the CBP), whether there was any relocation/redevelopment programme for the two facilities and whether comprehensive planning for the three lots was possible;

(b) the Government's role in the transformation of YTIA; and

(c) whether there was any redevelopment plan for Kwun Tong Wholesale Fish Market.

31. In response, Ms Florence Y.S. Lee, STP/K, with the aid of some PowerPoint slides, made the following main points:

(a) there was no relocation/redevelopment plan for YTSPS and the CBP. There were three CBPs in YTIA. The one located to the immediate south of the Site was in operation while the other two CBPs located to the further south

of the Site at 20 and 22 Tung Yuen Street, which were the subjects of complaints, ceased operation in April 2025 as advised by the Environmental Protection Department (EPD). YTIA was previously zoned "Industrial" ("I") and subsequently rezoned to "Comprehensive Development Area" ("CDA") and "Residential (Group E)" ("R(E)") in 1998 and 1999 to facilitate transformation of the area. The Site was zoned "R(E)" and the planning intention was to phase out existing industrial uses through redevelopment (or conversion) for residential use. Since the rezoning, a number of sites in YTIA had gradually been redeveloped for residential use. Such transformation had provided incentives for land owners of the remaining industrial uses, including the sites occupied by CBPs in YTIA, to redevelop;

(b) there was a clear intention of the Government to transform YTIA to a residential area. The zonings of YTIA had been amended as mentioned in paragraph 31(a) above and since the Outline Zoning Plan (OZP) amendments, the area had been undergoing gradual transformation. Besides, it was the Government's intention to have a waterfront promenade in YTIA and Yau Tong Bay, which was located to the north of YTIA. Planning briefs had been prepared for the "CDA" zones of YTIA and Yau Tong Bay to guide their development/redevelopment, and the planning briefs and the OZP had stipulated the requirement for the provision of public waterfront promenade not less than 15m wide in the "CDA" sites in YTIA and Yau Tong Bay. The planning intention had been progressively realised including the completion of the residential developments of Montego Bay in the "CDA(5)" zone and The Coast Line 1 in the waterfront portion of the "CDA(1)" zone with the provision of public waterfront promenade. The residential developments in the inland portion of the "CDA(1)" zone and the "CDA(3)" zone were under construction, and planning approval had been granted for residential development in the "CDA(4)" zone; and

(c) there was no redevelopment programme for Kwun Tong Wholesale Fish Market at the site zoned "CDA(2)".

32. A Member opined that the Government could take a proactive role in the YTIA

transformation such as taking the initiative to liaise with the land owner of the CBP site on its relocation and future redevelopment. The Chairperson said that from planning perspective, the rezoning of YTIA from "I" to "R(E)" and "CDA" provided incentive to land owners for redevelopment, thereby facilitating the transformation of YTIA to a residential area. As most of the sites in YTIA were privately owned, future development/redevelopment was subject to the commercial decision of land owners. That said, the Chairperson acknowledged the Member's suggestion that the Government could take a more proactive approach in negotiating with the land owner of the adjoining CBP site for its relocation and the possibility of integrated development of the CBP site and the Site for better layout design. The operation of the adjoining CBP complied with the licence requirements issued by EPD and it supported the construction industry and development projects, and hence its relocation involved policy considerations.

Residential Developments in the Vicinity

33. Noting that there was a residential development (i.e. The Coast Line 1) at the "CDA(1)" zone to the further south of the Site with a similar site configuration with narrow sea frontage, a Member enquired about its development parameters. In response, Ms Florence Y.S. Lee, STP/K, with the aid of a PowerPoint slide, said that the development at the site zoned "CDA(1)" comprised the inland portion (with a building height (BH) restriction of 100mPD) and the waterfront portion (with a BH restriction of 80mPD) separated by Tung Yuen Street and it was covered by the planning approval under application No. A/K15/122 for comprehensive residential development with the provision of public waterfront promenade. The site condition of the waterfront portion was similar to that of the Site as it was sandwiched between the CBP and Kwun Tong Wholesale Fish Market. Technical assessments were conducted and various mitigation measures were proposed to address the possible air quality and noise impacts. The whole "CDA(1)" site (inland and waterfront portions) had a site area of 7,773m^2, providing about 900 flats. The development in the waterfront portion was completed, which had a site area of 2,108m^2, providing about 230 flats. In response to the follow-up enquiry from a Member and the Chairperson, Ms Florence Y.S. Lee said that the overall plot ratio (PR) of the developments in the "CDA(1) zone as well as those for its inland and waterfront portions were both 5.

Building Layout

34. As regards the building layout, a Member raised the following questions:

(a) while there was setback at its east along Tung Yuen Street and provision of a waterfront promenade at its west fronting the harbour, the proposed residential tower with BH relaxed to 100mPD appeared bulky particularly as there was no setback from the southern and northern boundaries of the Site, whether it would result in wall effect;

(b) how to avoid the future development in the adjoining CBP site adopting a similar layout that would intensify the wall effect; and

(c) whether the proposed scheme complied with the Sustainable Building Design Guidelines (SBDG) (i.e. under the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152).

35. In response, Ms Florence Y.S. Lee, STP/K, with the aid of some PowerPoint slides, made the following main points:

(a) in view of various site constraints in relation to the Site, including its close proximity to YTSPS and the CBP, an elongated site configuration with narrow sea frontage of 40m and a depth of 60m, and a relatively small site area of 2,419m^2, appropriate mitigation measures had been incorporated in the proposed scheme to address the industrial/residential (I/R) interface. These included a single-aspect building design on the side facing the CBP and an L-shape building block with openable windows for sensitive uses facing Tung Yuen Street and the waterfront, positioned at a distance from YTSPS. The applicants had conducted an Environmental Assessment, which demonstrated that there would be no insurmountable environmental problems with the proposed mitigation measures. The Director of Environmental Protection had no objection to the application, and approval conditions on environmental aspect had been suggested. Regarding air

ventilation, the applicants had also conducted an Air Ventilation Assessment (AVA). Compared with the baseline scheme (i.e. the existing 7-storey industrial building), the wind permeability was improved at Ko Fai Road and Tung Yuen Street in the proposed scheme. Although there were some variations in wind permeability performance at different locations when comparing the baseline scheme with the proposed scheme, the AVA concluded that the proposed development would unlikely induce significant adverse air ventilation impact on the surrounding pedestrian environment. With the provision of a 15m-wide waterfront promenade, which accounted for one-fourth of the site area (608m^2), together with the elongated site configuration, the applicants also applied for minor relaxation of the BH restriction, among others. In the proposed scheme, only the portion of the residential tower abutting Tung Yuen Street had a BH of 100mPD while the portion near the proposed waterfront promenade maintained a BH of 80mPD as permitted under the OZP;

(b) as the adjoining CBP site was zoned "R(E)" and 'flat' was a Column 2 use, submission of a section 16 application for residential development for consideration by the Town Planning Board (the Board) was required, and the Board would consider the proposal, including the design, when considering the application; and

(c) according to the applicants, the proposed residential development at the Site complied with SBDG. Under SBDG, building sites proposed with building(s) having a continuous projected facade length of 60m or above should comply with the building separation requirements.

36. Noting Members' concerns on wall effect of the proposed development, the Chairperson remarked that while the Site was subject to site constraints, including the shape and size of the Site and the I/R interface with neighbouring land uses that needed to be addressed, the applicants proposed further setback along Tung Yuen Street in addition to the setback required under the draft Cha Kwo Ling, Yau Tong and Lei Yue Mun Outline Development Plan (ODP) and a voluntary 15m-wide waterfront promenade for public enjoyment that was not required under the OZP. Given these considerations, area available

for developing the residential tower was limited. Taking The Coast Line 1 as an example, while the residential block was set at an angle to create a slanted form facing the sea, the building block occupied the whole width of the site. As for another residential development, namely The Montego Bay, located further south in "CDA(5)" zone, since it had a wider sea frontage with a comparatively larger site area, a building design with larger building separation could be achieved. Each site had its unique site conditions and constraints, and different design measures would be adopted to address the issues.

Waterfront Promenade

37. In response to a Member's enquiry, Ms Florence Y.S. Lee, STP/K, said that unlike the "CDA(1)" to "CDA(5)" zones in YTIA that the OZP and planning brief had specified the requirement for provision of a public waterfront promenade not less than 15m-wide, there was no such requirement for the "R(E)" zone in the area. The applicants voluntarily proposed a 15m-wide waterfront promenade open for public use 24 hours a day within the Site, and would take up the management and maintenance of the waterfront promenade.

38. Another Member further enquired about the planning and provision of waterfront promenade in the area. In response, Ms Florence Y.S. Lee, STP/K, with the aid of some PowerPoint slides, said that there were requirements under the OZP and planning briefs for the "CDA(1)" to "CDA(5)" zones in YTIA and the "CDA" zone in Yau Tong Bay to provide a public waterfront promenade not less than 15m in width. The applicants, apart from providing the 15m-wide waterfront promenade for public enjoyment at all times, proposed an at-grade 5m-wide covered pedestrian passageway within the Site connecting Tung Yuen Street and the waterfront, and undertook to design and construct a 4.3m-wide waterfront promenade at the adjoining YTSPS site. The said works would effectuate a continuous waterfront promenade from YTIA to Yau Tong Bay (except the adjoining site occupied by the CBP for the time being), achieving a seamless connection to the waterfront promenade in Kowloon East and enhancing the connectivity to the waterfront from inland, thereby bringing public benefits.

Public Comment on Government, Institution and Community (GIC) Facilities

39. A Member enquired about details of a public comment regarding the provision of GIC facilities. In response, Ms Florence Y.S. Lee, STP/K, said that while the provision of

open space and major GIC facilities in Kwun Tong District was generally adequate, there were shortfalls in some social welfare facilities. That said, as the population increase arising from the current application was estimated at about 855 persons (with 342 flats), the impact on GIC provision was expected to be minimal.

Deliberation Session

40. The Chairperson recapitulated that the Site was subject to various constraints. The applicants had conducted technical assessments on such aspects as environmental, visual, air ventilation, traffic, etc. to demonstrate the feasibility of the proposed residential development with minor relaxation of domestic PR (from 5 to 6) and BH (from 80mPD to 100mPD) restrictions. Relevant government bureaux/departments had no objection to or no adverse comment on the application. To support the application, the applicants proposed various design measures including provision of further setback from Tung Yuen Street, a 15m-wide public waterfront promenade within the Site and a 4.3m-wide waterfront promenade on the adjoining YTSPS site, which were not required under the OZP/ODP, as planning gains. The Site was located at the waterfront, and there might be scope to reduce the building mass and refine the building layout to minimise the wall effect as raised by Members. Members were invited to express views on the application.

Justifications for Minor Relaxation

41. A Member, whilst appreciating the voluntary provision of a 15m-wide waterfront promenade by the applicants, enquired whether the extent of the relaxation of PR and BH restrictions could be considered minor. In response, the Chairperson said that there were no hard and fast rules for what constituted minor, which should be assessed based on the facts and degree of relaxation sought for each case, and each case should be considered on its individual merits. For instance, a number of planning applications for minor relaxation of PR restriction for 20% under the Government's policy on revitalising industrial buildings were approved in Kwun Tong and Kowloon Bay. Members could consider a host of factors including the justifications, technical feasibility and planning merits provided by the applicants when considering the application.

42. As a related issue, the same Member enquired whether the justifications that the

application was in line with the Government's policies on optimisation of flat supply and enhancement of living space as set out in paragraph 2 of the Paper was sufficient to support the increase in BH and PR. The Chairperson said that the justifications were provided by the applicants, and the Committee could assess whether the justifications could support the application. For the current application, due consideration could be given to whether the proposed increase in BH and PR could be justified by the planning gains.

I/R Interface

43. In response to a Member's enquiry on the planning permission sought, the Chairperson clarified that the Site was zoned "R(E)", which was primarily intended for the phasing out of existing industrial uses through redevelopment for residential use. 'Flat' was a Column 2 use, and hence planning permission from the Board was required even without applying for minor relaxation of PR/BH restriction. For applications concerning "R(E)" zones, the applicants should demonstrate that the possible I/R issue could be addressed. For the current application, the applicants proposed to place non-inhabitant uses facing the CBP and EPD had no objection to the application. The Member doubted whether the proposed scheme could adequately address the potential I/R issue, particularly as the portion of the residential tower along the southern boundary adjoining the CBP occupied a full width up to the proposed waterfront promenade, leaving no separation between the proposed residential tower and the adjoining CBP site. On this point, at the invitation of the Chairperson, Mr Alex H.K. Tang, Principal Environmental Protection Officer (Territory South), EPD, said that the proposed single-aspect building design at the side facing the CBP was a more effective way to address the I/R interface than setting back the building of the Site from the CBP.

Minor Relaxation of PR and BH Restrictions and Planning Gains

44. Whilst Members generally acknowledged and appreciated the applicants' efforts in providing a public waterfront promenade within the Site and the adjoining YTSPS as planning gains, there were concerns on the building layout and the building mass of the proposed scheme. In particular, two Members expressed reservation on the application and made the following main points:

(a) the building layout of the proposed scheme without separation from the

adjoining CBP site might have adverse impact on the microclimate of the area, particularly if the redevelopment of the adjoining CBP site adopted a similar building layout. Besides, there was no similar approved application for minor relaxation of both PR and BH restrictions within the "R(E)" zone in YTIA. Approval of the current application might set a precedent for similar application(s) with a similar building design;

(b) while having no strong view on the proposed BH, the building mass appeared bulky. The applicants should review and explore the possibility to reduce the building mass, so that a wider separation between the proposed residential tower and the adjoining CBP could be achieved;

(c) there was concern on whether the proposed scheme complied with SBDG, in particular noting no separation between the proposed residential tower at the Site and the adjoining CBP site; and

(d) while relevant technical assessments submitted by the applicants demonstrated that the proposed scheme would not cause adverse technical impacts, the absence of separation/setback from the adjoining CBP site might create wall effect. Approval of the current application might set a precedent to similar application(s) which would not be beneficial to the living environment of the district. The Committee should request the applicants to revise the building layout, as appropriate, to minimise the wall effect for the Committee's further consideration.

Conclusion and Decision

45. While acknowledging the applicants' efforts in providing the public waterfront promenade within the Site and the adjoining YTSPS site to enhance the waterfront promenade connectivity in the Yau Tong area, the Chairperson noted Members' concerns regarding the building layout and the building mass of the proposed scheme, and whether the proposed scheme complied with SBDG. In that regard, the Chairperson said that the Committee might consider deferring a decision on the application pending the applicants' submission of supplementary information to address Members' concerns as stated above.

46. After deliberation, the Committee decided to defer a decision on the application for 2 months pending the submission of further information from the applicants, including (i) a review of the building layout to provide setback from the southern boundary of the application site to minimise the wall effect; (ii) a review of the building design to reduce the building mass; and (iii) demonstration of compliance of the proposed scheme with the Sustainable Building Design Guidelines, for further consideration by the Committee.

[The Chairperson thanked PlanD's representatives for attending the meeting. They left the meeting at this point.]

~~**Agenda Item 9**~~

Any Other Business

[Open Meeting]

~~47. There being no other business, the meeting was closed at 11:00 a.m.~~

城 市 規 劃 委 員 會
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北角政府合署十五樓

TOWN PLANNING BOARD
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電 話 Tel: 2231 4810
來函檔號 Your Reference:

覆函請註明本會檔號
In reply please quote this ref.: TPB/A/K15/132

By Post & Fax (2779 8428)

5 September 2025

Arup Hong Kong Ltd.
Level 5, Festival Walk
80 Tat Chee Avenue
Kowloon Tong, Kowloon
(Attn.: Yeung Wing Shan, Theresa)

Dear Sir/Madam,

Proposed Flat and Permitted Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone, 4 Tung Yuen Street, Yau Tong, Kowloon

I refer to my letter to you dated 11.8.2025.

The Town Planning Board (TPB) decided at its meeting on 15.8.2025 to defer a decision on the application for two months pending the submission of further information from you, including (i) a review of the building layout to provide setback from the southern boundary of the application site to minimise the wall effect; (ii) a review of the building design to reduce the building mass; and (iii) demonstration of compliance of the proposed scheme with the Sustainable Building Design Guidelines, for further consideration by the TPB.

If you wish to submit further information to the TPB before your application is considered, please note that pursuant to section 16(2JA) of the Town Planning Ordinance, the TPB must not accept any further information given by the applicant to the TPB for the purpose of the application if the further information is given at a time not falling within a specified period, as stated in para. 2.2 and 3.2 of the TPB Guidelines No. 32B (https://www.tpb.gov.hk/en/forms/Guidelines/TPB_PG_32B.pdf). As the TPB decided to defer its decision on the application on 15.8.2025, any further information submitted after 15.10.2025 shall not be accepted.

A copy of the TPB Paper in respect of the application is available at the TPB's website (https://www.tpb.gov.hk/en/meetings/MPC/Agenda/771_mpc_agenda.html). The relevant extract of minutes of the TPB meeting held on 15.8.2025 is enclosed herewith for your reference.

If you wish to seek further clarifications/information on matters relating to the above decision, please contact Ms. Florence Lee of the Kowloon District Planning Office at 2231 4966.

Yours faithfully,

(Leticia LEUNG)
for Secretary, Town Planning Board

ARUP

By Fax (2877 0245) and Email (tpbpd@pland.gov.hk)

2 October 2025

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

Your ref TPB/A/K15/132
Our ref 298523/00/WLL/MYNL/LYRC/05619

Dear Sir/Madam,

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon
(Planning Application No. A/K15/132)

Submission of Further Information – Responses to Departmental Comments

We refer to the comments from Town Planning Board (TPB) on the captioned Planning Application received on 5 September 2025.

We are pleased to submit herewith a Responses-to-Comments Table (**Attachment A**) together with Updated Architectural Layout of the Proposed Scheme (**Appendix A**), Plans showing Tower Design Rationales of the Proposed Scheme (**Appendix B**), Updated Illustration of Planning and Design Merits (**Appendix C**) and Updated Drawings of Landscape Master Plan Report (**Appendix D**) in support of the Planning Application for your consideration.

We sincerely seek for favourable consideration from the TPB to approve this S16 Planning Application. Should you have any queries, please contact the undersigned or Ms. Natalie LEUNG at [redacted] or our Mr. Ryan CHAN at [redacted].

Yours faithfully,

Wai-lam LEE
Associate Director

d [redacted]
e [redacted]

Encl. - 4 copies of the Responses-to-Comments Table (**Attachment A**) and **Appendices A - D**
cc - DPO/K, PlanD (Attn.: Ms. LEE Yuk Sin, Florence) (Email: fyslee@pland.gov.hk)
- DPO/K, PlanD (Attn.: Mr. WONG Pak Cheong, Kenneth) (Email: kpcwong2@pland.gov.hk)
- Client

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street,
Yau Tong, Kowloon
(Planning Application No. A/K15/132)
Responses to Comments – Departmental Comments

Comments from Town Planning Board **Page No.**

1. Town Planning Board, Metro Planning Committee, dated 5 September 2025 2

COMMENTS FROM TOWN PLANNING BOARD

No.	Comments	Responses
1.	**Town Planning Board, Metro Planning Committee, dated 5 September 2025** *Conclusion and Decision* After deliberation, the Committee decided to defer a decision on the application for 2 months pending the submission of further information from the applicants, including: (i) A review of the building layout to provide setback from the southern boundary of the application site to minimise the wall effect;	Noted and please be advised that the proposed building layout has been revised to include a voluntary tower setback of about 1.2m from the southern site boundary adjacent to the concrete batching plant (CBP) to minimise the potential wall effect (**Fig. A-01** of **Appendix A (Updated Architectural Layout of the Proposed Scheme)** refers). The development parameters of the Proposed Scheme, including the proposed maximum domestic and non-domestic plot ratio (PR), remain unchanged as 6 and 0.9 respectively. Given the Application Site's limited site area (2,419m^2), the ODP-required setback areas (39.586m^2) and the 15m-wide waterfront promenade (608m^2) which together account for over one-fourth of the total site area, limiting the available building footprint and overall building volume that could be developed. <u>Study of Mirrored Building Disposition</u> The Applicants have explored the feasibility of mirroring the waterfront portion (80mPD) of the Proposed Scheme. However, it is found infeasible as the north-facing habitable rooms and kitchens would not comply with the prescribed window requirements under B(P)R. Additionally, the mirrored building layout would expose flats directly to noise sources from the CBP. Thus, the Proposed Scheme with single-aspect building design along the CBP is considered optimal and serves as noise barrier to mitigate the potential noise impacts arising from the CBP (**Fig. K-01** of **Appendix B (Plans showing Tower Design**

COMMENTS FROM TOWN PLANNING BOARD

No.	Comments	Responses
		Rationales of the Proposed Scheme) refers). Optimal 1.2m-wide Voluntary Tower Setback from CBP From an optimised layout perspective, the building design shall provide minimum frontage dimensions for bedroom and living room to ensure reasonable furniture layout and uphold acceptable living standards for future residents. The Applicants have assessed that further increasing the building setback from the CBP would reduce the available frontage, requiring deeper units to maintain the same floor area. However, such deep and narrow flats are considered as substandard as they lack frontage and limit the space for functional furniture placement, and result in compromised natural lighting and ventilation due to reduced window frontage. Furthermore, the Applicants have studied the feasibility of extending the 80mPD portion of the Proposed Scheme to cantilever over the waterfront promenade to optimise domestic GFA and maintain PR balance. However, the study (**Fig. K-03** of **Appendix B** refers) concluded that any covered area in front of retail areas would be counted as retailed GFA by the Buildings Department subject to later GBP submission stage. In addition, the stepping height profile ascending from waterfront portion to inland portion and the maximum building height of +100mPD shall be maintained, respecting the gradual transition of Yau Tong Industrial Area. Increasing the setback from the southern site boundary would also reduce the number of flats per typical floor, with no available space to compensate by adding additional units. This would lead to a decrease in the typical residential floor area and cause the proposed domestic PR to fall below 6.0.

COMMENTS FROM TOWN PLANNING BOARD

No.	Comments	Responses
		Therefore, this proposed 1.2m-wide voluntary tower setback carefully balances the preservation of sea views for future residents, the optimisation of the Application Site's development potential, and compliance with statutory building design regulations. Microclimate Considerations Under the existing condition at the Application Site, the Wah Tung Godown occupies about 90% of site coverage up to +30.5mPD, creating a building bulk that completely blocks air ventilation from the waterfront and along Tung Yuen Street. Although various design strategies, including but not limited to adding urban windows and widening covered public passageway, have been explored, the site constraints limit their feasibility. As a result, the Proposed Scheme has the following to enhance air ventilation at pedestrian level and improve the microclimate within the area (**Fig. K-02** of **Appendix B** refers): • **Reduced Site Coverage**: The Proposed Scheme limits site coverage to no more than 70% up to +14.4mPD, improving airflow compared to the existing condition. • **Street-Level Setback**: A 5m-wide full-height setback along Tung Yuen Street, fronting retail shops, promotes a more open and active streetscape. This design encourages natural ventilation and enhances the pedestrian experience. • **Waterfront Promenade**: A 15m-wide promenade along the waterfront facilitates air movement and reduces heat accumulation, contributing to a cooler and more comfortable environment. • **Public Passageway**: A 5m-wide covered public passageway will connect Tung Yuen Street to the waterfront promenade, accessible on a 24/7 basis, enhancing connectivity and accessibility for future users.

COMMENTS FROM TOWN PLANNING BOARD

No.	Comments	Responses
		• **Landscaped Open Spaces**: The Proposed Development incorporates a mix of hard and soft landscaping at both the waterfront promenade and podium level. These shaded areas improve thermal comfort and help mitigate the urban heat island effect, fostering a more liveable residential environment in Yau Tong. • **Stepped Building Height Design**: With reference to para. 6.2.23 in Chapter 11 (Urban Design Guidelines) of the Hong Kong Planning Standards and Guidelines, the Proposed Development has adopted a stepped building height design descending towards the waterfront. This approach improves visual permeability to the waterbody and contributes positively to the local microclimate. • **Improved Wind Performance**: Compared to the existing condition, the Proposed Development demonstrates significant improvement in wind performance and air ventilation from findings in our submitted Air Ventilation Assessment which confirmed that the Proposed Scheme is fully acceptable from air ventilation aspect and fully compatible to the nearby environment. <u>Conclusion</u> The Proposed Development in compliance with the Sustainable Building Design Guidelines will contribute to the local microclimate by enhancing natural ventilation, increasing urban greenery, and improving thermal comfort for both residents and the public.
	(ii) A review of the building design to reduce the building mass; and	Noted and please refer to our response above.
	(iii) Demonstration of compliance of the proposed scheme with the Sustainable Building Design Guidelines	Noted and please refer to **Fig. A-09** of **Appendix A** for compliance with details in building separation, building setback and site coverage of greenery.

COMMENTS FROM TOWN PLANNING BOARD

No.	Comments	Responses
		Building Separation According to PNAP APP-152, sites that are less than 20,000m^2 and proposed with building or group of buildings having a continuous projected façade length (Lp) of 60m or above should comply with the building separation requirements. Since the Application Site is less than 20,000m^2 in area with Lp of less than 60m, thus the requirement on building separation is not required. While taking Members' consideration during TPB meeting on 15 August 2025, the Applicants proposed a voluntary tower setback of about 1.2m from the southern site boundary adjacent to the CBP. Building Setback According to PNAP APP-152, buildings fronting a street less than 15m wide should be set back to comply with building setback requirements. Since Tung Yuen Street is wider than 15m, the requirement on building setback is not required. Nevertheless, the Applicants proposed a full-height setback of 5m-wide from Tung Yuen Street road kerb, including the 3.5m-wide footpath under ODP requirement and a further full-height setback of 1.5m-wide abutting the building façade of the Proposed Development. Site Coverage of Greenery According to PNAP APP-152, sites with areas of 1,000m^2 or more should be provided with greenery areas in accordance with Table 2 of PNAP APP-152. Since the area of the Application Site is more than 1,000m^2 and less than 20,000m^2, the minimum site coverage of greenery of 20% of the site area, i.e. not less than 484m^2 is provided.

(Last Updated on 2 Oct 2025)

Appendix A

Updated Architectural Layout of the Proposed Scheme

TUNG YUEN STREET

SHUNG TAK WAI

18290

3500

Pavement Widening ABOUT 1M

1500

3000

+4.40

+100.00MPD

T1

+109.50MPD

1200

2F
+14.40

+20.15

OUTDOOR POOL

+80.00MPD

1200

+4.40

15M PROMENADE

YAU TONG SEWAGE PUMPING STATION

CONCRETE BATCHING PLANT
(YTML 68)

THE COAST LINE I

海堤 Seawall

VICTORIA HARBOUR

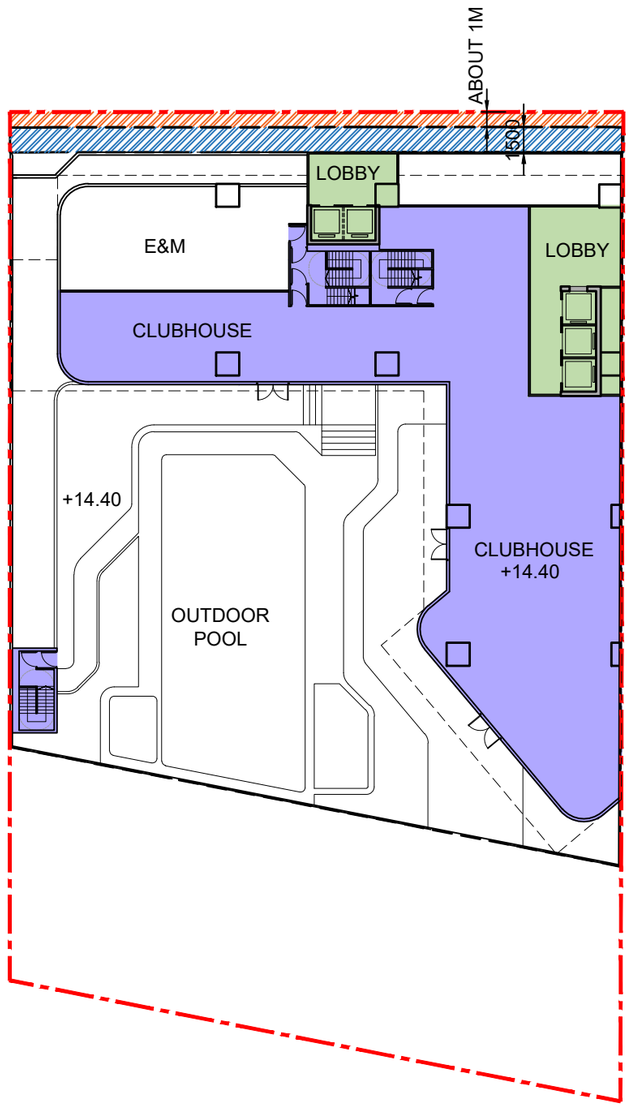
LEGEND

- SURRENDERED SETBACK AREA (39.586m^2)
- VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK (65.219m^2)
- VOLUNTARY WATERFRONT PROMENADE (NOT LESS THAN 608m^2)
- +100mPD PORTION
- +80mPD PORTION

0 1 2 5 10 20m

A-01 Master Layout Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



LEGEND

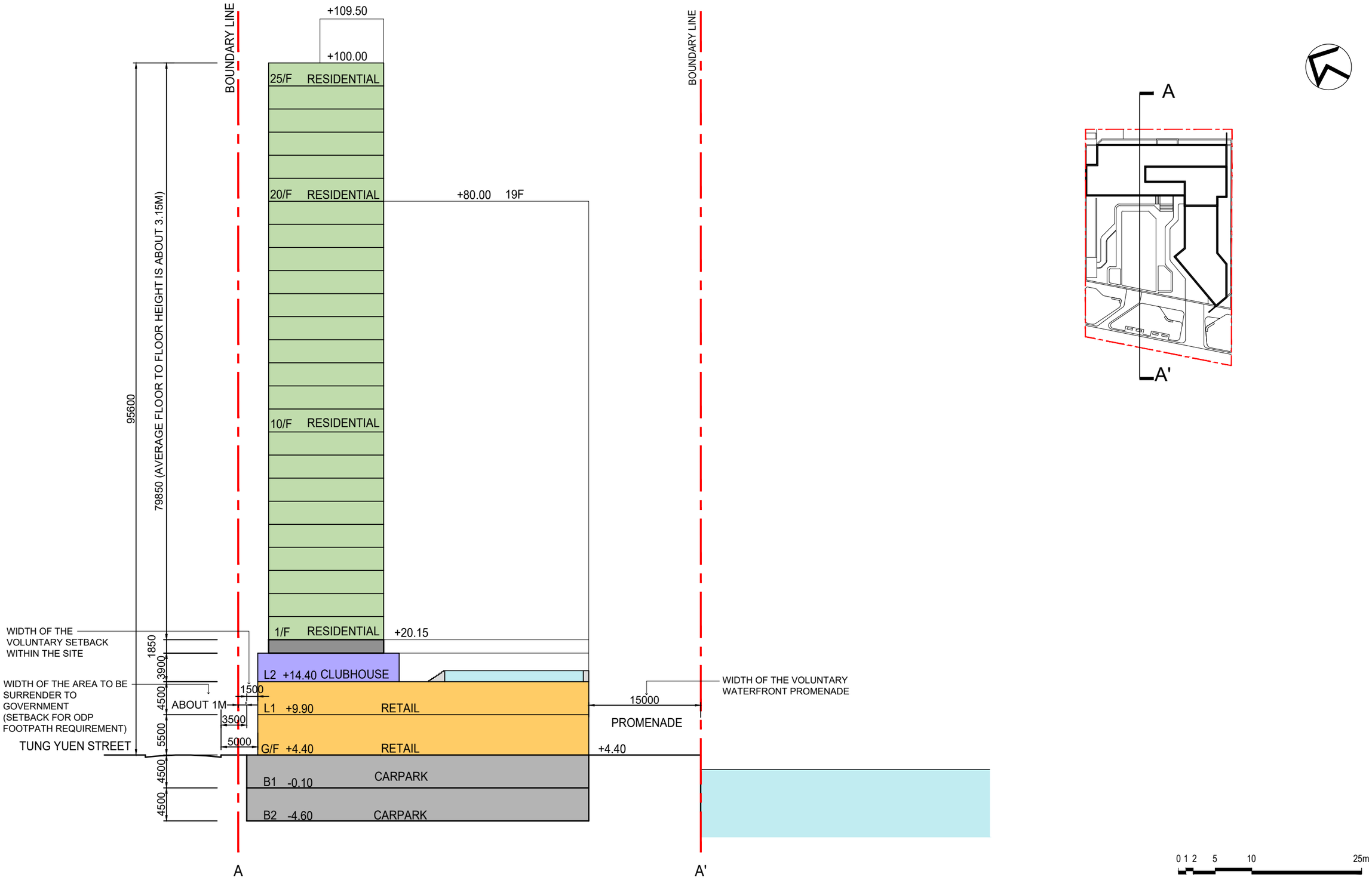
SURRENDERED SETBACK AREA ($39.586m^2$)

VOLUNTARY 1.5M WIDE FULL HEIGHT SETBACK ($65.219m^2$)

0 1 2 5 10 20m

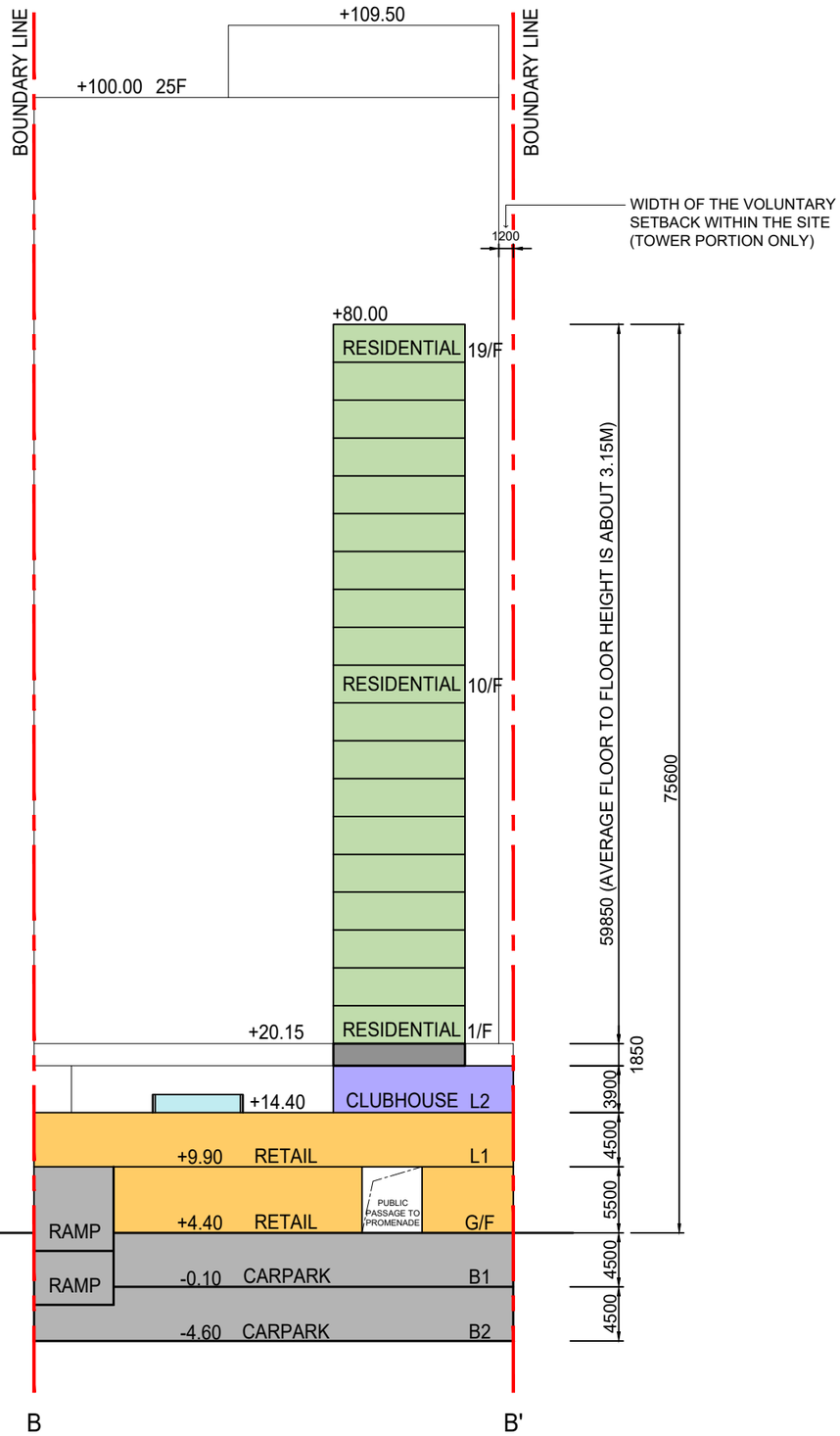
A-06 Level 2 (L2) Plan

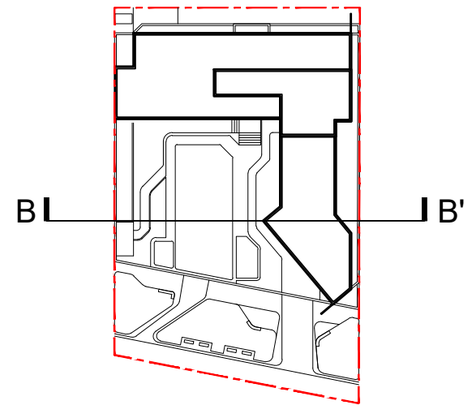
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-07 Section A-A'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70





0 1 2 5 10 25m

A-08 Section B-B'

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



PROVISION OF SUSTAINABLE BUILDING DESIGN

BUILDING SEPARATION :	**NOT REQUIRED** (SITE AREA LESS THAN 20,000m². NO PART OF BUILDING HAVING CONTINUOUS PROJECTED FACADE LENGTH (Lp) OF 60m)
BUILDING SETBACK:	**NOT REQUIRED** WIDTH OF TUNG YUEN STREET: 18.290m > 15m i.e. BUILDING SETBACK ALONG TUNG YUEN STREET IS NOT REQUIRED
SITE COVERAGE OF GREENERY:	**COMPLIED** SITE AREA: 2,419m² > 1,000m² i.e. GREENERY AREA REQUIRED OVERALL MIN. SITE COVERAGE OF GREENERY: 20% (1,000m² < 2,419m² < 20,000m²) OVERALL GREENERY AREA REQUIRED: 2,419 x 20% = 483.8m² PROPOSED OVERALL GREENERY : G/F GREENERY + L2 UNCOVERED GREENERY + L2 COVERED GREENERY =240m² + 220m² + (50m² X 0.5) =485m² 485m² > 483.8m² MIN. SITE COVERAGE OF GREENERY AT PRIMARY ZONE: 10% (1,000m² < 2,419m² < 20,000m²) GREENERY AREA AT PRIMARY ZONE REQUIRED: 2,419 x 10% = 241.9m² PROPOSED GREENERY AT PRIMARY ZONE : 485m² > 241.9m²

LEGEND

- Greenery at grade (+4.40mPD)
- Uncovered greenery at podium roof (+14.40mPD)
- Covered greenery at podium roof (+14.40mPD)

0 1 2 5 10 20m

A-09 Compliance of Sustainable Building Design Guidelines (PNAP APP-152)

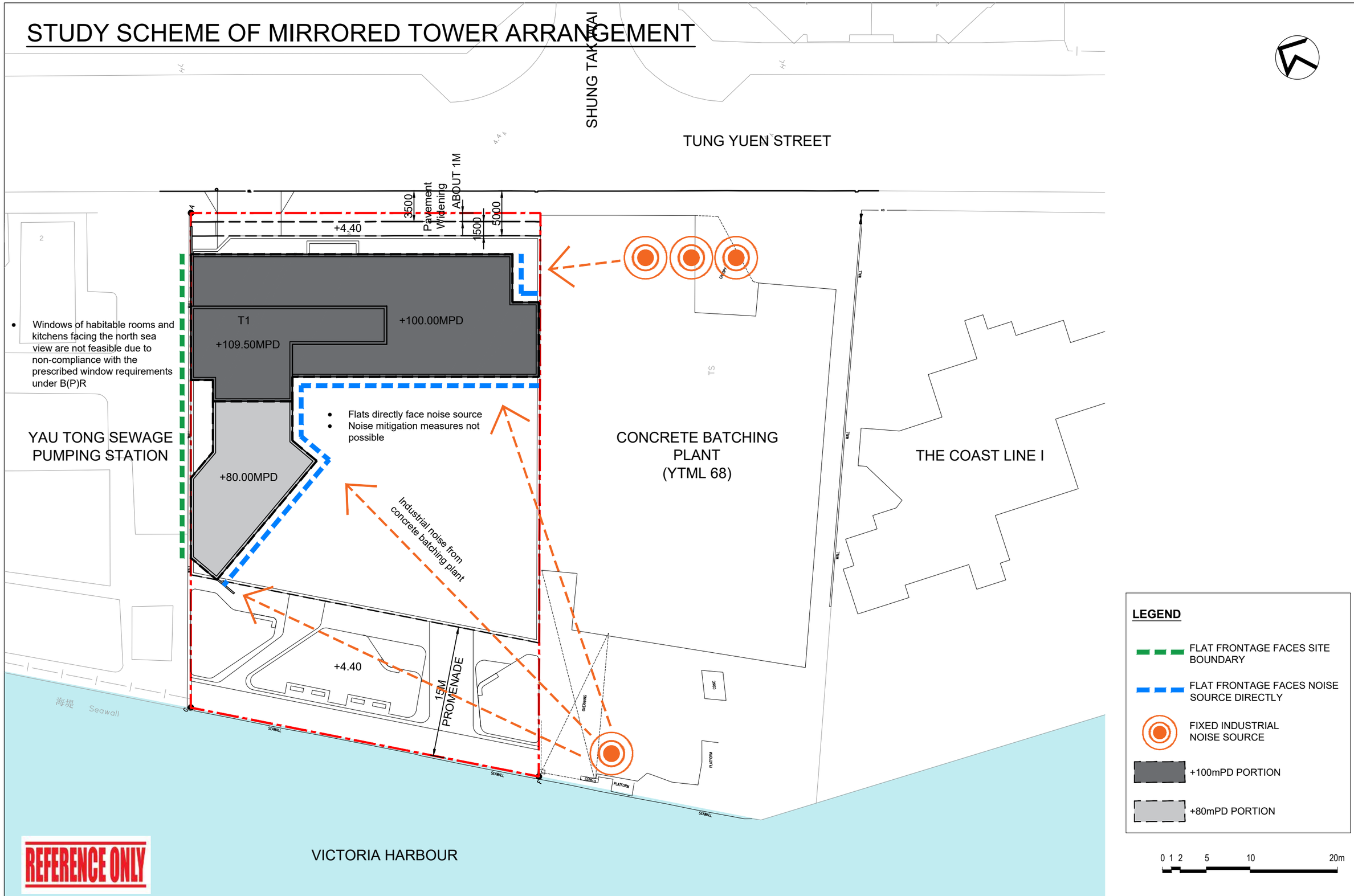
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

ARUP

Appendix B

Plans showing Tower Design Rationales of the Proposed Scheme

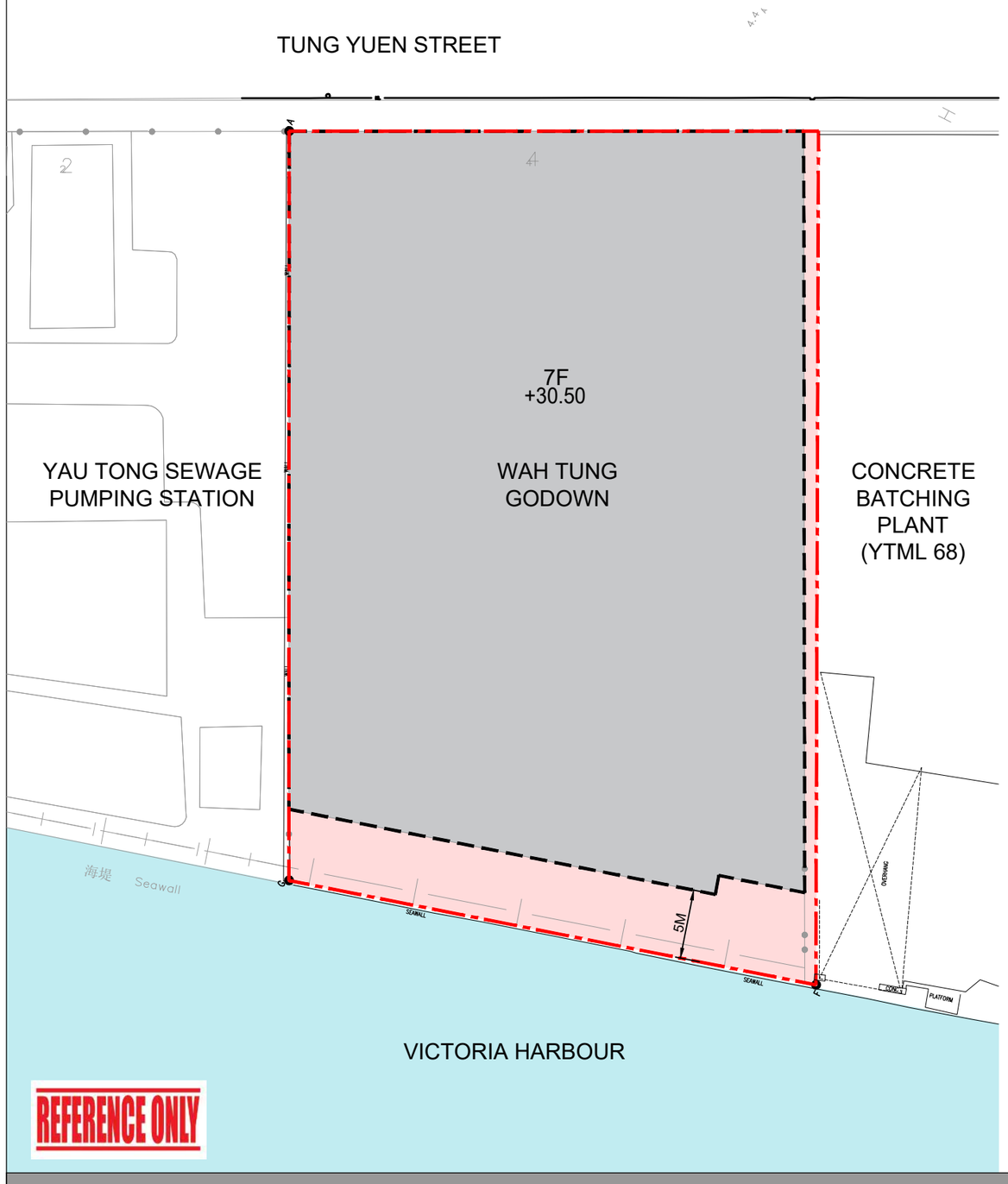
STUDY SCHEME OF MIRRORED TOWER ARRANGEMENT



REFERENCE ONLY

EXISTING SITE CONDITION

- Approx. 90% site coverage up to +30.5mPD
- Building bulk completely blocks air ventilation from the seaside and along Tung Yuen Street

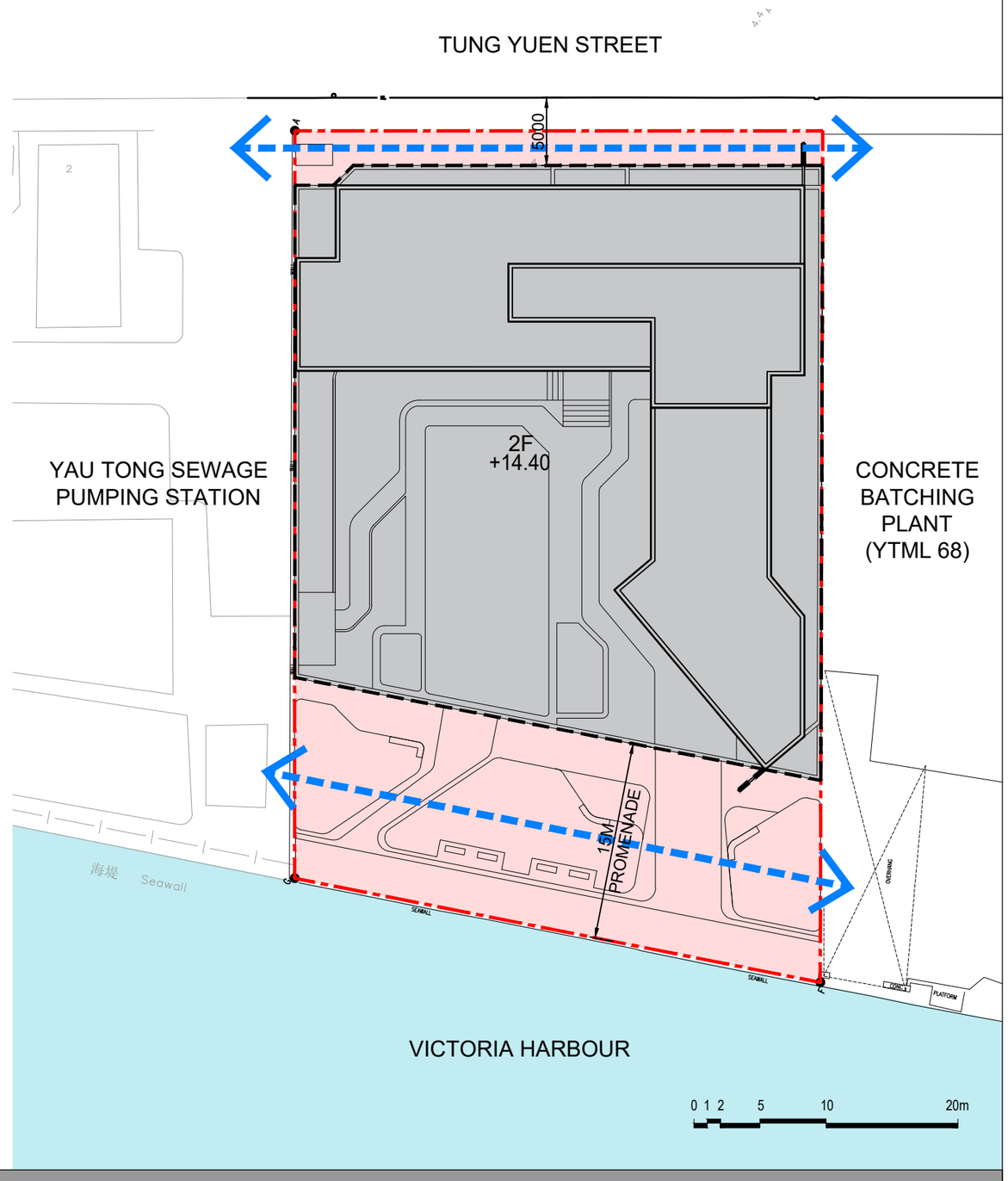


REFERENCE ONLY

PROPOSED

Enhanced air ventilation at pedestrian level achieved by:

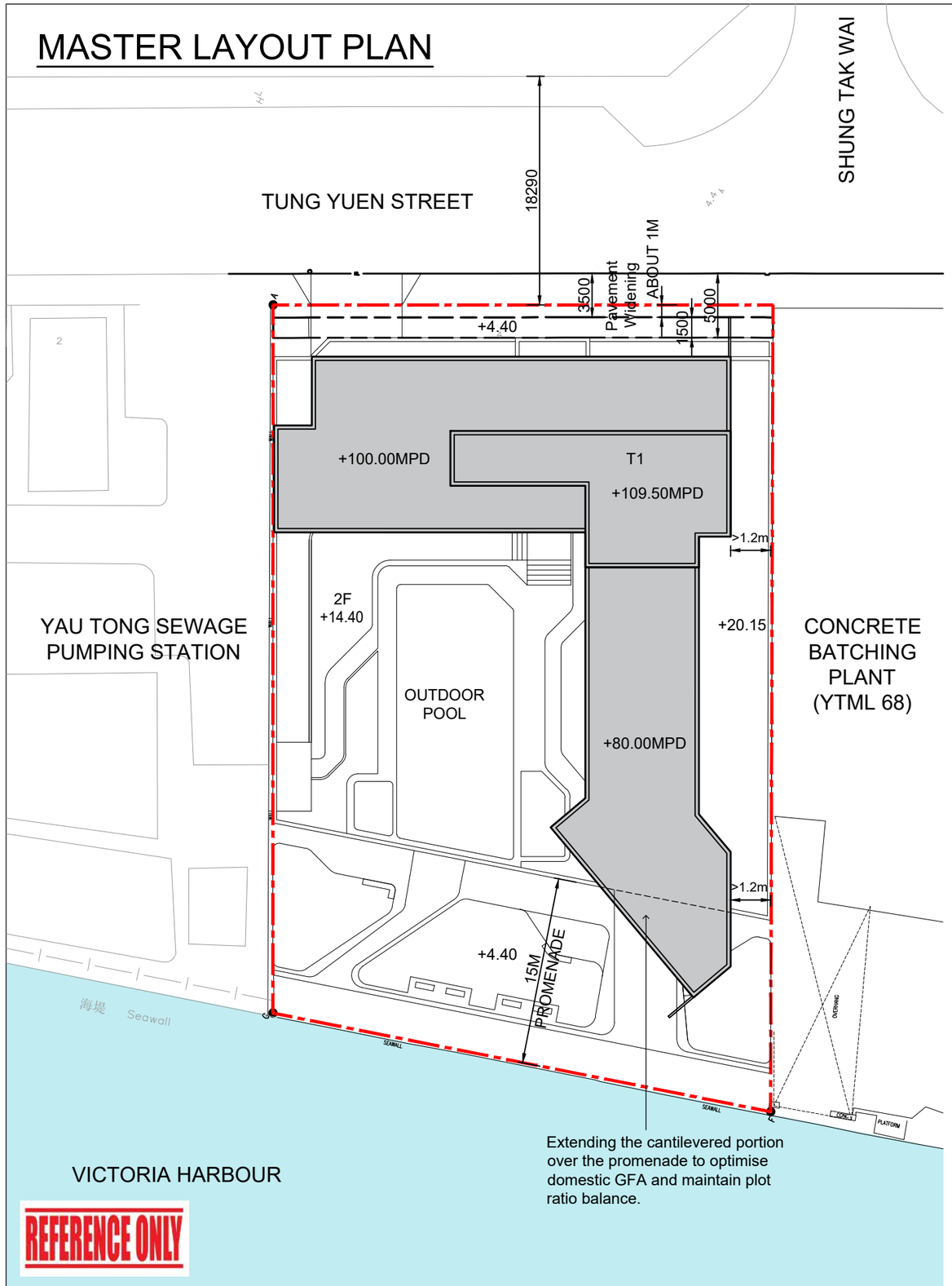
- Less site coverage of not more than 70% up to +14.4mPD
- Providing a 5m setback from Tung Yuen Street
- Providing a 15m setback from the waterfront for a public promenade



K-02 Measures for Improving Air Ventilation

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

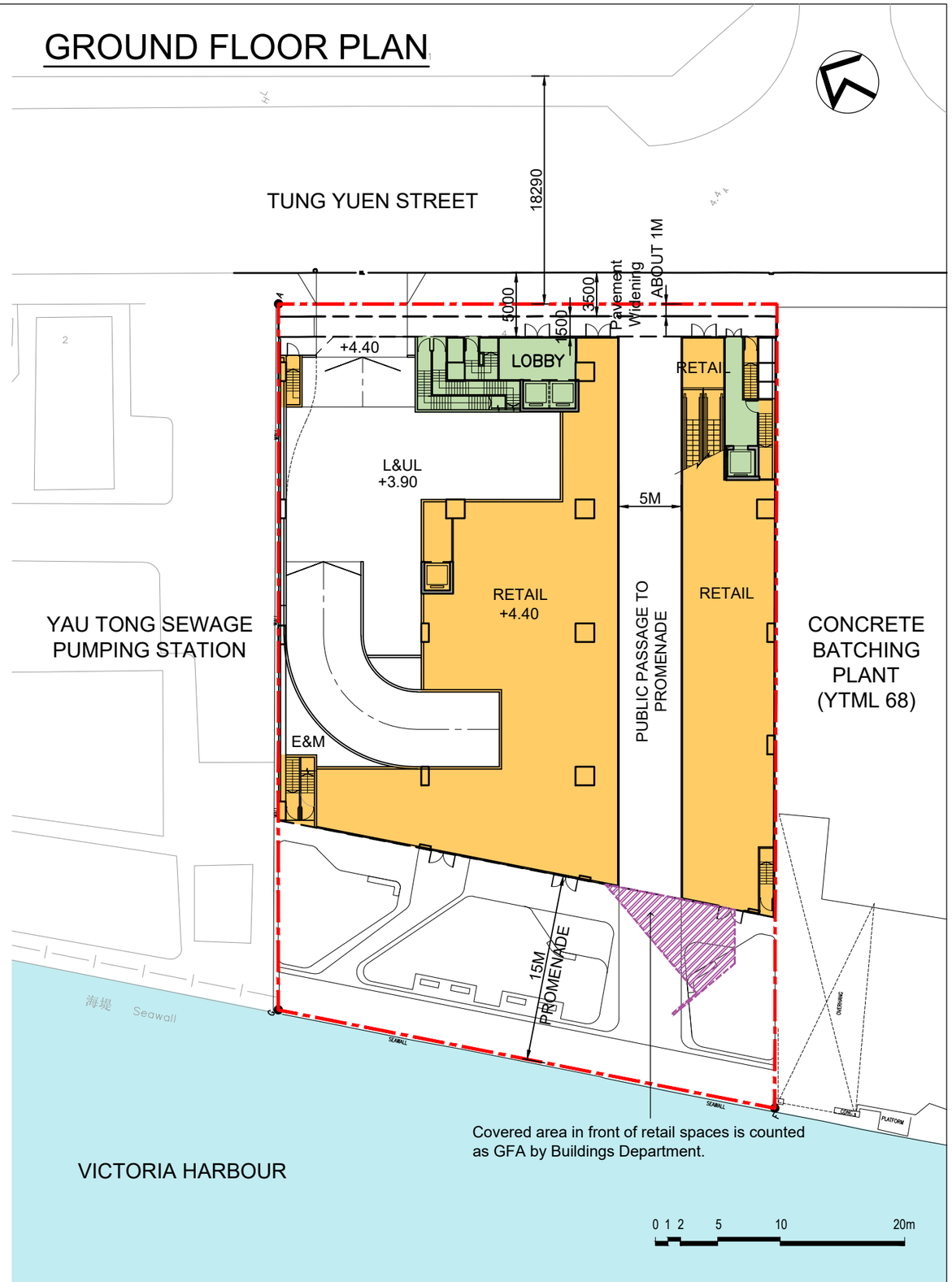
MASTER LAYOUT PLAN



Extending the cantilevered portion over the promenade to optimise domestic GFA and maintain plot ratio balance.

REFERENCE ONLY

GROUND FLOOR PLAN



Covered area in front of retail spaces is counted as GFA by Buildings Department.

0 1 2 5 10 20m

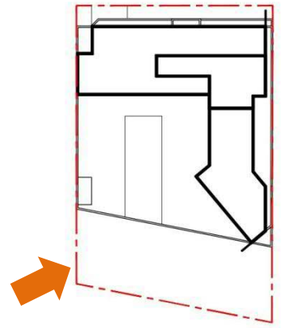
K-03 Implications of Tower Portion Extension Encroaching on Waterfront Promenade

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

ARUP

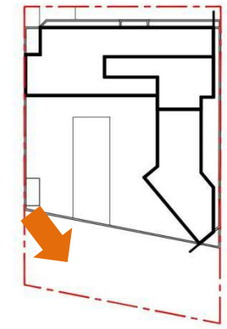
Appendix C

Updated Illustration of Planning and Design Merits





E-01 Illustration of Planning and Design Merits – Public Promenade





E-02 Illustration of Planning and Design Merits – Public Promenade

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

TUNG YUEN STREET

SHUNG TAK WAI

18290

3500

Pavement Widening ABOUT 1M

1500

5000

+4.40

5000

+100.00MPD

T1

+109.50MPD

1200

2F
+14.40

+20.15

OUTDOOR POOL

+80.00MPD

1200

+4.40

15M PROMENADE

YAU TONG SEWAGE PUMPING STATION

CONCRETE BATCHING PLANT
(YTML 68)

THE COAST LINE I

Possible future connection to the wider Kowloon East promenade.

Possible future connection to the waterfront promenade at the concrete batching plant

海堤 Seawall

SEAWALL

VICTORIA HARBOUR

LEGEND

- Proposed new trees
- Full height setback from the northeastern boundary along Tung Yuen Street for provision of a 3.5m-wide footpath
- The voluntary 1.5m-wide full height setback abutting the building façade within the Application Site
- 5m-wide covered public passage, open 24/7, from Tung Yuen Street to the waterfront promenade through the G/F of the proposed building.
- 15m-wide waterfront promenade (Not less than 608m^2) would be publicly accessible and open 24/7
- Greenery at grade (+4.40mPD)
- Uncovered greenery at podium roof (+14.40mPD)
- Covered greenery at podium roof (+14.40mPD)

0 1 2 5 10 20m

ARUP

Appendix D

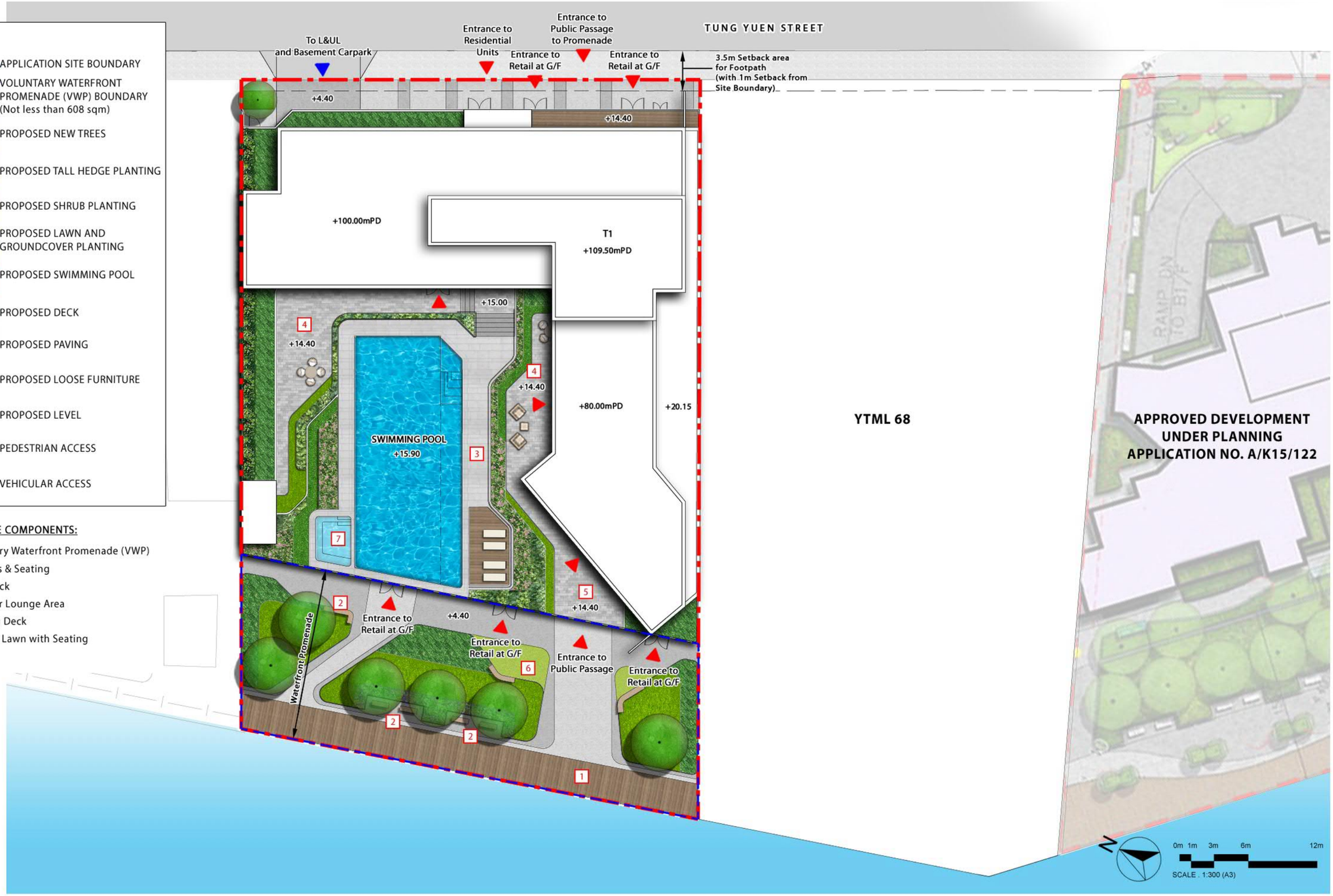
Updated Drawings of Landscape Master Plan Report

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- PROPOSED NEW TREES
- PROPOSED TALL HEDGE PLANTING
- PROPOSED SHRUB PLANTING
- PROPOSED LAWN AND GROUNDCOVER PLANTING
- PROPOSED SWIMMING POOL
- PROPOSED DECK
- PROPOSED PAVING
- PROPOSED LOOSE FURNITURE
- +4.00 PROPOSED LEVEL
- PEDESTRIAN ACCESS
- VEHICULAR ACCESS

LANDSCAPE COMPONENTS:

1. Voluntary Waterfront Promenade (VWP)
2. Benches & Seating
3. Pool Deck
4. Outdoor Lounge Area
5. Viewing Deck
6. Activity Lawn with Seating
7. Jacuzzi



Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

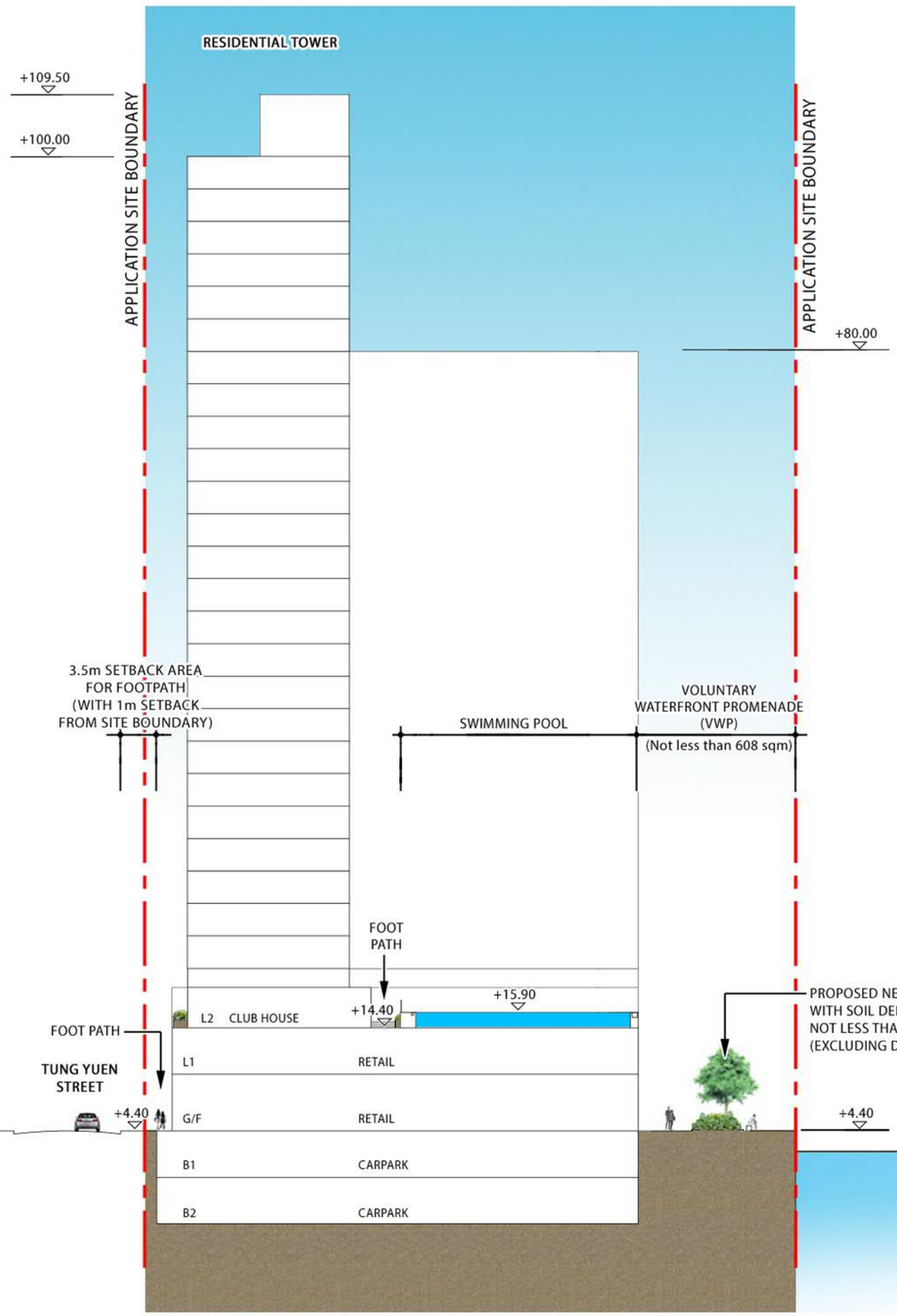
Landscape Plan - Composite Plan

Dwg. No. : 2023204-LMP-01a

Date : OCT 2025
(A3-size)

axxa group

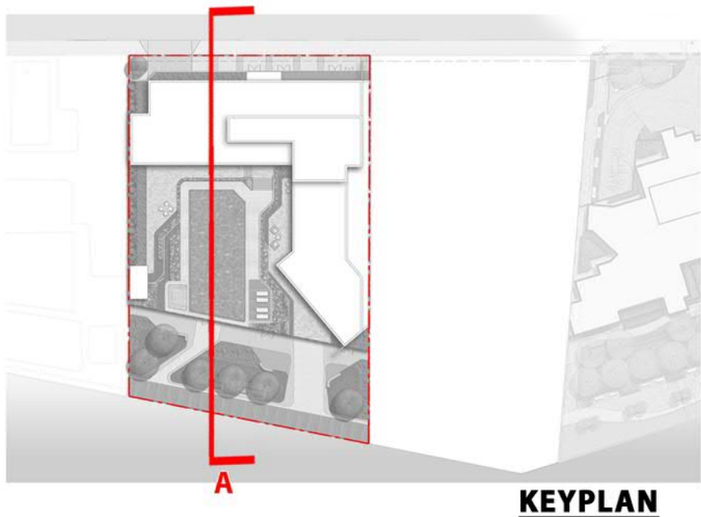
Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-09-30 LMP\2023204-LMP-01a



LANDSCAPE SECTION A

0m 2m 5m 10m 20m

SCALE . 1:500 (A3)



KEYPLAN

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section A

Dwg. No. : 2023204-SEC-01b

Date : OCT 2025
(A3-size)

axxa group

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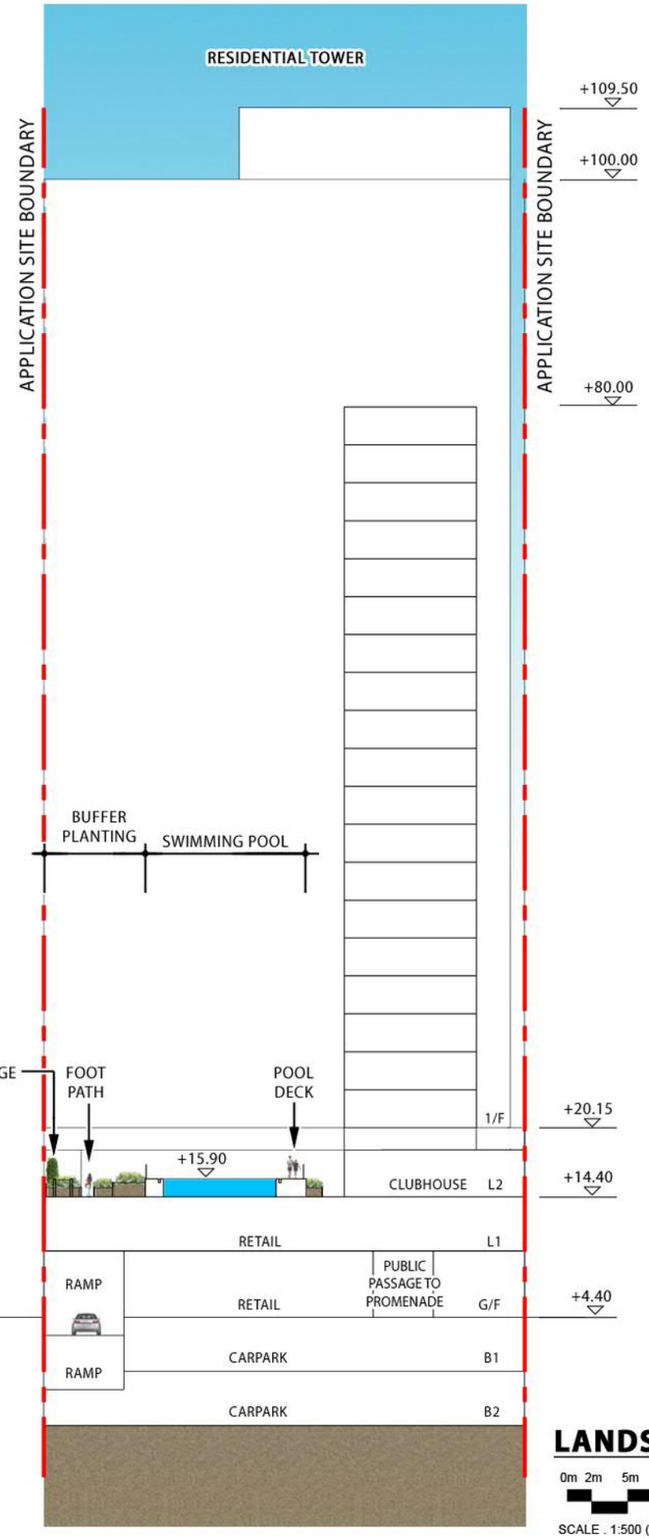
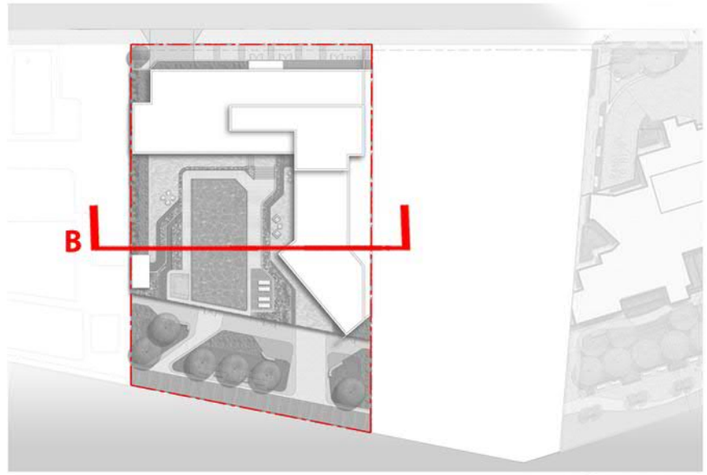


LANDSCAPE SECTION B

0m 2m 5m 10m 20m

SCALE . 1:500 (A3)



KEYPLAN

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Landscape Section B

Dwg. No. : 2023204-SEC-02b

Date : OCT 2025
(A3-size)

axxa group

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LEGEND:

VEHICULAR ACCESS

PEDESTRIAN ACCESS

CARPARK ENTRANCE

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

+4.40

VERTICAL CONNECTION BETWEEN B2 & RESIDENTIAL TOWER

RETAIL VERTICAL CONNECTION BETWEEN G/F & L1

VERTICAL CONNECTION BETWEEN G/F & CLUBHOUSE

L&UL

+3.90

RETAIL VERTICAL CONNECTION BETWEEN G/F & L1

RETAIL

+4.40

Public Passage to Promenade

RETAIL

TO BASEMENT CARPARK

+4.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Circulation Demarcation Plan - G/F (+4.40mPD)

Dwg. No. : 2023204-CDP-01

Date : NOV 2024

(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-09-30 LMP\2023204-CDP-01

LEGEND:

PEDESTRIAN ACCESS

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

VERTICAL CONNECTION BETWEEN B2 & RESIDENTIAL TOWER

+14.40

E&M

CLUBHOUSE
+14.40

VERTICAL CONNECTION BETWEEN G/F & CLUBHOUSE

VERTICAL CONNECTION BETWEEN CLUBHOUSE & RESIDENTIAL TOWER

BUILDING LINE ABOVE

+15.00

+14.40

+14.40

SWIMMING POOL
+15.90

CLUBHOUSE
+14.40

+14.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Circulation Demarcation Plan - 2/F (+14.40mPD)

Dwg. No. : 2023204-CDP-01

Date : NOV 2024
(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-09-30 LMP\2023204-CDP-02

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- UNCOVERED
- COVERED

TOTAL GREENERY COVERAGE (Not less than 20% of the Site Area)

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

+14.40

E&M

CLUBHOUSE
+14.40

+15.00

BUILDING LINE ABOVE

+14.40

+14.40

SWIMMING POOL
+15.90

CLUBHOUSE
+14.40

+14.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Greenery Demarcation Plan

Dwg. No. : 2023204-GDP-01a

Date : OCT 2025
(A3-size)

axxa group

Y:\0-Axxagroup Project 2023\2023204_YT68&70_CRLand\Graphic Storage\5. Submission Drawing\2025-09-30 LMP\2023204-GDP-01a

LEGEND:

- APPLICATION SITE BOUNDARY
- VOLUNTARY WATERFRONT PROMENADE (VWP) BOUNDARY (Not less than 608 sqm)
- OPEN SPACE (Not less than 855 sqm)
  - PRIVATE OPEN SPACE (Approx. 247 sqm)
  - VOLUNTARY WATERFRONT PROMENADE (VWP) (Approx. 608 sqm)

TUNG YUEN STREET

3.5m Setback area for Footpath (with 1m Setback from Site Boundary)

+4.40

+14.40

+100.00mPD

T1

+109.50mPD

+15.00

+14.40

SWIMMING POOL

+15.90

+14.40

+80.00mPD

+20.15

+14.40

+4.40

Waterfront Promenade

YTML 68

APPROVED DEVELOPMENT UNDER PLANNING APPLICATION NO. A/K15/122

RAMP DOWN TO B1/F

N

0m 1m 3m 6m 12m

SCALE . 1:300 (A3)

Section 16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

Open Space Demarcation Plan

Dwg. No. : 2023204-ODP-01a

Date : OCT 2025

(A3-size)

axxa group

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